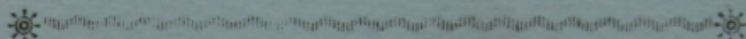


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L I V E R P O O L N A U T I C A L
R E S E A R C H S O C I E T Y

B U L L E T I N

Merseyside County Museum
William Brown Street
Liverpool, L3 8EN

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

When winds that move not its calm surface sweep
The azure sea, I love the land no more;
The smiles of the serene and tranquil deep
Tempt my unquiet mind. But when the roar
Of Ocean's grey abyss resounds, and foam
Gathers upon the sea, and vast waves burst,
I turn from the drear aspect to the home
Of earth and its deep woods, where interspersed,
When winds blow loud, pines make sweet melody.

"The Ocean" - Shelley.

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HUDSON BAY NAVIGATION

Mention is made elsewhere in this issue, of the arrival at Royal Seaforth Grain Terminal of AGIA ERINI II with 30,000 tons of Canadian wheat loaded at Port Churchill.

It is fortythree years since this grain port came into existence, and many grain cargos have arrived in Birkenhead during that period, mostly in the vessels of the Dalgliesh Line. It was on 17th August 1932 that PENNYWORTH ex GOGOVALE,

built in 1916, opened the new port in the barren lands of Central Canada. On the voyage out, she had a general cargo and a few passengers.

Churchill was fortified in 1718 and the massive Fort Prince of Wales was built in 1733. In 1811 the Earl of Selkirk (Governor of the Hudson Bay Co.) founded a colony of settlers, who spread and by 1870 were recognized as the Province of Manitoba. A railway to the port was commenced in 1910 but was not completed until 1931 - during its construction some rich mineral deposits were discovered and worked. For nine months of the year the area around is a desolation of ice and snow.

The pioneer PENNYWORTH was supplied with navigational information by radio from Resolution Island in Hudson Strait, radio beacons having been installed on various points. She was escorted through the Strait by Canadian icebreaker N.B.MACLEAN, whose sixty-man crew had spent many months preparing the way; 900 miles of ice-strewn sea across the great Bay. And now, it is usual for upwards of eighty cargo vessels to load there between July and September, some making a double voyage on a route which even now, demands a high grade of seamanship.

Study of an atlas assists in understanding this situation. It is hoped soon to extend the loading season from July to November, and one line plans to commence container operation in 1975.

N.R.P.

THE TAKE-OVER OF LARRINAGA STEAMSHIP CO.

Ramon de Larrinaga, a Basque sailing ship master founded this Company in 1863. If the size of a fleet is anything to go by, then their fortunes have ebbed and flowed, as many another owner in the tramp trades.

In the autumn of 1974, with a fleet of two SD 14's MIGUEL DE LARRINAGA and RUPERT DE LARRINAGA, the company was reported as sold to "London Greeks". This turned out to be Vergocean Steam Ship Co., who own but one SD 14, SEA MOON, but probably have larger interests. Larrinaga's Liverpool office has been closed down, causing redundancy for sixteen employees.

NOVEMBER MEETING

Mr. R. Lamb of the Liverpool Polytechnic lectured about "The Albert Dock - past, present and future" on 14th November. An impressive number of slides portrayed plans and details of the warehouses. In the early nineteenth century, port theft and fire were major problems. Goods were unloaded on to open quaysides and transported to privately owned warehouses in the surrounding streets. There was ample opportunity for wholesale thieving. The private warehouses were usually built of brick with wooden floors, joists, pillars and roof trusses, and when packed with such combustible material as baled cotton, they were a major fire hazard. Incidents such as the Goree warehouse fire of 1801 led to mounting pressure on the Dock Committee to provide fireproof (and theftproof) warehouse accommodation with direct access to the docks. Such proposals were held up for many years by the vested interest of the warehouse owners.

In 1824, Jesse Hartley, a Yorkshire bridgemaister was appointed Dock Surveyor and amongst his first tasks was to draw up a report on future extensions to the dock system. Amongst his proposals was the construction of a dock with fireproof warehouses built on the edge of the quays and surrounded by a security wall. This would be sited on the land between Salthouse Dock and the River, which at that time was occupied by shipbuilding yards and timber merchants.

This was the germ of his later design for Albert Dock. However, it differed in many details including the layout of the warehouses and their roof line, which was a series of gabled roofs, giving a "saw tooth" effect. His proposals did not go unchallenged; a local surveyor, Gage, put forward a rival scheme, with a very elaborate system of small quays, all served by warehouses. Hartley's proposals bore fruit in the late 1830's, when work started on clearing the site for an oblong dock of some seven acres, enclosed on all four sides by warehouses, with entrances from the Canning Half Tide and Salthouse docks.

The huge task of building quays and warehouses took until 1845 when Prince Albert came to Liverpool and opened the new dock with great ceremony. More buildings were added to the

scheme after the opening including the Dock Traffic Office. Hartley was assisted in his design by Philip Hardwick, an architect who had already worked on a similar scheme at St. Katherine's Dock, London. Between them, they produced a group of warehouses in the Georgian tradition. The proportions and rhythm of details such as window openings, cornices etc. were manipulated to achieve an aesthetically pleasing effect instead of the bold application of ornament which one associates with Victorian architecture. The result was both architecturally and functionally superb. The building incorporated the latest techniques in fireproof construction.

The five storey warehouses were built with an internal frame of cast iron pillars, beams and brick vaults tied transversely by wrought iron tie rods. In addition the roof was of rivetted sheet iron - almost self supporting - with only the most nominal of roof trusses. Below ground the whole structure was founded on heavy wooden piles, inverted brick arches and massive brick vaults. The building was brought right to the edge of the water on massive iron columns. The columns were carefully spaced to provide elliptical openings for the installation of wall cranes for cargo handling at quay level. Further hoists were provided internally and at loading doors on the landward side of the warehouses. These cranes and hoists were worked by hydraulic power which, at the time, was a notable advance in cargo handling.

Internally, there were walls to isolate one part of a warehouse from another, and externally there was a surrounding security wall to stop theft. In the course of time the buildings have been modified to meet the changing needs of trade. For example, the northern warehouse was converted into a cold store, and had a huge wood and corrugated iron extension built in its loading yard. The warehouses were vacated by the Mersey Docks and Harbour Board in 1971, and have remained open to vandals ever since. In the first instance they were to be demolished to make way for new offices, but now there are positive proposals for their conversion for the use of the Liverpool Polytechnic. Preliminary studies have already proved that such a scheme is cheaper than building from new.

The conversion would involve quite a number of modifications to the existing appearance, including a new roof, capable of housing a sixth floor, and service towers in the landward side loading bays, to accommodate lifts and services. Taken in conjunction with the Maritime Museum scheme which could include the conservation of the historic area between Albert Dock and the Pierhead, the proposals offer a very exciting prospect for Liverpool. One similar scheme already under way at St.Katherine's Dock, London, included the preservation of historic ships in the water area. These include an ex-Watkins steam tug, a lightship and the Victorian naval vessel GANNET (ex HMS MERCURY).

An informal vote of thanks was made at coffee time, and carried with acclamation.

M.K.S.

DECEMBER MEETING

Thursday 5th December was the date for our Christmas Social Evening, which was well attended. Very tasty refreshments were taken in the staff room of the Museum, and for these, we owe our thanks to Miss Susan Welsh, Mrs. Betty Summerfield and Mrs. Margaret Stuttard. All the savouries and sweetmeats were ample for our needs and did great credit to these ladies. It is good to have an occasion like this, when we can engage in conversation with other members over a host of subjects covering marine art, literature, research, photography and the world of ships and the sea.

Later in the evening, we all adjourned to the new "Shipperies Exhibition" on a floor below, to inspect the many model ships, paintings, relics, etc. There is the very large model, over which a question mark has hung, as to whether it is BRITANNIC or TITANIC. The model of Royal Mail Line's ANDES has never been publicly on show before. ANDES was a most handsome ship, almost new when the last war started. She fulfilled excellent trooping duties, and safely survived hostilities. On one voyage, she was returning from Capetown to the U.K. at the same time as EMPRESS OF BRITAIN. The EMPRESS was routed further to the westward and succumbed to torpedo attack. After close partnership, this was a blow to those serving in ANDES, which reached home unscathed.

Of great interest is the model of a Liverpool Pilot schooner typical of those which cruised off the Mersey Bar over one hundred years ago. There is an oil painting by Samuel Walters showing Whitehaven Harbour with a vessel departing for the Isle of Man. Also, is displayed that beautiful water colour by Sam J.M.Brown of HMS CONWAY under tow off Great Ormes Head. But then, we all have our own favourites, and a detailed report is not possible here.

Some chairs were thoughtfully placed in the gallery and very soon came the mince pies and sherry, the distribution again being in charge of our lady members. Here, we must thank both Mrs.Welsh and Mrs.Coney for the delicious mince pies.

Our Chairman toasted the Society's continued success in the future, and expressed his good wishes to members for the festive season. Our glasses were raised once more to the recovery of Captain Chubb, presently in a Wallasey Hospital following a stroke. Mr.M.B.Glasier kindly undertook to convey to Capt.Chubb, the Society's sincere wishes for his speedy recovery. We missed him being amongst us at this time.

We have to thank Mike Stammers, Peter Welsh and all those on the Museum staff whose contribution to the success of our Social, has made it a standard event.

N.R.P.

THE HELMSMAN'S CREED

When both lights you see ahead,
Starboard wheel and show your red,
Green to green, or red to red -
Perfect safety - go ahead.
If to starboard red appear,
It is your duty to keep clear,
To act as judgment says is proper -
To starboard or port, back or stop her.
Both in safety and in doubt,
Always keep a sharp look-out.
In danger with no room to turn,
Ease her, stop her, go astern!

Now those four rules we all must note
Are no use in a sailing boat;
As we're dependent on the wind,
Another set of rules we find.
A close-hauled ship you'll never see,
Give way to one that's running free;
It's easier running free to steer,
And that's the reason she keeps clear.
With wind the same side, running free,
Ones to windward, ones to lee,
The leeward ship goes straight ahead,
The other alters course instead.
Both close-hauled or both quite free,
On different tacks we all agree,
The ship that has the wind to port,
Must keep well clear is what we're taught.
At other times, the altering craft
Is that which has the wind right aft.

MORE ABOUT THE SOUTHPORT LIFEBOAT DISASTER

Our member Mr.Douglas B.Cochrane of Preston kindly sends added detail regarding the disaster:-

"The bodies of the members of the Southport lifeboat were buried in the Southport cemetery, with a monument in the form of a broken mast showing above the waves, with side reliefs of the disaster marking their grave.

"The St.Ann's crew were buried, some in St.Ann's parish church-yard, a tall plain cross marks the grave, others in St.Cuthbert's churchyard, Lytham, where a tall pinnacle of red sandstone, with side reliefs of the lifeboat, marks the site.

"The best known memorial, however, stands on St.Ann's Promenade a few yards east of the pier, in the form of a lifeboatman in full dress, cork lifebelt etc., mounted on a tall stone plinth bearing the names of the crew. The statue gazing seaward towards the place of the disaster is said to bear the features of the dead coxswain William Johnson of the LAURA JANET.

"MEXICO was not badly damaged, except in rigging, masts and spars, and was refloated and towed to Lytham, where she was beached about half a mile east of the windmill. She was purchased by William Allsup and Son, the Preston shipbuilder, who kept her on exhibition for some time before repairing and re-selling her. She was outward bound from Liverpool to Guayaquil at the time of her stranding, laden with a general cargo which included barrels of cement, corrugated iron and also a number of machetes (axes). These latter met with a ready sale as souvenirs, and are still seen occasionally in local museums, but it is feared that many that were sold locally had not come from MEXICO!

Mr.Cochrane also comments on Sir William Hillary, Bart (1771-1847) as follows:-

"It may be of interest to record that Sir William's tomb is in the churchyard of St.George's, Douglas. He rests with his wife, and the tomb which is kept in excellent condition has belonged to the R.N.L.I. since about 1921. Sir William was also responsible for the building of the Tower of Refuge on the Conister Rocks in Douglas Bay in 1832-34. Built by public subscription at a cost of £255, the public subscribed £181, the balance of £74 being defrayed by Sir William. The first stone of the Tower was laid on 23rd April 1832."

PHOTOGRAPHS OF WEST COAST SHIPPING

Our Hon.Secretary Mike Stammers is preparing a photographic survey entitled "West Coast Shipping" as a companion volume to "East Coast Shipping" by A.C.Hedges. This work will be published by Shire Publications later this year. Its scope is approximately 1850 to present day.

The survey extends from Bristol to the Scottish border, and he is particularly anxious to provide a balanced coverage between the large ports of Liverpool and Bristol, and the smaller ports, especially those of Wales. Period photographs of coastal crafts, both sail and steam, particularly in the Welsh ports are wanted. Mike would be very grateful if any members could help him from their own photographic collections. Any photographs borrowed would be looked after with great care, and if used in the book, would be properly acknowledged.

NAME CHANGES

AFRICA PALM	ex JORUNA (1972)
ANA	ex CRISPIN
ASIAN REWARD	ex MANCHESTER REWARD
BOOKER VULCAN	ex SEAHAWK ex CONCORDIA SEA
BEAULY FIRTH	ex TREVISCOE ex LYNBAANSGRACHT
BERANE	ex PHAEDON ex CLARKEDEN
CLIMAX GARNET	ex MONTE URQUIOLA ex GUADALUPE (1949)
CALYPSO	ex SOUTHERN CROSS
CYMBELINE	ex DALEWOOD (1966)
CORTINA	ex CONCORDIA GULF ex AUSTRALIAN STAR (1965)
CITY OF EXETER	ex STRATHDARE
DEVON EXPRESS	ex LAIRDSGLEN
ELENI V	ex MARKAB ex SCOTTISH PTARMIGAN (1958)
FAGR	ex MARISIRA ex BRITISH SAILOR (1953)
GANDHI	ex GANDHI JAYANTI ex HANNINGTON COURT
GEORGIOS ROUSSOS	ex WAKENITZ ex VILSUND ex HENRIK MEYER
GOLDEN ARROW	ex TRECARNE (1959)
GEORGE	ex BARRISTER
HEROIC SAILOR	ex SALLA (1957)
JAG SHANTI	ex CUNARD CAMPAIGNER
JAG SHAKTI	ex CUNARD CARAVEL
KHORFAKAN	ex THEOKRATES ex LANCASTRIAN ex ALSATIA ex LANCASTRIAN ex CITY OF LEICESTER ex LANCASTRIAN
KOSTAS TZAMTZIS	ex CONSTANTINOS TZ ex DIMITRIOS F ex PRODRAMOS ex HOLMFIELD ex OOSTER EEMS
MARIANNA VI	ex AUREOL
MOHAMED NASSAR	ex KUWAIT COAST ex PACIFIC COAST (1947)
MALDIVE SEA	ex FAIR HEAD (1957)
MEMI	ex ALDERNEY TRADER ex GLENBRIDE ex LADY SYLVIA (1952)
MARY ELIZABETH	ex ARISTEIDES
NEW START	ex ONWARD PROGRESS
NANINA	ex ODUDUWA ex NORTH CORNWALL (1954)
NIKOLAKIS	ex POSEIDON
PERIYAR	ex INDIAN ENDEAVOUR ex RATNA CHANDRALEKKA ex ERRINGTON COURT
PANDA IRA	ex IRA ex MANCHESTER MARINER (1955)

PASS OF CHISHOLM	ex	CORDENE	
PASS OF CAIRNWELL	ex	CORDALE	
SEA DISPOSAL I	ex	ONWARD ENTERPRISE	
STRATHAVOCH	ex	ARMANISTAN	ex ELYSIA
STRATHNEVIS	ex	NURJEHAN	ex ADVOCATE ex NURJEHAN
STRATHINCH	ex	ANTRIM	
STRATHIRVINE	ex	DONEGAL	STRATHARLICK ex TABARISTAN
STRATHINVER	ex	GALWAY	STRATHANNA ex REGISTAN
STRATHTRUIM	ex	TRENEGLOS	STRATHALVIE ex FLORISTAN
STRATHANGUS	ex	SERBISTAN	STRATHAPPIN ex SHAHRISTAN
STRATHNEWTON	ex	NURMAHAL	STRATHASSYNT ex TURKISTAN
STRATHNAVER	ex	JUMNA	STRATHATLOW ex GORJISTAN
STRATHNAIRN	ex	KOHINUR	STRATHASLAK ex KOHISTAN
STRATHTAY	ex	TREBARTHA	STRATHAROS ex BAHARISTAN
STRATHTEVIOT	ex	TREFUSIS	STRATHADDIE ex FARSISTAN
STRATHAIRD	ex	NIGARISTAN	STRATHAIRLIE ex BALUCHISTAN

(These "Straths" are all P. & O. group changes, to which will be added the new S.D.14's STRATHDIRK, STRATHDOON, STRATHDUNS, STRATHDYCE and STRATHDEVON)

SVITZER	ex	ATLANTIC (tug)
SOLWAY FIRTH	ex	G.R.VELIE ex CARNISSESINGEL
SILLOTH PRIDE	ex	GRETA KRONKE ex TEUN
SATYA KAILASH	ex	GALLIC BRIDGE
SHIPMAIR III	ex	CAIRNVENTURE
SUTOMORE	ex	LA COLINA
SHANKARA	ex	KRISHNA JAYANTI ex JEVINGTON
		COURT (1956)
TOWARD	ex	REDTHORN ex YEWGLEN ex TOLSTA (1960)
TEWA	ex	LADY HOWARD II (tug)
WINDLE SPRAY	ex	BEATE
YANTI	ex	VASSILIKI METHENITIS ex ARBITRATOR

O for a soft and gentle wind:
 I heard a fair one cry;
 But give to me the snoring breeze
 And white waves heaving high;
 And white waves heaving high, my lads,
 The good ship tight and free -
 The world of waters is our home,
 And merry men are we.

Alan Cunningham

LOCAL CRUISING IN 1975

The Isle of Man Steam Packet Company have issued their programme for the approaching season. Sunday sailings to Llandudno will commence at 1st June, and omitting 8th June, will continue from 15th June to 7th September. The excursion day return fare is £2.20, or a special book of vouchers for ten trips costs £20. There are also Llandudno sailings on Thursdays and some Tuesdays. A contract ticket for these sailings for the season costs £30. Many of these trips connect with a two-hour coastal cruise at an extra cost of 80p, making it possible to remain aboard the steamer throughout the day.

A comprehensive brochure of sailings from Douglas can be obtained from the Isle of Man Steam Packet Co., Brunswick St., Liverpool 2. These include their services to Liverpool, Dublin, Belfast, Ardrossan, Llandudno and Fleetwood. The service to Heysham has now been withdrawn. With TYNWALD having gone to the breakers, the fleet will consist of three car ferries and four conventional steamers.

Co - Op Travel, Corporation Street, Manchester announce sailings from Princes Stage to Pomona Dock, Manchester, viewing the Ship Canal on Saturdays, 24th May, 28th June, 12th July, 9th August, 6th and 20th September, at 11 a.m. arriving about 6 p.m. Cost including return rail travel to Liverpool £2.55 (sail only £1.75)

Sailings from Manchester to Liverpool take place on Sundays:-

25th May, 29th June, 13th July, 10th August, 7th and 21st September at same prices, but departure from Pomona Dock at 9.30 a.m. Advance booking is recommended. Gordon Ditchfield can provide further details at Tel:051-608-1567

THE LURE OF COASTAL CRUISING

It was on Easter Saturday in April 1946 that a Hoylake mother took her fifteen year old schoolboy son on board ST.SEIRIOL to Llandudno and Menai Bridge. On the voyage, they were interviewed by Eric Jolly of B.B.C's North of England Home

Service, and some time later heard their own voices broadcast. The schoolboy was Raymond Brandreth, and this cruise and the people met, appealed to him so much, that it was the start of very many cruises.

In 1974 Raymond, and his mother said to be the most elderly contractor on the Isle of Man vessels, have been enjoying for another season, this healthy activity. Every trip has been carefully logged and many photographs collected. Between 1946 and 1973, Raymond was at sea on no fewer than 3000 days.

His experiences cover such ships as RAVENSWOOD, GLEN USK, GLEN GOWER, BRISTOL QUEEN, CARDIFF QUEEN, BALMORAL, WESTWARD HO and of course all the ships of the North Wales and Isle of Man Companies, which ran in this period.

After ST.TUDNO and ST.SEIRIOL ended their careers, ST.TRILLO continued her sailings from Llandudno and up the Menai Straits in summer months. Her last trip with passengers was on Tuesday 16th September 1969 when she left Llandudno at 8.35 p.m. with the Pier illuminated, and ST.TRILLO sounding her whistle lustily. As she pulled away, those on the ship and on the Pier sang "Now is the hour for me to say goodbye". She passed Puffin Island in darkness at 9.30 p.m. and reached Menai Bridge at 10.30. From there Raymond went by rail to Holyhead and sailed at 3.15 a.m. for Dun Laoghaire, arriving 6.30 a.m. He returned later by the SNAEFELL from Dublin to Douglas and thence back to Merseyside.

One of his favourite ships was QUEEN OF THE ISLES, now out in the Tonga Islands. He recalls that on 29th May 1968, he sailed in this ship from Cardiff at 8 a.m. and she had twenty passengers. She sailed through the channel between Bardsey Island and the mainland at 8.45 p.m., passed Nevin in darkness at 9.30 p.m., Caernarvon at 10.50 and berthed at Menai Bridge at five minutes before midnight.

In 1969, Raymond made six round-Anglesey trips in QUEEN OF THE ISLES, and crossed once from Llandudno to Douglas in her, taking over four hours. Perhaps, his most memorable voyage,

also in the QUEEN, was to London. She left Llandudno on 12th September 1969 at 8 p.m. stopping at Menai Bridge, Barry, Ilfracombe, Penzance, Bournemouth, Eastbourne, Hastings, Dover, Deal and Southend-on-Sea. She moored at Tower Bridge at 6 p.m. on 17th September. Raymond's tanned features proclaim the fact that he has succeeded in being both a shopkeeper and a sailor, and it is good to see that his mother, now well into her eighties, enjoys the sea as much as ever.

N.R.P.

JANUARY MEETING

Sixty-three years ago, the Leyland Line's four masted steamship CALIFORNIAN was on passage from London to Boston. Her crew numbered fifty-five and she had no passengers on this voyage. She was a standard ship of 6,000 tons with a speed of about 12 knots. Her master, Captain Stanley Lord was a man of exceptional qualifications, he had been sail-trained, was extra master at 24, and secured his first command at 29.

On the evening of 14th April 1912, ice was encountered in approximately 42N 49W - quite usual at that time of year. At 6.30 p.m. three large bergs were sighted, and Evans, the wireless operator - it was only her second voyage with wireless - got a report away to Leyland's ANTILLIAN, a former command of Capt. Lord, telling of the presence of these bergs. TITANIC, on her maiden voyage and bound for New York, also intercepted the iceberg warning and later acknowledged it.

It was a fine calm night with good visibility, and at 10.15 p.m. a brightening in the atmosphere indicated more ice. Very soon, an extensive icefield was apparent stretching north to south, across the path westwards. For safety's sake, Captain Lord stopped his ship, and remained so all through the dark hours. Evans went off watch, he being the only operator carried.

A ship was in sight, and the bridge tried to morse her on the lamp without any reply. Just after midnight the Captain lay down on the chartroom settee to have a read and a smoke, and rested fully clothed with his cap over his eyes. At 12.40

the bridge reported that things were just the same. At 1.15 a.m. it was reported by voicepipe that the other ship had altered her bearing and fired a white rocket. Thenceforth she kept on moving away. Sealers used rockets to signal their small boats and other vessels used them for a variety of purposes. Those seen were not taken to be distress rockets. At 4.30 a.m. day was breaking, and Captain Lord got his ship moving to feel his way through the ice. The wireless operator was called and received the tragic news that TITANIC had collided with a berg late the previous night. Within two hours, she had sunk, taking 1500 souls with her. In the morning light, Cunard's CARPATHIA (Capt.Rostron) rescued 712 survivors.

That night's events were graphically described to members of Liverpool Nautical Research and the Underwater Archaeological Societies, by Mr. W.L.S.Harrison (Secretary M.M.S.A.) on Thursday 9th January, with the help of lantern slides specially made for the occasion and a tape recording.

Inquiries were held, first in the U.S.A. and later in London, the latter conducted by Lord Mersey. This court found that whilst the TITANIC was sinking, another British ship, CALIFORNIAN lay stopped less than ten miles away, and that the ship's master Capt.Stanley Lord, could have taken his ship to the rescue and saved many, if not all, of those so tragically drowned. At this inquiry Capt.Lord appeared briefly as a witness, was never formerly charged with the offence of which he was later found guilty, was not effectively represented, and was refused any right of appeal.

Was CALIFORNIAN the nearest ship? The ship seen from her bridge actually steamed away - not the act of a ship in distress. CALIFORNIAN never moved all through the dark hours. TITANIC, though her side was ripped open was not for some time prevented from steaming towards any ship in sight. Was Captain Lord then a scapegoat?

The Captain always maintained that he was 17 miles or rather more from the position of the sinking. This was borne out by Capt.Rostron, for when his CARPATHIA located the lifeboats at 4 a.m., CALIFORNIAN was not in sight. By 5 a.m. it

was daylight, and he did not see CALIFORNIAN arrive until 8 a.m. The interpretation of the evidence has always been in conflict, but one firmly convinced of Lord's guilt was Sir Ivan Thompson, probably activated by loyalty to White Star colleagues. Following the British inquiry, the Leyland Line dispensed with the Captain's services, but he was fortunate in obtaining a command with another company, leading to the happiest twelve years of his life.

Bruce Ismay, managing director of White Star, who travelled in TITANIC was a survivor, and later felt the heat of public opinion, after stories that he had ordered Capt. Smith to continue at full speed in spite of ice warnings. To have set up a speed record on the maiden voyage was suggested as his aim. Public anger also went out to the British Board of Trade for permitting TITANIC to sail with insufficient lifeboat capacity for all. Captain Lord tried vigorously after the event to obtain a hearing, but was refused, and in the end he became resigned to "living with it". But then came the book "A Night to remember" and other literature, some of it libellous. There were incriminations about drunkenness, but Capt. Lord was a teetotaler. And so, in his old age, and for ever certain that CALIFORNIAN was not "that other ship", some action had to be taken.

One day in 1962, Mr. Harrison, as Secretary of the Mercantile Marine Service Association was sitting in his office when an oldish but very erect man was shown in to see him. "I'm Lord of the CALIFORNIAN" said the visitor. This did not immediately ring a bell, but proved to be the starting point in the framing of two petitions to try and clear Lord's name. So far, these efforts by the M.M.S.A. have not been successful, the Board of Trade not wishing to re-open the matter after the passing of so many years. Capt. Lord died in 1962.

The vote of thanks was proposed by Mr. Ray Pugh, who knew Capt. Lord during his subsequent service with Lawther Latta & Co. as master of ANGLO CHILEAN, and through his retirement after 1927. Our proposer was delighted to have present Mr. Stanley Lord - son of the Captain - with whom he was school mate in Wallasey in the early 1920's.

The seconder, Mr. Peter Welsh, also spoke of Mr. Harrison's exposition of the case as a notable event in the Society's programme - and quite a "night to remember". To add to our proposer's tributes to the fine character of Captain Lord as he knew him, Mr. Welsh said that if he had been joining a ship and met this captain, he would definitely "like the cut of his jib" as a man to serve under! The vote was carried with acclamation, and we would all like to congratulate Mr. Harrison on his many years of stewardship at what we call "the Mariners' Home" and to wish him and Mrs. Harrison a very happy retirement.

N.R.P.

POETIC THOUGHTS ON TITANIC DISASTER

The forming in nature of a huge iceberg in the high northern latitudes, and the building of a sumptuous liner in the Belfast shipyards provide the theme for Thomas Hardy's poem "The Convergence of the Twain". Both were fated to come into violent contact with tragic results. It is a poem about the irony of events and gives an imaginative description of the wreck, and the sea-change:-

"Over the mirrors meant
To glass the opulent
The seaworm crawls, grotesque, slimed, dumb, indifferent.
Jewels in joy designed
To ravish the sensuous mind
Lie lightless, all their sparkle bleared & black & blind.
Dim moon-eyed fishes near
Gaze at the gilded gear
And query "What does this vaingloriousness down here?"

The poet answers this question; in meditating on the design and building of such a majestic vessel:-

"Well: while was fashioning
This creature of cleaving wing,
The Immanent Will that stirs and urges everything
Prepared a sinister mate
For her - so gaily great -
A Shape of Ice, for the time far and dissociate.

And as the smart ship grew
In stature, grace and hue,
In shadowy, silent distance grew the iceberg too.
Alien they seemed to be:
No mortal eye could see
The intimate welding of their later history,
Or sign that they were bent
By paths coincident
On being anon twin halves of one august event,
Till the Spinner of the Years
Said "Now!" and each one hears,
And consummation comes, and jars two hemispheres".

The reverberations of that terrible searing of steel by jagged ice in the darkness of a winter's night go on.

N.R.P.

MERSEY NOTES

THE LADY GRANIA which for over twenty years has been bringing cargos of Guinness stout from Dublin to the Mersey has been sold to Canadian owners.

ARCTIC RAIDER, ST.JEROME and ST.JASON are three large distant-water trawlers which have been unloading their catches into refrigerated wagons at Alexandra Dock. This was due to some dock trouble at Hull, and their owners expressed their satisfaction with the service given in Liverpool, not for many years a fish port.

As reported in our last issue, TYNWALD was intended to be towed to Newport (Mon.) for scrapping. However, she was re-sold to Spanish breakers at Aviles. Delayed by wild weather, her tug SEA BRISTOLIAN arrived Birkenhead on Sunday 26th January and the two ships were berthed near Duke Street. Awaiting a moderation in the weather, the tug was repainted and preparations made for the tow.

On Monday 3rd February SEA BRISTOLIAN emerged from the Alfred North lock at 1435, with BRACKENGARTH, the steering tug, and TYNWALD outwardly looking too good for the breakers in hazy

sunshine. People interested, were there for the sad departure, including your scribe, some taking photographs. The chorus of whistles from other ships, including one of her mates, was half hearted and weak,

On the Mersey, we have become so used to Holt ships having blue funnels, that we can now be excused if distant identification goes astray now that the Ocean grouping is a reality. ASCANIUS was for a time renamed AKOSOMBO, having the primrose funnel of Elder Dempsters. In November last AUTOLYCUS, in December BELLEROPHON, and in January 1975 LYCAON, changed their livery similarly and sailed for Apapa. DARU sports the red and black funnel of Guinea Gulf Line, and MEMNON the grey banded funnel of Safmarine. Conversely, we have seen FORCADOS with the Holt colours, but she has now reverted.

SEACOMBE TRADER, a twin funnelled barge for the Seaforth Grain trade was launched in June for a subsidiary of The Alexandra Towing Co., and is in service.

The return of barge traffic to the Mersey is often mentioned. Lever Brothers - now Unilever - operate several motor barges to transport oil to Port Sunlight; Harkers have a fleet of motor barges transporting fuel oil throughout the Liverpool/Manchester complex. Of the other barge-owning firms, the Bishop's Wharf Carrying Co. have been operating two motor driven and five dumb barges for some years. The 150 ton JULIA PAT and MARIAN TATTERSON have been disposed of recently, and the 400 ton motor barge SPURN POINT has replaced them, mostly for carrying grain to Warrington. She was previously in service at Hull.

Putting their traffic back on to canals is the policy of the famous pottery firm of Josiah Wedgwood. Two barges are coming into use to carry goods from the factory to a distribution centre some miles away. An engineering executive of the firm said that the boats are far more efficient and economical than road transport, and are already helping to keep down costs. They carry three times the load of one of their specially designed lorry trailers, and cost only half as much. The spokesman remarked that "There are no potholes or traffic lights on

the canals, and our breakages are cut by more than two thirds".

Something will now be done to right the long period of neglect to our waterborne highway.

From 5th to 9th December, a N.A.T.O. flotilla visited Liverpool, and berthed in Canada Dock. It consisted of the frigates TJERK HIDDIES (Dutch), MINERVA (British), STAVANGER (Norwegian) and destroyers DU PONT (U.S.A.), HAMBURG (German) and HURON (Canadian).

The Alexandra steam tug CANNING has been acquired by Swansea Corporation as a Maritime Museum exhibit. She was built in 1954, and originally worked on the Mersey.

The largest ships' propeller ever made, has been shipped from Birkenhead to Bremerhaven. Stone Manganese Marine, whose works are in the area of the Flour Mills, were the makers, and the ship is IOANNIS COLOCOTRONIS under construction over there. It has 6 blades, weighs $72\frac{1}{2}$ tons and the diameter is 9.4 metres, or for those not yet metrically minded, near enough to 30.8ft.

So AUREOL went to the Greeks after all! Her sale to Pakistan having fallen through, she remained at Southampton. However, in November Mr. John Latsis showed interest - a deal was made, and the ship sailed for Piraeus on Friday 8th with a British crew and flying the red ensign. She passed Gibraltar on 10th and reached her destination on 15th November.

H.M. Ships DIDO and FIFE made an inspection visit to Liverpool on 15th November 1974, whilst HMS HERMIONE was at Birkenhead at the same time. Merseyside is considered one of the best recruitment areas for today's, as well as yesterday's, Navy.

In November, the M.S.C. tug VICTORY was on trials at Runcorn. Four of this new class should be in service early in 1976, the second one is to be named VICEROY.

Early November was when over two years of wrangling diminished sufficiently for the Seaforth Grain Terminal to receive its first shipment, except for one or two trial runs. AGIA ERINI II brought about 30,000 tons of wheat from the Hudson Bay port of Churchill.

This was also the time when two pilot launches took over the transfer of pilots to and from ships off Point Lynus. No longer does the cutter cruise off the Point. The pilot house and jetty have been built below the lighthouse, and a constant radio-telephone watch is kept on VHF Channels 9 and 16. As well as for the Mersey, pilots can be put aboard for Mostyn, although twenty-four hours notice of ship's arrival is requested. The two fast launches used are named OSPREY and FULMAR.

For the Mersey ferry passengers there is still no respite. Men of old, like Brunel, would weep at the efforts of present day planners and engineers. The posters of the phasing of landing stage replacement seem to have disappeared, and no wonder. The new concrete Georges Stage has been in position for months, but the holding booms, salvaged from the old pontoon stage, require modification. On more than one occasion in the severe winter gales, tugs have had to hold the stage, which is moored with wire hawsers. In January, no workmen are seen, but the new Princes Stage waits in Birkenhead docks to be placed in position.

Sufficient of the old Princes Stage remains for the berthing of ferries and Isle of Man ships, but is in a state of utter dilapidation. The old liner post office was gutted by fire, but worse was to come when pontoons at the north end came adrift, and the stage sagged almost to sea level. This caused No.12 Bridge to fall into the Mersey - the bridge which was relied on to handle cars for the Manx ferries whilst overhaul was carried out on the already damaged floating roadway. About sixty yards of stage has been cut away - some is on the mud of the old Princes Dock entrance, and some alongside Queens Dock wall, where the old I.O.M.S.P. booking office has been landed. By dint of seamanlike improvisation, M.D. & H. Co. staff are keeping an office around them. The Mammoth crane has landed No.12 bridge on shore in a damaged condition.

Ferry passengers have now had two winters of hardship, and expressions of regret are wearing somewhat thin.

N.R.P.

GENERAL NEWS ITEMS

P. & O. Ferries have taken delivery of ST.OLA for the Scrabster/Stromness route. Built at Aberdeen, she can carry

400 passengers and 80 cars (or 80 cattle). She is stabilized, has bow thrust, and in the busy season will be capable of three round trips per day.

The Bulgarian stern trawler FLAMINGO was boarded by men from HMS SOBERTON, and escorted into Plymouth on 29th October. This was for a breach of fishery regulations 12 miles south of the Eddystone Light.

Major O.Gabriel who donated the cost of both the new Hoylake and Port Erin lifeboats, as reported in recent issues, died whilst on a cruise at Christmastime.

The Post Office's note to shipping at Christmas read:- "Except for life and death, delivery of telegrams by inland delivery service will be withdrawn on December 25th and 26th in England, Wales and Northern Ireland, and on December 25th and January 1st in Scotland. Trawler position reports will be given priority provided that they are identifiable to coast stations as genuine position reports and prefixed TPR". Maybe by next Christmas, Santa Claus will withdraw his labour and leave the reindeer tethered in the igloo! As for mariners who miss the tide on Christmas Eve, the watchword may be "Get Lost"!

Our partners across the Channel are in no better mood, for ships which made radio calls to St.Nazaire and other French coast stations, received a reply, but only to say that they were on strike except for emergency!

Up to the present time, seventy-six S.D.14 type cargo ships have been completed at Sunderland. Austin and Pickersgill have switched production to a 26,000 ton bulk type.

At the end of October, ZWARTE ZEE awaited RODE ZEE at Magellan to commence the towage of the refloated METULA to Rio de Janeiro, instead of to Japan as first intended. As METULA will be out of service for some time, META has been transferred to Dutch registry.

The spillage of oil from UNIVERSE LEADER in Bantry Bay in October amounted to over half a million gallons. A valve was inadvertently left open during dark hours, and as the oil came

to the surface well clear of the unloading berth it was not noticed until daylight. Fishermen made claims for present and future loss of livelihood, and there has been consternation in Eire because no harbour authority exists at Bantry. Another big spill has since occurred.

Well might we in the Liverpool Bay area have fears over the single buoy pipe terminal off Amlwch, now under construction. It seems that reassurances as given in the first instance by Gulf Oil to the Irish Government were not enough.

In mid January, the tanker BRITISH AMBASSADOR with a full load of crude oil from the Persian Gulf to California, developed an engineroom leak near the Pacific island of Iwojima. The German tug ARCTIC took the crew off and attempted tow, but the tanker sank. She was built in 1958, of 27,000 gross tons.

BALMORAL reached Dartmouth in early November for overhaul, and is likely to be there until February, when she will return to the Bristol Channel.

SCILLONIAN was docked at Falmouth in November for a refit lasting as least thirty days. There are hopes of extending her life by 3 years, but her owners are concerned at the prohibitive cost of a new ship, and are trying to enlist Government help should it be necessary. Meantime, the Penzance/Scilly service is being maintained by EKPAN CHIEFTAIN (7 knots - 12 passengers).

Following the fire last year whilst in the Caribbean, the cruise liner CUNARD AMBASSADOR has been written off as a total loss.

Sealink have taken delivery in December, somewhat belatedly, of the Laird-built ST.EDMUND. She has gone to join ST.GEORGE and KONINGEN JULIANA on the Harwich-Hook service. ULIDIA ex STENA CARRIER came round via the Pentlands in December to operate on the Larne-Stranraer run, and MAID OF KENT sails on the Holyhead-Dun Laoghaire service.

The Dutch salvage firm of Smit's Sleepdienst appear to be altering their naming procedure. CLYDE has become SMIT SALVOR, SMIT PIONEER is in service, with SMIT ROTTERDAM and SMIT LONDON building.

Tug SEA BRISTOLIAN towed a tank barge to St.Vincent CV from Pembroke in twelve days in early November. On the passage she lost her lifeboat in heavy weather. This tug was towing the motor yacht ATTACKER from Fishguard to Milford Haven in December. The tow rope parted in a gale and the yacht went ashore on Ramsey Island. In a succeeding gale, the yacht was battered to pieces on the rocks.

The B.I. liner NEVASA (1956) is to cease educational cruises, but UGANDA four years her senior will continue.

IRENE'S FAITH ex ARKADIA ex SUGAR REFINER was delayed in Birkenhead docks last autumn because of the inadequacy of crew's quarters. Affairs remedied, she sailed with the name ELARKADIA. She went ashore in a blizzard at Grand Valee, Quebec and was refloated some weeks later by tugs HELEN MCALLISTER and FOUNDATION VENTURE.

In the January gales, the southern coast of Ireland had one "blow" which caused three casualties. The Cypriot coaster MICHAEL went ashore in exposed Tramore Bay and the British Coaster TIMBER SKIPPER was aground on Blackwater Bank, being later refloated by JACOB VAN HEEMSKERCK. The Faroese NESTINDUR was blown ashore at Arthurstown, well up the estuary towards Waterford. She had fertilizer for New Ross and had failed to take on a pilot for the tricky navigation of the Rivers Suir and Barrow.

In a later gale, the fishing boat OCEAN SEARCHER broke down off Brownstown Head and went ashore at Tramore, losing her skipper overboard.

The P. & O. liner HIMALAYA, and the Shell tanker HAUSTELLUM have gone to the breakers.

The scottish puffer KAFFIR, ashore at Ayr after being cut adrift has been declared a total loss.

SVEA DROTT the car ferry bought by Sealink for the Channel Islands service has been renamed EARL GODWIN.

EDUCATION IN THIS PUSH-BUTTON AGE

Until about ten years ago, fifteen to eighteen knots was

considered quite a good speed for many of our cargo liners. It was always said that speeds above this would tend to be uneconomic. Then the container age arrived and with it a new concept. Cargo in boxes below deck and perhaps three or four high above deck is the rule, with speeds of 23 to 28 knots. There is bridge control of engines.

Are we training our young men to comply adequately with marine automation? There is a fear that developments have out-paced training. At a January conference of the Nautical Institute in London, Lord Mountbatten said "Technical developments and achievements in the propulsion of ships had reached such a stage in a comparatively short time, that care should be taken not to over-reach the educational side". In his 52 years in the Royal Navy, after starting at the age of 12, he had seen so many drastic changes from the forty-two boilers in HMS LION, through the oil fuel era, turbines, diesel and now into the nuclear power field.

The requirement is for highly trained men for larger and faster ships.

WITH GREAT SADNESS

We very much regret to record the death on February 14th of our member Capt. Chubb who supported the Society over a long period. He was an authority on various aspects of shipping, particularly the river navigation in Burma. A man with an excellent memory, members could always be sure of a sympathetic response, when he was asked to recall ships of the past. He will be very much missed at our gatherings.

SOCIETY NOTES

General correspondence, enquiries regarding membership etc., should be forwarded to M.K. Stammers, Hon. Secretary, Liverpool Nautical Research Society at Liverpool County Museums, William Brown Street, Liverpool L3 8EN.

Subscriptions to T.D. Tozer, Hon. Treasurer at same address.

Contributions and comments on the "Bulletin" can be sent either via the Museum, or direct to the Editor, N.R. Pugh, 7 Dunbar Road, Hillside, Southport PR8 4RH.

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

Merseyside County Museum
William Brown Street
Liverpool, L3 8EN

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

Only, from the long line of spray
Where the sea meets the moon-blanch'd land,
Listen! You hear the grating roar
Of pebbles which the waves draw back, and fling,
At their return, up the high strand,
Begin, and cease, and then again begin,
With tremulous cadence slow, and bring
The eternal note of sadness in.

Matthew Arnold.

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EXCITEMENT AT SEACOMBE FERRY. 1896

The Liverpool Weekly Courier for Boxing Day 1896 gives the following news item:-

"The collision of the s.s. DENIA of Troon with the Seacombe Stage during the fog on Monday 21st December was directly the cause of another, and what might have been a more serious disaster. That night, whilst DENIA was lying across the north end of the stage, the ferry steamer PRIMROSE which had left Liverpool with a large number of passengers at 11.15 p.m. was

about to come alongside Seacombe Stage. In consequence of DENIA's position, PRIMROSE had to back out, whereupon she was caught by the strong tide and before the passengers realized their danger she went ashore stern first on the shipyard wall which lies south of the stage. Considerable excitement prevailed and some of the passengers got off the steamer on to the river wall. The tide was nearly full and eventually PRIMROSE got off.

"On trying to make the stage again, it was found that she would not answer the helm, and after being carried as far up the river as Alfred Dock, the passengers next found themselves close to Egremont, the fog the whole time being very thick. This tended to alarm some of the passengers. After considerable trouble PRIMROSE was got safely alongside the stage at 12.30 a.m. having been on the river an hour and fifteen minutes. No damage was done to the Seacombe stage by DENIA, which however remained where she collided throughout the whole time, but how she came to be near Seacombe when she is said to have come out of Clarence Dock is not yet known.

"Later details show that PRIMROSE, prior to running on to the old shipyard wall, had collided with the Princes Stage and also had a very narrow escape of running into the Alfred Dock pierhead. On being put on the grid-iron at Egremont, it was ascertained that the stern rudder post was bent and that the rudder had been lost. This would presumably account for her erratic movements. Several of those on board state that most of the passengers were in a dreadful state of anxiety, and that many were seen praying, whilst others whiled away the time in singing, evidently not aware of the peril they were in. The occurrence, fortunately was of a kind, seldom if ever previously experienced on the Mersey and it is not at all likely that the public confidence in the Wallasey ferry steamers and their navigators will be shaken thereby."

The reporting in those days is quaint to present day readers. That the loss of a rudder would presumably account for the ferry's erratic movements seems like an extreme understatement! For the above epic, acknowledgment is made with thanks to Mr. Don McNeil.

CAPTAIN H. J. CHUBB - AN APPRECIATION

As we went to press with our last issue, the sad death of Capt. Chubb occurred, of which there was brief reference. He led a very useful life right into old age and, held in high esteem by folk with maritime interests, it may not come amiss here to give some facts concerning the man.

Capt. Chubb was born at Plymouth in November 1893, and completed his education in Liverpool before joining the Sierra Shipping Company as cadet in 1909. With a second mate's certificate, he joined the British India S.N.Co., and became a second officer. Then in 1915, he transferred to the Indo-China Steam Navigation Co. and took part in the East Africa campaign, assisting at the evacuation of Tanga.

He was then for a short time with the Cunard Steamship Co. and was third officer of ASCANIA when she was wrecked off Cape Ray NF in June 1918.

After the first World War he joined the Irrawaddy Flotilla Co. in 1919 as chief officer of PANTHAY, and was soon appointed master - his first command being BANDOOLA. Capt.Chubb then went on to serve the Irrawaddy Co. for the next 23 years. This ended with the imminent invasion of Burma by the Japanese in 1942 when he was ordered to sink his ship SIAM, to prevent her falling into enemy hands. It may have been an epic experience or it may not, but he then made his way to India and joined the Indian Army as a second lieutenant. By the time he was demobilized in 1946, he had reached the rank of major.

Within a month, he had joined the British Army with the rank of lieutenant-colonel, and went to Germany as a technical assistant to the Central Control Commission in Hamburg. He left the Army in 1947, and never losing his love of the sea, spent the years until 1962 as relief master with Elders and Fyffes. Coming up to three-score-years-and-ten, Capt.Chubb "swallowed the anchor" but still kept in touch with nautical affairs through active membership of our Society and of the World Ship Society.

To add to the foregoing, David Keen, a member of the staff of the Journal of Commerce who knew the Captain over a period

of twenty odd years writes :- "The news of the passing of Capt. Hugh Chubb on 15th February 1975 was received by his many friends both locally and elsewhere with very great sorrow".

"Until his illness in December 1974, he was still very actively engaged in his great interest of all matters maritime, his knowledge of which was very much sought after both by historians and shipping enthusiasts alike. He was a man of great character and sterling qualities, and to those whose good fortune it was to have met him, will forever hold him in their highest esteem. He had an intense interest in young people, particularly so those embarking on a seafaring career, and he was instrumental in placing a number of cadet officers with the company of their choice. This made him proud when he heard that these young men were attaining the height of their ambition, taking command."

"It was perhaps very fitting that at his burial service, his coffin was draped with the flag of his beloved Irrawaddy Flotilla Company - a concern that meant so much to him. We salute the passing of a great sailor and gentleman, and to his wife, son, and daughter-in-law we extend our deepest sympathy in their sad loss".

So be it - there was the man, but it is most gratifying to know that he left behind him a monumental literary work which will perpetuate his name jointly with one of his friends. In its wisdom, the National Maritime Museum, Greenwich has published "Maritime Monographs and Report: No.7 : The Irrawaddy Flotilla Co. £3.40". This has been jointly compiled by Capt. H.J.Chubb and Mr. C.L.D. Duckworth.

A criticism of the publication was published in the Journal of Commerce on Monday 3rd February 1975, by Kenneth Brown, the Editor, as Captain Chubb lay in hospital, and it is heart-warming in content. The headline reads "All a shipping company history should be".

The article continues:- "There are hundreds of shipping companies large and small around the world for historians to study and record. One suspects that when it was decided by Capt. H.J.Chubb and Mr. C.L.D.Duckworth to write a history of the Irrawaddy Flotilla Co. they were tackling the most difficult of the lot. Their resultant books deal with the period 1865 to 1950. One supposes that people who realized just what the authors

were attempting, must have thought they would hardly do the company justice. But if ever a company needed recording it was the I.F.C. and the team have done a masterly job, well worth publishing."

"The most notable part of the undertaking has been the provision of a fleet list. This lists a total of 1,187 "vessels" the inverted commas being called for because the fleet varies from the large passenger and cargo steamers on the river to launches and hulks. All are listed from No.1 - LORD WILLIAM BENTINCK built in 1832 by Maudsley Field, Lambeth for India, and bought by the IFC in 1865, to No.1187, the hulk SHAN, built by Denny of Dumbarton in 1888 and hulked 1912."

"The book starts with a chapter on the historic river the company served, and we gather that Bhamo is as far up river as the IFC steamers traded after 1914. Before that, in the season, there was a service to Sinbut. We learn something of the problems of navigation on the Irrawaddy, with sandbanks that were never in the same place for two years running. The formation of the company is shown to date back to 1852 when three steamers were transferred from India after war was declared against King Pagan Min of Burma. One was LORD WILLIAM BENTINCK, and the others DAMOODAH and NERBUDDA, formerly of the Bengal Marine.

After the war they continued to run for the Government of the new province of Burma until 1865, when the Irrawaddy Flotilla Burmese Steam Navigation Co. was formed. It was a decade later that the IFC was incorporated with a fleet of 13 steamers and 29 flats."

"A most interesting chapter deals with the personal experience of Capt.Chubb and Capt.Watts during the Japanese invasion of Burma in 1942. This culminated in the destruction of all the remaining fleet by scuttling by company men, rather than see them used by the Japanese."

Ken Brown ends:- "We are fortunate enough that Messrs. Chubb and Duckworth got together to start collecting their notes. This sort of material and recollection is almost priceless, and the National Maritime Museum is to be congratulated on providing such a worth-while volume."

The work will remain an epitaph.

N.R.P.

MODERN NAVIGATOR'S DILEMMA

Gentle zephyrs blowing light,
Round the wheel-house doors tonight,
You're just a poor pathetic One
But Washington forecast you as Ten,
Frobisher said that you'd be Eight,
Bracknell said that you'd abate.
Oh! great met. man in the sky
Upon which should we rely?
Guide me, O Thou great Jehovah,
Safely till this trip is over.

Officer in tanker BUCCLEUCH
quoted in "Marine Observer".

FEBRUARY MEETING

On Saturday 8th February when we had an afternoon session, Dr. John Naylon of the Geography Department of the University of Keele gave an illustrated lecture on British Coastal Sail. He explained his long-standing interest in the small schooners, ketches, sloops, brigs etc. that traded along the British coast-line, and described how when he lived in Bolton, he used to cycle to Garston at weekends to inspect and photograph the last few surviving schooners loading coal. These were usually for Irish ports. Doubtless many of our members made similar expeditions.

Dr. Naylon made an interesting pictorial survey of the rigs of small trading vessels. This dramatically illustrated the change from square rigged ships, such as brigs, snows and barques that were in both the coasting and deep-sea trades, to the schooner rig with square topsails on the foremast towards the end of the nineteenth century. He demonstrated the once universal use of square rig even for small vessels with a splendid slide of a 3-masted barque of no more than two hundred tons at Lerwick, Shetlands. This slide was copied from the splendid but virtually unknown Wilson collection of negatives at Aberdeen University.

The topsail schooner rig proved both economical in terms of rigging and sails and in reducing the number of crew required. The schooners of the small Welsh port of Portmadoc were probably the finest. They traded across the North Atlantic even in the

depth of winter despite their small size - they were both fast and weatherly. Dr.Naylon showed slides of Portmadoc vessels and many other schooners, and gave a masterly exposition of his subject, which stimulated much discussion after the coffee break. The vote of thanks was carried with great acclamation.

M.K.S.

NEW NAMES FOR OLD

AL DHAFRAH	ex TROILUS (new)	
AL HASSAN	ex YEWTREE ex IRISH FERN	
AMARYLLIS	ex BONIFACE ex ROSSETTI (1956)	
AMIRA K	ex BOOKER VALIANCE ex JOHAN WESSEL	
ANANGEL FRIENDSHIP	ex OPAWA (1965)	
ANANGEL PRUDENCE	ex ORISSA (1965)	
ASIA DEVELOPER	ex DIMITRIOS N ex PHRYGIA (1955)	
ATALANTA	ex CP AMBASSADOR ex BEAVEROAK	
BELLEROPHON	ex CARDIGANSHIRE	
BENLOW TRADER	ex SEAFORTH TRADER ex CAPRICORN ex OLIVIER	
	VAN NOORT (1952)	
CAPTAN ALBERTO	ex SAGAMORE	
CHERRY PRINCE	ex LUXOR	
HEXENO	ex RHEXENOR (and to breakers)	
IDOMENEUS	ex LAERTES	
JEMRIX	ex IRISHGATE	
KING RICHARD	ex ELBE ORE	
PENDA	ex ASD METEOR (Sealink)	
PHRONTIS	ex PEMBROKESHIRE	
PHEMIUS	ex GLENFINLAS	
PATROCLUS	ex GLENALMOND	
PERSEUS	ex RADNORSHIRE	
PACIFIC PRINCESS	ex SEA VENTURE	
RHEXENOR	ex MARON	
RORO DANIA	ex NANOMARK	
SAFE HAND	ex LUX (M/barge)	
STENTOR	ex MEMNON	
STRATHLOMOND	ex TAIREA	
STRATHLAIRG	ex CHAKDINA	
STRATHLEVEN	ex JELUNGA	
STRATHLAUDER	ex PATONGA	SURE HAND ex RINSO
STRATHLOYAL	ex TEESTER	TENTO ex STENTOR (& scrapped)
SELA ex GRECIAN	ex ANDROMEDA	VICKERS VISCOUNT ex MEATH
STRONG HAND	ex LIFEBOUY	VICKERS VANGUARD ex FRANKFURT

SEVENTY YEARS AGO

Industrial relations, or at any rate the feelings existing between shipowners and their employees were very different seventy years ago from what they are today. This is brought home poignantly by the story of the Liverpool steamer FRESHFIELD, built by Joseph L. Thompson and Sons, Sunderland in 1892, of 2730 gross tonnage. She had a speed of eleven knots, and her owners were the Northfield Steamship Co. Ltd. of Preesons Row, Liverpool.

Captain D. Lawson was master, with a crew of twenty-five, when in December 1904, having discharged at Mobile, she moved round to Pensacola to load lumber. With 1500 tons under deck and 500 tons deck cargo, she took the ground off that port, apparently without damage and her refloating was assisted by tugs ECHO and WITTICH. She cleared Pensacola on 29th January 1905 with a draft of almost 24ft.

The deck cargo was stowed according to the wishes of the master, but not with the approval of the stevedore, who objected to short poplar logs being on top and difficult to secure; in fact, in his opinion, not safe.

FRESHFIELD was bound for Hamburg, but was to top up with bunkers at Norfolk Va. She had a stormy passage and the deck cargo set over to starboard, giving her a list of thirteen degrees. Strong northerly winds, heavy rain, sleet and snow were met. The ice froze hard on the logs, but some of these were moved over to right her, and she then went eleven degrees to port, and this was her condition when she arrived at Norfolk on 4th February.

Here she took 372 tons of coal, 95 of it on deck. On 5th February, during the night in harbour, she listed to seventeen degrees, and the crew refused duty, saying they would sooner go to gaol than sail in her. To retain his crew, the master took the ship out into the stream. The crew demanded to see the British Consul. Captain Lawson consulted the agents and a survey was held. Only ten tons was removed and she heeled over from port to starboard. Then 123 tons was removed and as much snow and ice as possible from between the logs - she came upright, and sailed on 7th February. The pilot noticed nothing untoward.

Captain Lawson's last letter to his wife in Wallasey read as follows:-

"s.s. FRESHFIELD. Norfolk Va.

4th February 1905

My dearest Bella,

I had your letter here this morning and was glad to see from it that you are all quite well. You would be no doubt wondering at the letter you had from me on leaving Pensacola. Well I had trouble with the people who were loading us there and was ashore the night before leaving till 10 p.m. trying to get settled up with them, and then in the morning I had trouble and had to go and get a lawyer's advice on the matter, and it was 2 p.m. before we got away instead of leaving about 8 a.m. in the morning. And we had a fine passage until two days before we got in here when we did catch it, what with blowing rain and fog it was something awful, and I was on the bridge a solid two days and two nights, and when coming up to Diamond Shoal Lv it was that thick you could cut it. I thought I was all clear and headed her up north and as luck would have it, it cleared up about an hour after I headed her up, and here she was going right on top of Diamond Shoal and I saw the breakers ahead, and then turned her round and picked the lightship up, when it came in thick again with sleet and snow right up to here, but we managed to reach here this morning.

So I have had no easy time of it and everyone on board is afraid of her the way she heels over with these deck cargoes.

Well, I expect to get the sack this voyage alright as we have a lot less cargo on board than we had last owing to having a lot of different stuff in the ship and there will be a lot of explaining all this to them. In fact if I saw the least chance of getting another master's job I would not wait till I got the push, as she is only a worry and there is no pleasure in being in her. However I suppose we will only just have to wait and see what comes of things.

Sunday 5th.

Well, Bella, here is a fine go. FRESHFIELD is to the front again. We finished bunkering last night and we only had a small list to port which I put down to the quantity of snow and ice on the deck cargo and between it, and as it was heavy snow in the night she got worse and all the crew, sailors and firemen refused to go to sea in her this morning. But I took her out in the stream to make sure of holding the crew and called a surveyor. He told me that if we shifted some of the cargo to straighten her up, he would give a certificate which we started to do with the

SEVENTY YEARS AGO

Industrial relations, or at any rate the feelings existing between shipowners and their employees were very different seventy years ago from what they are today. This is brought home poignantly by the story of the Liverpool steamer FRESHFIELD, built by Joseph L. Thompson and Sons, Sunderland in 1892, of 2730 gross tonnage. She had a speed of eleven knots, and her owners were the Northfield Steamship Co. Ltd. of Preesons Row, Liverpool.

Captain D. Lawson was master, with a crew of twenty-five, when in December 1904, having discharged at Mobile, she moved round to Pensacola to load lumber. With 1500 tons under deck and 500 tons deck cargo, she took the ground off that port, apparently without damage and her refloating was assisted by tugs ECHO and WITTICH. She cleared Pensacola on 29th January 1905 with a draft of almost 24ft.

The deck cargo was stowed according to the wishes of the master, but not with the approval of the stevedore, who objected to short poplar logs being on top and difficult to secure; in fact, in his opinion, not safe.

FRESHFIELD was bound for Hamburg, but was to top up with bunkers at Norfolk Va. She had a stormy passage and the deck cargo set over to starboard, giving her a list of thirteen degrees. Strong northerly winds, heavy rain, sleet and snow were met. The ice froze hard on the logs, but some of these were moved over to right her, and she then went eleven degrees to port, and this was her condition when she arrived at Norfolk on 4th February.

Here she took 372 tons of coal, 95 of it on deck. On 5th February, during the night in harbour, she listed to seventeen degrees, and the crew refused duty, saying they would sooner go to gaol than sail in her. To retain his crew, the master took the ship out into the stream. The crew demanded to see the British Consul. Captain Lawson consulted the agents and a survey was held. Only ten tons was removed and she heeled over from port to starboard. Then 123 tons was removed and as much snow and ice as possible from between the logs - she came upright, and sailed on 7th February. The pilot noticed nothing untoward.

Captain Lawson's last letter to his wife in Wallasey read as follows:-

"s.s. FRESHFIELD. Norfolk Va.

4th February 1905

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crew, but we had not shifted much when she fell over the same on the other side and we have to discharge some of the deck cargo. Well I did not think that ice and snow would have made such a difference in a ship, as if we had gone to sea and had a gale of wind, she would have turned over with us. The fact of the matter is that she is not fit to carry deck cargoes as one is always on pins as you don't know what she is going to do with you. And I will get the sack now alright neck and crop as they will think that I should have been able to make an allowance for ice and snow. Well I would have gone with her, as I did not think she was so bad as she looked but there are tons of ice on these logs and between them, and on the ship's deck. And I am really glad the men refused to go in the ship, and I would have gone with her and I would only have lost her. However, it will be the sack for me. Of course she would not have been the first ship that would have turned turtle with snow and ice, and you can't get the snow and ice off these logs. We will start to discharge in the morning first thing.

Well it is a good thing this did not happen last voyage as I had the ship below her marks, and this time we have half an inch to spare and if that amount had been the wrong way, they would have fined me £100 and I suppose the owners would not pay it for you, but want you to carry all you can for them at your own risk.

Well it is the sack alright this time old girl, so you had better go easy. However, it isn't my fault; I did the best I could. This thing has always been in trouble, in fact she is never out of it. Well we have got away and I hope we will fetch across, but I won't try to hold on to this deckload, as she is not safe to come across in winter with her decks full. And they want you to carry all you can so I think they have had it this time at any rate.

I hope you are all quite well and I suppose I will have to walk the uppers off my boots looking for another job now.

With fondest love to you all,

From your loving husband - David"

After sailing from Norfolk, FRESHFIELD was never seen or heard of again. The sadness of the sea, indeed!

The Court of Inquiry was held in the Magistrate's Room at

Dale Street, Liverpool on 24th August 1905. The Court was not satisfied that the vessel was in good trim and in a seaworthy condition for a voyage to Hamburg. She was not upright, but had the freeboard required for a winter North Atlantic voyage. The owners stated that they gave no instructions to the master as to the cargo to be shipped, or as regards the amount of deck cargo to be carried - they left the master full discretion.

Ultimately, the matter of FRESHFIELD was brought up in the British House of Lords relative to the fact that British ships could carry more timber on deck to continental ports than to Britain, and of course Hamburg was the destination. The Lords decided that the regulations need not be amended. Lord Salisbury replying at length to the introductory statements by Lord Ripon, said that "Last year (1904) there was one vessel lost (NUTFIELD) and this year (1905) there was also one vessel lost (FRESHFIELD). That only involved the loss of 24 or 25 lives in each case. That was not a very large loss of life, because they could not get over the fact that the trade in which sailors were engaged was a dangerous trade". Lord Salisbury went on - "Whatever provisions might be enforced, that would still remain the fact, and the loss of one ship in each year, and 25 lives in each of those ships, did not appear to him to be a very large or formidable evil with which they had to deal. The question was whether they were called upon to legislate upon the subject in order to prevent the loss of 25 lives a year". The speech went on at great length in favour of doing nothing in the matter, punctuated by the "hear, hears" of their Lordships.

Lord Salisbury "believed on the whole shipowners were an admirable class of men, and carried on their business with a due regard to the sanctity of human life, so far as it was in their power to do so".

The documentation of this case is held by the National Maritime Museum, Greenwich, and reference was made of it in the Mercantile Marine Service Association's "Reporter" in 1905. Mr. Charles Lawson, one of the sons of the FRESHFIELD's master is a resident of Hillside, Southport, and has kindly given permission for the story to be told here.

Reference has been made to Lloyd's Register for 1904 regarding NUTFIELD, lost in that year. This vessel was owned by the Woodfield Steam Shipping Co. of London and built by Richardson

Duck and Co., Stockton in 1891. She was of very close similarity in tonnage and dimensions to FRESIFIELD, and there may have been some tie-up between the respective London and Liverpool firms.

N.R.P.

NEW MEMBERS

We welcome to the Society the following new members:-

Dr. R.A. Yorke,	Formby.
Dr. L. Lloyd,	Harlech.
Mr. R. Golsby,	Bromborough.

COMMEMORATING BRUNEL's THAMES TUNNEL

Our member H.V.Coney, writes on a recent visit to London:-
"For those of our members who have been interested in the 'Brunel Story', I would like to draw attention to a very interesting new development which has taken place during the last year.

"My wife and I were invited to attend the second Annual Dinner of the 'Brunel Exhibition Project at Rotherhithe'. This was to commemorate the 150th anniversary of boring and constructing the entrances of the first tunnel ever attempted under a river. The assembly was held at the famous "Spread Eagle" where Marc Isambard and Isambard Kingdom Brunel gathered with their fellow engineers to discuss the procedure in their terrific and dangerous task. The hotel was later "The Mayflower" subsequent to the gathering of the crew of the famous ship which sailed the Atlantic to James River Va. The hotel has remained in service and kept in its original 1825 style."

"The dinner was attended by a score of enthusiasts in the light of many candles, as the illumination would be in those times. We were honoured in having as Chairman, Sir Harold Harding, B.Sc. who incidentally surveyed the Central London Underground Section. He outlined the project and we were brought up to date with the present progress. This includes landscaping the surrounding area of the Tunnel Shaft entrance, etc. Sir Harold is now busily engaged organising an exhibition to be held at the Institute of Civil Engineers (London) from 1st to 12th June (admission free)."

"The Mayflower" is directly on Thames riverside and whilst we were enjoying an excellent dinner, we were able to watch passing ships under full lights. The wine was 'ad lib' and served in the original carafe-style bottles, as were in use in 1825. Sir Harold was supported by Mr. S.A. Urrey, head of Department at the Brunel University, London. Across the table, my wife and I were able to speak of the Liverpool Nautical Research Society, and of the various lectures we are able to enjoy".

* * * * *

On Monday, 21st April, a documentary entitled "Not the cheapest but the best" was shown on television in colour. This illustrated the life and works of I.K. Brunel.

TO THE BREAKERS

BENCAIRN ex CITY OF BRISBANE (Lairds 1951)

OMOA ex CHANGUINOLA (1957)

TWICKENHAM FERRY (1934)

AIAS ex CAPETAN CHRISTOS P ex MALTASIAN ex CITY OF NORWICH
ex MALTASIAN (1950)

Tug M.S.C. QUEST (1951)

Trawlers ARSENAL, EVERTON, HULL CITY & GRIMSBY TOWN
(mid-1950's).

PORT SAID COAST ex HIBERNIAN COAST ex ABERDEEN COAST

Tankers - BRITISH JUDGE (1959), BRITISH LIGHT (1959),
BRITISH ENERGY (1958), BRITISH QUEEN (1959),
BRITISH STATESMAN (1959), BRITISH ADVENTURER (1951)
BRITISH RELIANCE (1950), FORTHFIELD (1955),
HYDATINA, HEMICARDIUM, NEREIDE ex BORDER HUNTER
(1954), HOROMYA (1956).

ROYAL NAVY NEWS ITEMS

The cruiser HMS LION, which had a brief life in the Royal Navy, entering service in 1960, has been laid up for some years at Rosyth. She is to be towed downstream, under the Forth Bridge to the breaker's yard at Inverkeithing.

HMS ABDIEL, SHERATON and HUBBESTON have assisted in the clearance of the Suez Canal, due to open on 5th June.

HMS JURA has been commissioned as a combined Fishery and Oil Rig Protection vessel.

Brisk trade has been done at Pembroke recently, the Navy having a large quantity of surplus anchors. These have been snapped up for oil rig purposes.

The present state of Naval power gives no cause for satisfaction. The Russian Navy now takes first place, with that of the United States second, and France just about overhauling Britain for third place. (A Lloyds List Commentator).

In late April, the frigates HMS JUPITER and SCYLLA visited Canada Dock, Liverpool.

MARCH MEETING

On Thursday 13th March, we were privileged to listen to a lecture on the work of the Maritime Trust by its Director, Vice Admiral Sir Patrick Bayly.

The Maritime Trust was set up in 1969 through the inspiration of Prince Philip. The Trust seeks to preserve both naval and merchant vessels of the great transition period of ship technology - the late 19th and early 20th centuries - the period when sail and wood, and centuries of shipwrights' tradition gave way to steam, iron and later steel. Ships are not ideal subjects for preservation; they are not designed for indefinite service afloat. They are large and demand constant and expensive maintenance. Nevertheless in its short history the Trust has gone quite a long way in preserving a representative selection of important vessels, and has also assisted and advised other bodies in the same effort to preserve something of our maritime heritage. Unfortunately ship preservation is very expensive, and every interesting vessel cannot be preserved. A careful selection process is essential, and this was shy, for example, no attempt was made to preserve the four masted barque ARETHUSA (ex-PENLIN) which is in poor condition and not relevant to British shipping history.

Ship preservation is not new; Queen Elizabeth ordered the preservation of Drake's GOLDEN HIND on the River Thames. HMS VICTORY and CUTTY SARK were saved before the Second World War. Sometime in the future there will be a sequence of preserved warships from MARY ROSE of the early sixteenth century to HMS BELFAST. At present the cost and conservation problems mean that it is better to leave MARY ROSE under water. HMS VICTORY, the next in the sequence survives in drydock and there are also two frigates, FOUDROYANT (1816) and UNICORN at Dundee (1822) of the same period. UNICORN is in better condition than FOUDROYANT - her hull has been perfectly preserved by the superstructure erected for her training ship duties.

When UNICORN was docked by the Trust in 1973, she only needed minor repairs, and for the time being she will continue her good work as R.N.R. training ship at Dundee. FOUDROYANT differs in construction - she incorporates iron knees and cross braces - one stage further on in shipbuilding history.

The next vessel in the Trust's sequence is HMS WARRIOR. She was completed in 1860 and was the first battleship to break away from traditional warship design. A revolutionary vessel with a single gun deck of very heavy armament, outclassing every warship in the Navy, WARRIOR is still in service as an oil depot pontoon at Milford Haven, but ultimately the Trust will take charge of her.

GANNET is a typical gunboat of the Victorian era, used to enforce British rule all over the world. Until recently she was the training ship MERCURY. A great deal of money has been donated for her restoration, but more will be needed before she can be re-rigged.

The Trust has also looked at the First World War cruiser CAROLINE, but she is still on duty as a training ship at Belfast where there has been support for the eventual preservation of HMS CAROLINE as well as for the HMS BELFAST project - the cruiser of later times, now open to the public near Tower Bridge, London.

Turning to the Merchant Navy, Sir Patrick showed the wide

variety of craft in the care of Maritime Trust. The largest is the clipper CUTTY SARK, which is now managed by them. A recent and important acquisition is the steam coaster MARIA. She was built on the Thames in 1890 and until quite recently was carrying cargoes under the Spanish flag. She was purchased, and successfully sailed back to England. Work proceeds to restore her to her original condition. This includes the re-building of an open bridge amidships, a new mizzen mast and a new and shorter funnel.

Another interesting steamer owned by the Trust is the last surviving East Coast steam drifter LYDIA EVA. She is now restored and open to the public during the summer at Great Yarmouth.

The Trust has preserved a wide variety of sailing craft including the West Country topsail schooner KATHLEEN AND MAY, now at Plymouth, a Brixham trawler run by the Island Cruising Club, a Bristol Channel Pilot cutter, which is to go to the new Maritime Museum at Cardiff, the spritsail barge CAMBRIA, a Cornish lugger, a Yorkshire mule and a Scottish fifie, which is destined for the Scottish Fisheries Museum at Anstruther. Sir Patrick illustrated the restoration of many of these craft with some excellent slides.

Responsibility for the preservation of vessels on inland waterways rests with a sister organization - the Transport Trust. However, the Maritime Trust has one exception to that rule, which is the splendid collection of early steam launches on Lake Windermere which have been salvaged and restored by Mr. George Pattinson. It is hoped to raise money to build a museum to house these craft.

The Trust has achieved much in its short career but many problems remain. The preservation of a paddle steamer was a particular problem because very few of the survivors were in good condition. The Trust was considering the possibility of assisting the Paddle Steamer Preservation Society's KINGSWEAR CASTLE; and they were also pleased to see the fine preservation work of the brewers who bought CALEDONIA - now moored at the Thames Embankment.

After coffee, a lively discussion took place, and the vote of thanks was proposed and carried with great acclamation.

GENERAL NEWS ITEMS

The Greek passenger ship OIA when on passage from Piraeus to Ios with passengers, went aground but was refloated and condemned as a total loss. There was no loss of life. The ship might be much better remembered as the General S.N.Co's QUEEN OF THE CHANNEL, built by Denny's in 1949.

An inquiry has been held into a collision on Christmas Eve 1973 between BRITISH FERN and coastal tanker TEVIOT. The latter was carrying highly inflammable liquid gas, and it was admitted that when the collision occurred off Great Yarmouth, there was no one on TEVIOT's bridge!

We do not usually visualize Harrison Line ships unloading cargo at Aberdeen, but last year thirteen vessels of that fleet landed oil drilling gear there. This came from the U.S. Gulf, and a 50-ton crane has been installed.

ANGMERING ex RATTRAY HEAD became a total wreck in February. after hitting a submerged rock in Galway Bay.

In late April, the famous Scottish pleasure steamer KING GEORGE V (1926) was sold to C.H. Bailey Ltd. and towed by MUMBLE to their Cardiff yard. She will not be scrapped, but her future has not yet been decided. A veteran of the Dunkirk evacuation, it is said that "she will be restored to her former glory", even though last year she appeared in excellent condition, and has not been run-down under MacBrayne's management.

One of the most handsome cross-Channel ships built recently is ST.ELOI from a Genoa yard for Dover-Dunkirk route. She is a replacement for TWICKENHAM FERRY and carries railway rolling stock or road vehicles.

The Burns Laird passenger ship LION, built by Lairds, is to be withdrawn from the Ardrossan/Belfast route, to take up service between Aberdeen and the Shetlands.

In April/May, both CAMBRIDGE FERRY and MAID OF KENT have been used on Irish Sea services of Sealink.

The new BISON, of approximately 3500 tons and built in Germany, is maintaining a fast ro-ro service between Fleetwood and Larne. Her sister ship BUFFALO is keeping up a similar service for Pandoro and B. & I. jointly, between Fleetwood and Dublin. As there is only one loading berth at Fleetwood, the timing of each ship's arrival and departure is of much importance.

The former Humber paddle boat TATTERSHALL CASTLE built in 1934, is being converted to a floating art gallery and lecture theatre for the Thames.

A former B.I. vessel, KOTA AMAN ex CHINDWARA went ashore in a typhoon last December, and after refloating was found to be only fit for the breakers. Built 1950.

The unprofitability of large liner cruising caused the withdrawal during 1973/74 of ORCADES and ORSOVA, also the longest liner in the world - FRANCE. ORONSAY is to go to the breakers this year, and probably REINA DEL MAR. OCEAN MONARCH (ex EMPRESS OF ENGLAND), RAFFAELLO and MICHELANGELO are also being withdrawn, and big losses are reported in running KUNGSHOLM and GRIPSHOLM. Amongst those still in service are QUEEN ELIZABETH II, ARCADIA, CRIANA, CANBERRA and PACIFIC PRINCESS.

Mention was made in our last Bulletin of ELARKADIA ex SUGAR REFINER. After grounding in the St. Lawrence, she was towed to Gibraltar by the salvage tug STELLA SALVATA, with the intention of inspection at Piraeus. However, she finished this long tow at Szczecin, Poland.

Another long tow across the Atlantic was that of LINDA CLAUSEN ex CUNARD AMBASSADOR, the tug being Wismuller's WILLEM BARENDZ. This former cruise liner, gutted by fire, is eventually to carry sheep between Australia and the Persian Gulf.

Sealink closed the Heysham/Belfast passenger link on 6th April, after losing £800,000 last year. DUKE OF ARGYLL and DUKE OF LANCASTER will be found work on other routes. A British Rail official said "Our customers cannot be blamed - who wants to go to Northern Ireland and run the risk of being blown up?"

APRIL MEETING

The Members' Exhibition was held in the educational section of Liverpool Museums on 10th April. Two rooms on adjacent floors gave ample space for the exhibits including a gathering of interesting models, pictures etc. from the Museum collection.

To attempt to catalogue the items on show would be difficult - paintings, drawings, prints, books, all appertaining to the sea and ships. We wandered around, admiring the various products of painstaking care and inestimable hours of pleasurable labour. To see the members arriving with their parcels and books somehow reminded the writer of a harvest festival. Not in the golden autumn of nature's bounty, but in the fresh springtime when the work of long winter evenings shows its reward. Most achievements are an outlet in self-expression within the capabilities of each author's craft.

After coffee, we heard part of a tape recording of the voice of the late Captain Chubb, recounting in very sailor-like fashion some of his former experiences. One could almost believe he was back amongst us - what a humorous raconteur he was, with his Spanish patter!

Time was racing by, when we sat down to view two slide shows. The first was of Isle of Man scenes by Ray Pugh, not that these were all marine, for we had spring lambs, flowers in Bradda Glen, a typical Manx cottage in Lime Street, Port St. Mary etc. All this was introductory to the main subject - the herring harvest and the colourful craft which take part annually. We saw the Scottish and Northern Ireland trawlers landing their gleaming catches. Then the salted fish being packed in barrels by Southern Ireland labour, and shipped aboard Dutch luggers for transport to the Continent. No display of the Manx panorama could ignore the vessels of the Isle of Man Steam Packet Company. Perhaps pride of place went to the much lamented LADY OF MANN, seen blowing her whistle in salute. At this point, either the sympathetic asides in the audience, or just plain failure in automation, made the LADY resolutely refuse to leave the screen!

Then Gordon Ditchfield showed us the Manchester Ship Canal,

Falmouth, Plymouth, Truro, New Holland, Oban and the Clyde. All this in colour, and a demonstration of what a good customer he is for British Rail. His "sunset at Oban" was very near to a portrayal of Valhalla, and could only be improved by the accompaniment of a little Wagnerian music.

It may not have been wholly the fault of a temperamental projector, that we accepted the names of famous Scottish pleasure craft as "II YRAM NEEUQ" and "V EGROEG GNIK" of royal and honoured memory. Gordon takes his Clyde cruising very seriously, and if any members are considering going north to sail in the veteran paddler WAVERLEY this summer, he is prepared to pass on what information he has at Tel: 051-608-1567.

By now, time had run its course and we had to gather in our exhibits and disperse. This was one of our best Exhibition events, with such ample space provided and ably set out by Mike Stammers, who demonstrates that a two-hour exhibition is now a practiced feat.

N.R.P.

AND POLLUTION TOO

Roll on thou deep and dark-blue Ocean, roll!
Ten thousand fleets sweep over thee in vain.
Man marks the earth with ruin, his control
Stops with the shore; upon the watery plain
The wrecks are all thy deed, nor doth remain
A shadow of man's ravage.

Byron's "Childe Harold"

MERSEY NOTES

Caught in the drydocks of Western Shiprepairers by a boilermakers' strike lasting several months, the Isle of Man Steam Packet Co. have been deprived of the services of MANX MAID. Other ships bottled up are SCAMMONDEN, RFA DERWENTDALE, BHAGAT SINGH and a Venezuelan destroyer. Although overdue for refit, BEN MY CHREE maintained the winter service with MONAS QUEEN her running mate.

In the maritime press it was remarked that "Western Ship-repairers Ltd. is part of the Laird Group, but changed its name last year in an effort to create a better image and attract more trade". As Frisby Dyke of "Itma" might very well have said - "Fancy that!"

In April, MONAS QUEEN went to Troon for drydocking, when BEN kept the car ferry facilities going by doing a daily trip in each direction. The QUEEN did likewise on her return, releasing BEN to go to the Clyde and not to Birkenhead for painting. If BEN is to have a new whistle, it has not yet been fitted.

Nevertheless, HUDSON PROGRESS is the one launching from Cammell Laird's this year, and ESSO SEVERN, almost complete when the strike started, entered service.

At the end of April, ENUGU PALM, Liverpool to West Africa had a main engine breakdown north of the Scillies. The Alexandra tug VICTORIA proceeded from Swansea to tow her to that port.

The new Aznar liner MONTE GRANADA is to commence cruises from Liverpool to the Canary Islands in October. It is her owners' proud boast that she will be the finest cruise liner ever to have operated from the Mersey.

It has been remarked before as to what short lives some of our former Mersey ships have under foreign flags. A constructive total loss through fire in January was the fate of AMVOURGAN ex Elder Dempster's ONITSHA, whilst on a ballast voyage from Quebec to Baltimore.

The Alexandra tug ALFRED broke down when thirteen miles north of Mull in Kintyre in mid April, and was towed to Liverpool by ALBERT.

In late February, a man was rescued from the Mersey by OVERCHURCH's lifeboat close to Princes Stage. The man's cries were heard by M.P.T.E. Stageman Reg Dawson, who has keen hearing, and gave the alarm. Now Reg, you might think, sees plenty of the

Mersey by day and night, yet on occasion he has joined the "ship spotting" group at Alfred Dock entrance. It was on one of these occasions in the summer of 1973 that Reg Dawson and the late Ernie Worthy were introduced to each other. In former times, Birkenhead and Wallasey ferries were hardly known to fraternize, and here were representatives of each. The get-together was not without its humorous side as they yarned of old times, Ernie sporting his silver knobbed walking stick. When Ernie passed away, not so very long afterwards, I feel sure that nobody regretted it more than Reg, for there was great respect between these two old ferry hands.

MARY ELIZABETH ex ARISTEIDES fitting out as a floating chemical factory at Gladstone Dock, is to be joined by a ship named DOMINIQUE in the same venture.

When on 20th March the Harrison liner CRAFTSMAN had a cotton fire, Liverpool Salvage Association ordered high expansion foam which was rushed overnight from Hull. This material was mentioned during the Society's visit to Derby Road HQ. It was successful in closing off the air around the cotton bales, enabling control and isolation to one hold.

Members who remember McAndrew's PINTO of 1947 vintage, may like to know that she is still active as PANAGHIA P and was at Benghazi in March.

TYNWALD, in tow of SEA BRISTOLIAN, arrived at Aviles on 10th February - a haul of seven days from Birkenhead.

SCHUYLKILL ex LOUISBERG, a U.S. Navy tanker sailed up the Mersey on Easter Bank Holiday.

A couple of years ago, there looked no future for Birkenhead cattle imports, though since then a moderate trade has been carried on and the animals have been moved by motor transport. Now, British Rail (Sealink) are to close the Dublin/Holyhead cargo and livestock service, putting more trade into Woodside Lairage. This comes after many of its facilities have been demolished, and lack of maintenance has wrought havoc.

The booms of the new concrete Georges Landing Stage, following modification, were placed in position by MAMMOTH, assisted by COLLINGWOOD and a work launch on 22nd April. It is to be hoped that the stage will come into use before another winter sets in, and that the not-so-temporary footbridge to the bus terminal can be dismantled. Meantime the frequency of the ferry services has been reduced.

On 30th April BURMAH TOPAZ left Tranmere in ballast for Piraeus looking rather rust-stained and weary. It seems that she was never designed as one ship, although as a single entity she was formerly named SEAFARER. Her forward part including the cargo section was ex SANTA SUZANA ex WANETA (1952). Her after part including engine space was ex PONCA CITY ex FORT HENRY (1943). She is what might be called a Liberian jumbo-ized turbo electric tanker of very mixed pedigree!

With the take-over of Thames Tugs by The Alexandra Towing Company, EGERTON went to work at Felixstowe with SAURIA and SUN XXII. RANA then proceeded to Swansea. As far as is known WAPPING still works at Gibraltar, and with HUSKISSON in the Orkneys since 1974, CROSBY did a trip to the Shetlands in early March to do North Sea oil work with ODIN.

Researchers who use the Picton Library, will know that only the current issue of Lloyds Register is for the present available in the Commercial Reference section. For those who require to refer to old copies, a visit to the Library at 4 Upper Parliament Street is necessary, which can be reached by No.82 bus. Enquiry on the first floor will enable Registers to be seen.

N.R.P.

WITH GREAT SORROW

As we went to press, the sad news of the death of our former President, Sir M. Arnet Robinson was announced. The Society was well represented at the funeral in Hoylake on 7th May. A full report will appear in our next issue.

OBITUARY

Mrs. Brandreth has died at the age of 88 and there was a funeral service in West Kirby on 6th May. In our last Bulletin under "The Lure of Coastal Cruising" she was mentioned as one of the "regular" sailors. Our condolences are extended to her dutiful son Raymond, also well known to many of us.

SOCIETY NOTES

A report on our Annual General Meeting, postponed until 22nd May, will appear in the September Bulletin. After a very successful three years Chairmanship, Ken Stuttard will be succeeded by Dr. Peter Davies in September.

The Society has again had the enthusiastic support of its members, this being very gratifying to its officers and council. Based in Liverpool, we consider we are not too parochial in outlook, as shown by our lecture programme. As well as for those members able to attend our meetings regularly, we hope that to some extent we also cater for our country and overseas friends.

General correspondence should be forwarded to the Hon. Secretary, Mr.M.K.Stammers at the Museum (see page 25). Contributions to the Bulletin should be sent to the Editor, Mr. N.R.Pugh, 7 Dunbar Road, Hillside, Southport PR8 4RH.

OUR FAST WANING OPPORTUNITIES FOR A SAIL

Can we hope to see you on the Douglas, Llandudno or Manchester sailings this summer - or even on ferry River Cruises? Without better support for the remaining facilities for day cruising, particularly from Liverpool, their future is bleak. So leave the car in the garage, escape from the polluted highways and breath some real sea air. You may help to delay the death knell of what remains of passenger sailings, scanty though they may be. Have a quiet afternoon in Llandudno's Happy Valley, the Haulfre Gardens or West Shore. Or if you wish to have the whole day afloat, cruise past Puffin Island to Point Lynas. You are sure to enjoy it and there is no better month than June. Your timely support may be vital.

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

Merseyside County Museum
William Brown Street
Liverpool, L3 8EN

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

I heard or seemed to hear the chiding Sea
Say, Pilgrim, why so late and slow to come ?
Am I not always here, thy summer home ?
Is not my voice thy music, morn and eve ?
My breath thy healthful climate in the heats,
My touch thy antidote, my bay thy bath ?
Was ever building like my terraces ?
Was ever couch magnificent as mine ?

"Seashore" - Ralph Waldo Emerson

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A SHIP AMOK IN THE MERSEY - 1900

The recent sinking of the north end of Princes Stage, and consequent collapse of No. 12 Bridge into the Mersey, and the troubles experienced with the Landing Stage mooring booms, recalls an extraordinary incident in 1900. The ship involved then was the Norwegian VERITAS, which swept away two of the Georges Stage booms, and ended up a complete wreck.

There was stormy weather on Friday 12th October when

Capt.Barret of Mack & Co's coaster CALEDONIAN, on passage from Belfast to Liverpool, sighted VERITAS displaying distress signals. The position was about thirty miles southeast of Chicken Rock Lighthouse, and CALEDONIAN took the casualty in tow. VERITAS was a small wooden hulled steamer of 294 tons bound from Norway to Wapping Dock with a cargo of ice - incredible as it may seem. For those times it was not unusual however, and was consigned to H.T.Ropes and Co.Ltd. The ship's agents were Brodersen, Vaughan & Co. of South Castle Street. The ship was owned by a Mr. E.B. Asby of Drammen. With her engine broken down, she arrived in the Mersey at 5 p.m. the same day and was anchored off Egremont to await a tug.

About ten thirty that night, VERITAS was hit by the large new Leyland emigrant liner DEVONIAN of 10,400 gross tons, inward bound from Boston. VERITAS had a huge gash and was in a sinking condition, but DEVONIAN had only slight damage. The alarm was sounded by the shrill blowing of steamers' whistles in the vicinity and tugs PRAIRIE COCK and SEA COCK left the Landing Stage to assist. They got her in tow and clear of DEVONIAN, and the former tug took Captain Helgruson and his crew of thirteen off VERITAS.

She was then moored alongside the wall of the old ship-building yards at Seacombe. The flood tide was running at such a fast rate that VERITAS parted her moorings, and missing the north Alfred Pierhead and Birkenhead stages, shot out into mid stream again without a soul on board. She was now partly submerged with focsle head and bridge showing above water. She was a great danger to other ships as she drifted up on the flood, and Mr. W. Coath, the engineer of PRAIRIE COCK, volunteered to board her and make a towline fast. He succeeded and with great difficulty she was towed clear of the Isle of Man steamer TYNWALD, lying at anchor off Queen's Dock.

The gallant engineer climbed the fore rigging, fearing that he would be swept off her focsle, and had not been there long when he was almost thrown from his perch as she hit Pluckington Bank, capsized and parted her towlines. He succeeded in scrambling on to her up-turned keel. Then she turned over again, throwing him into the water. The whole of her superstructure, masts and funnel had been smashed. Yet Mr.Coath swam

to her focsle and fixed new tow ropes. This time the tugs succeeded in getting her alongside the Albert Dock wall, and just when they thought their work was finished, VERITAS parted her wires again, drifting northward on a strong ebb tide.

Again Mr.Coath got aboard and fixed a towline, and again it parted. SEA COCK then took Mr.Coath off the wreck, and he was able to watch PRAIRIE COCK get a line aboard, only to have it part yet again. VERITAS drifted fast, first colliding with the Shropshire Union's tug EARL OF POWIS, setting her adrift. The hulk then drifted down between the landing stage and Pierhead. There was a terrific crash as she hit the first and second iron booms. She went under No.1 bridge, amongst small craft berthed there, and finished up on the sluices, and amongst the mooring chains. There was nothing left standing on her decks. The Stagemaster promptly summoned the Marine Surveyor and Water Bailiff and the Dock Board Tender VIGILANT soon arrived on the scene, along with the tugs DESPATCH, REAPER and the salvage vessel HYENA. A survey was made on how best to remove the wrecked steamer and at low water a large gang of workmen was clearing the wreck. Great crowds came to watch and it was found necessary to rope off part of the landing stage from No.1 Bridge. By Saturday afternoon, the wreck had been moved clear of the stage, and work proceeded to patch and pump out VERITAS. On Sunday she was successfully refloated and moored to Albert Dock wall.

Good photographs of the occurrence were obtained by Brown, Barnes and Bell and were exhibited in their shop window in Bold Street.

The two booms were lifted by the MD & HB floating crane ATLAS, and there was great relief that the stage had not suffered beyond the loss of two booms and parting of cables. Meantime the Rock Ferry steamers had to be moved up to Princes Stage. The VERITAS incident very nearly ended in disaster for the Landing Stage, but the fine seamanship of Mersey tugboatmen was demonstrated, and in particular the courage and tenacity of Mr.Coath was most praiseworthy.

VERITAS was finally towed across to the Tranmere mud, and the hulk was auctioned by Kellogg and Co.

M.K.S.

NEW NAMES FOR OLD

AUTOMEDON	ex CYCLOPS
COSMOS TRADERS	ex LINDISFARNE
CARGO VIGOUR	ex MANCHESTER VIGOUR
CHLOE	ex THERISOS EXPRESS ex PORT MELBOURNE
DAPHNIS	ex AKROTIRI EXPRESS ex PORT SYDNEY
DOHA	ex GEESTHAVEN
HASTINGS	ex MSC ONWARD (tug)
IJAOLA	ex SUSAN CONSTANT
ILRI	ex NEWFOUNDLAND
JESSICA	ex ROLAND ex DUNEDIN STAR (1950)
LELA	ex CIENFUEGOS
LIBAN	ex MONTE UMBE
MARY M	ex YEWFOREST
OWENGLAS	ex IRISH COAST ex OWENGLAS
PUERTO MADRYN	ex SILVERSHORE ex ALDERSGATE
PATIANNA	ex HALCYON SKIES
PRIMERO DE JUNIO	ex MONTE ANAGA
SAINT ENOCH	ex YORKSHIRE COAST

THE ANNUAL GENERAL MEETING - 8th MAY 1975

Decorum is the thing - yet our A.G.M's always have a tinge of humour. For anyone not bearing the onus of Hon.Secretary nor the responsibilities of Hon.Treasurer, it can be quite a breezy occasion.

The members gathered at 7.30 p.m., by which time the Council emerged from their almost two hours of deliberation in another place, where the upholstery is softer. Proposals having been formulated and agreed in council, these are put to the assembled throng.

Steering the Society along the right paths, balancing the budget, fixing speakers for the coming season - these are the areas in which both Honoraries practice their craft for our good, and they do it so well. In these days of industrial strife, when one thinks of what might happen in some large organisation

where vast sums and also matters of remuneration are at stake, then perhaps one may be excused some levity over the fact that we had fifteen pence balance in the current account at the end of our financial year! Gladly we remembered the deposit account.

So, what of this 33rd Annual Meeting? Only a couple of years ago, Ted was reluctant to raise the subscription rates, and still is, but on the year's activities, each member has cost the Society £2.06. As our Treasurer stood at the despatch box with a glint in his eye (and not even a glass of barley water in sight), one waited for the crunch. It reminded one of 4 p.m. in the Commons on Budget Day, as the Chancellor holds his trump card to the end. The recommendation that ordinary subscriptions should be increased by 50p was received calmly. With all costs, including printing, postages etc., this increase will only bring us up to the present, and not cover the effects of further inflation, which was soon to loom up in further increased postal charges. We are not a profit making body but necessarily have to pay our way.

Ted, seemingly a prospective asset to any political party, got through his budget and received the assent of the House. From September 1975 the subscription rates will be:- Ordinary members £2.00, Man-and-Wife £2.50, Country Members residing over 40 miles from Liverpool £1.50 and Junior Members under 18 years of age £1.00 per annum.

The Society once more has the services of an Archivist, in the person of Miss K. Lomas who is both a member, and an employee of the Museums. She is sincerely welcomed to this post which carries a seat on the Council.

We have been very pleased over the years, to have had Mr. Stuart Mountfield as one of our Vice Presidents. Owing to his commitments, and being unable to attend our meetings, he has suggested standing down. Although very reluctant to lose him from this office, your Council took note of a written request from Mr. Mountfield and have acquiesced to his wishes. We are very grateful for all he has done for the Society, including his most valuable term as editor of this journal. We shall not lose

him, however, as the Council voted unanimously to make him an Honorary Life Member.

Another gentleman who has worked very hard for the Society and takes much interest in our activities is Mr. Malcolm B. Glasier. In recognition of his work and for the esteem in which he is held, the Council offered him a Vice Presidency, which he has been pleased to accept.

The members of the Council, to whom go our thanks, were voted back to office for a further term, with the addition of the retiring Chairman. They are Messrs. Boyes, Branigan, McManus, Welsh, Stuttard and Miss Welsh.

As a means of raising a little revenue for the Society, other than by subscriptions, Mr. Raine suggested holding a sale of articles of a maritime nature at one of our monthly meetings. This may be the Social Evening in December. "We have all got small articles at home which we would be delighted to discard" said Wilfred. In most cases, very true!

The sincere thanks of all present went to Ken Stuttard for so ably fulfilling his three-year term as Chairman. At this meeting, he stepped down in favour of his successor Dr. Peter Davies, who embarks on a similar period of office. Dr. Davies, in taking over the reins, said that very often events occurred in a sequence of threes. Not only had he just become Director of Social Studies at Liverpool University, but also a Fellow of the Royal Historical Society, and now Chairman of Liverpool Nautical Research Society. Indeed a happy triple event on which we congratulate him.

We require to appoint a Vice Chairman to succeed Dr. Davies in 1978, but this matter has been deferred for the present.

Our Secretary sketched the programme for the coming season starting in September next. It is hoped to enclose details with this issue of the Bulletin.

After all these deliberations, we were glad of the coffee

interval, following which a film was shown of a voyage in PASSAT from the Baltic to Capetown. This film was shown by courtesy of the World Ship Society's Liverpool branch, represented by Mr. Keen. It is doubtful if any film could better the portrayal of the windjammer versus the elements.

Our new Chairman, who was off to Panama on a diving expedition, hoped that we would all enjoy the summer until we meet again.

N. R. P.

MEMBERS' TRAVELS

Mr. & Mrs. Coney have been to North Scotland this summer and embarked in the new ST OLA at Scrabster for the crossing to Stromness in Orkney. There were 319 passengers and a full load of cars. The ship has become popular in her first season, and is fitted with stabilizers and bow thruster.

After visiting Kirkwall, a crossing was made over the four Churchill Barriers. These were ordered by the Navy to block access to Scapa Flow, and were built up with large concrete cubes, dropped into sixty foot depth of water and covered by hardcore and macadam. They now serve useful access to Burray, Land Holm, Glimps Holm and South Ronaldsay islands. On the return trip from Stromness, instead of the western route past Old Man of Hoy, the inner route was taken on the flood. ST OLA therefore passed west of Cava, Fara and Flotta to emerge into the Pentland Firth just east of Swona.

Looking down from Dunnet Head, the impression was gained that even in summertime, with its immense tidal currents, the Firth is for ever a very difficult passage to navigate. This invoked memories of the Longhope lifeboat disaster.

* * * * *

Gordon Ditchfield has had two cruising sessions on the Clyde, in WAVERLEY, QUEEN MARY II, KEPPEL etc. He went up to the Clyde in KING ORRY, via Douglas and returned by rail. The puffer SPARTAN still lies on the rocks off Ayr, submerged at high water. Her moorings were cut as she lay in harbour some time ago.

WHITE STAR LINE'S EMIGRANT SHIP MERMAID - 1859

Mr. Jack Gell of Colby, I.O.M. has sent a type-written copy of an emigrant's diary, describing a voyage from Liverpool to Auckland N.Z. The one important detail missing was the year, but by reference to a history of the White Star Line, it was found that this could only be 1859, when 11th July was on a Monday. A perusal of the "Liverpool Mercury" at the micro-film unit of Picton Library confirmed this fact without any doubt.

MERMAID was a three-masted ship built at St.John N.B. in 1853 and bought by Pilkington & Wilson of Liverpool. She served in their White Star Line from 1854 to 1867, then sold to Cardiff owners, she was wrecked in 1883.

A Manxman named John Qualtrough was the writer of the diary, some extracts of which are quoted below:-

Monday 11th July. We left the Mersey about five oclock in the afternoon, towed by the tug-boat RATTLER. She did not leave us till Wednesday 13th at 8 a.m. when MERMAID set sail and made her own way at about 8 knots. She has 400 passengers.

Sabbath 17th July. Latitude 44-59N. The ship has sailed 637 miles, but it is not yet much warmer than it was in the Isle of Man when we left.

Friday July 22nd. Last night we were very much annoyed by a company that would have a concert on deck, who, by singing comic songs, laughing, clapping hands, cursing, swearing, fiddling, dancing etc., took away some from our regular prayer meeting.

Saturday July 23rd. Thank God, we are all improving in health; at noon the sun is now very high. At 3 p.m. we discovered the island Madeira. We have now just enough fair wind, and MERMAID sails at about 12 miles per hour.

Friday July 29th. It is very fine though warm. We are in Lat 21N and Long 24W for the sake of catching trade winds. Some hundreds of flying fish were seen. Mrs.Corlett is very bad with pains and Mrs.Joughin with stomach ache.

Monday August 1st. Noon position 15.54N. 27.46W.

Mr. Wilkie preached at half past ten in the forenoon and Mr. Oldham in the evening. We sail at 7 knots; the North Star is now very low.

Friday 5th August. It is very hot. We have a large three square sail with one rope from the yards and two ropes from the side of the ship let down into the sea for a bath. So far, eleven men have been in together, and our boys have been in turn. A water cask was cut in two for baths for the children, one set in each side of the ship for boys and girls to bathe in them separate. Little progress by the calm.

Saturday 6th August. Last night it looked rather gloomy with some lightning. It had all the appearance of a storm, darkness with heavy flashes of lightning. The sailors were very busy taking down sails. We were not able to keep the regular service on deck with heavy showers and the pitching and rolling of the ship. This is indeed no place for religion. The family are all well and at tea with plenty of noise all around from fore to aft, with Manx, English, Scotch, Irish, German etc.

Tuesday 9th August. The children are in great anxiety about crossing the line, asking what sort of a line it is.

Wednesday 10th August. 4.04N 17.58W. We have passed outside the Cape Verde Islands and seen no land since Madeira, nor hardly a vessel in four days.

Friday 12th August. We have just now crossed the Equator at 22.39W without any of the usual customs.

Monday 15th August. Yesterday forenoon Mr. Caley preached from the text "What must I do to be saved". Dr. Aitken read the evening prayer of the established Church and gave a short lecture. I gave an address just as well as I could at 7 p.m. when a great many attended.

We have sailed in all 4541 miles from the Rock Lighthouse. It is something like a wonder to see another vessel.

Thursday 1st September. We are all in good health thank God; the children are in very good spirits. Tommy imitates the

loud coarse orders of the bosun. Ricky says he dont care to go on land any more.

Monday 5th September. We are 75 miles east of the Cape of Good Hope.

Monday 12th September. It has been blowing very hard and the ship sailed at 13 knots. We received a call from Ned Gale's berth that his little daughter was dead, she had been failing for seven weeks. Kitty got up and helped them to dress her. The Captain ordered the funeral for half past eleven. A coffin was made for her in readiness by the carpenter's mate. We sang with sweet solemnity the hymn beginning - "The morning flowers display their sweets, etc." Dr. Aitken read the funeral service and we delivered her body into the deep, in sure and certain hope of the resurrection to eternal life when the sea shall give up the dead that are in her. We are nearing Kerguelens Land.

Thursday 15th September. About nine oclock it began to snow heavy, the gale still increasing and bitter cold. One of the sailors, an Italian, complained that he could not stand to reef the mizzen topsail. I pitied him, as he had been brought up in a warmer climate than the other sailors. The sea began to roll like hills. She has now only three close reefed topsails. I stood awhile up against the weather bulwark viewing the seas that appeared to threaten destruction, when I thought with a composed mind of our Poet's words "The waves an awful distance keep and shrink from my devoted head" etc.

Saturday 17th September. Blowing very hard. 51S 79E.

Saturday 8th October. We are now in the latitude of Auckland but have 530 miles yet to sail around the North Cape. It is very fine but the wind is just ahead. Last night the steerage passengers had a sort of feast and invited the Captain to it. He came when we had our prayer meeting and knelt with us, my back being towards him. I did not know he was in, when I prayed with some liberty for the conversion

of sailors, and mentioned the effects to be more Christian courage, more obedience, more faithfulness, etc. The Captain has been very friendly to me lately!

Friday 14th October. At 4.30 a.m. we are passing the Three Kings - the first land. They are large barren rocks like the Burroo and the Stack at the Calf but much larger.

Sunday 16th October. I rose at 3 a.m. and went up on the poop. The chief mate asked me could I not sleep. I told him my sleep was irregular. We kept our morning service. I was up at the focsl when the bell was ringing for the service, when the bosun bawled out with a fiendish rage "We've had enough of that d....d bell".

Wednesday 19th October. The pilot came aboard last night and we got in near the wharf this morning in good health.

The complete diary runs to twelve quarto sheets, and any members interested can view it on application to the undersigned. It gives far more detail than we have space for here. Mr. Gell's kindness in sending it over from Colby is much appreciated.

N.R.P.

* * * * *

For one may haunt the Pier a score of times
Hearing St. Nicholas' bells ring out the chimes,
Yet never see those proud ones swaying home,
With mainyards backed and bows a cream of foam.

John Masefield

MORE SHIPS TO THE BREAKERS' YARDS

Steam trawlers - ARCTIC WARRIOR, ARCTIC BRIGAND, LORENZO, ST.LEGER, ST.BRITWIN, ROSS AQUILA, NEWBY WYKE, BENVOLIO, LORD ALEXANDRA, KINGSTON ALMANDINE, KINGSTON JADE, KINGSTON ONYX, KINGSTON TOPAZ, NORTHERN ISLES, NORTHERN PRINCE, NORTHERN CHIEF, NORTHERN SEA, NORTHERN SUN.

Tankers - VALVATA, HYRIA, BRITISH COMET

S.A.ORANJE	ex PRETORIA CASTLE (1948), TASMANIA STAR
TAIPOOSHAN	ex APAPA (1948), MAHSEER (1948), HUNTINGDON
OCEAN MONARCH	ex EMPRESS OF ENGLAND
YOKO MARU	ex DUNSTER GRANGE (1926)

GENERAL NEWS ITEMS

When CARIBIA ex CARONIA was wrecked off Apia, Guam in August 1974 it was assumed that having broken into three parts, that was the end of her. However, a Japanese salvage team sailed from Moji in June to recover what they can of this once proud Cunarder.

MALDIVE MAIL on passage from Karachi to Penang in June was on fire off Veraval. Assistance was not readily available as this port was closed for the monsoon season. The crew abandoned ship and it was expected that she would capsize. She was formerly the Furness Withy AFRICAN PRINCE ex PINEMORE built at Burntisland in 1955.

The Manx cargo service run by Ronagency between Glasson Dock, Lancaster and Castletown I.O.M. has moved its loading berth to Preston.

In early June, as the Suez Canal prepared to re-open, the Italian tug PRIOLO arrived at Port Said, and left with MELAMPUS in tow for discharge at Trieste. Tug MARE JONIO took AGAPENOR also to Trieste, but with a call in Cyprus for discharge of small arms ammunition. Both tugs were built at Viareggio in 1972.

Large numbers of ships, quick off the mark, used the Suez Canal on its reopening. British ships were a small minority. Northbound on 11th June was STRATHASSYNT ex TURKISTAN, and between 25th and 29th, CLAN MACLAREN, BRITISH CORMORANT, ASPHALION, STRATHASLAK ex KOHISTAN, and PLUMLEAF. Southbound on 13th was TURAKINA, and between 19th and 23rd EGORI, GLENMOOR, OCEAN MONARCH, LONDON BOMBARDIER, STRATHANGUS ex SERBISTAN and STRATHIRVINE ex DONEGAL. 1000 ships in 8 weeks used the Canal, with one in six Russian!

Distress calls are not usually laughing matters, but in June from a yacht on the East Coast came "This is the YORKSHIRE PUD, sinking with four persons aboard". One can imagine the Humber lifeboat battling through the gravy. Soon came the report that they had YORKSHIRE PUD in tow and everything was under control.

Sealink have advised that the closure of the Holyhead to Dublin cargo and livestock service has been postponed until 30th November 1975.

The first oil from a North Sea rig to be landed in this country, was carried in the Liberian tanker THEOGENNITOR 20,000 tons.

The 4-masted sailing ship PEKING which has been serving as the Training Ship ARETHUSA has completed her conversion in a Thames yard. She is going to South Street Seaport Museum, New York under tow. She was built as PEKING in 1911 at Hamburg and became ARETHUSA in 1933. Rising costs and the need of major repairs caused her sale.

By the end of 1975, the only three remaining liners on the Union Castle mail run between Southampton and Capetown will be WINDSOR CASTLE, PENDENNIS CASTLE and S.A.VAAL.

The Shaw Savill Line are withdrawing entirely from passenger carrying.

A coaster seen in the last stages of demolition in a breaker's yard near Cairnryan is SPAL ex MARINUS V ex TRITON, built in Holland 1935.

POINT LAW, a B.P. coastal tanker of 1542 tons and only built 1967 by Hall Russells, is lying below a cliff in Guernsey, a total loss.

In this time of trouble for tanker owners, two Shell VLCC's have been launched. They are LAMPAS 166,000 tons and LABIOSA 138,500 tons.

IN GREAT SORROW

As the beautiful strains of Elgar's "Nimrod" variation came from the organ of St.Hildeburch's Church, Hoylake on the afternoon of Wednesday 7th May, members of the Society mingled with the congregation doing honour to the memory of Sir Arnet Robinson (1898 to 1975). We remembered the fine work he did for shipping, and the pride we felt to have had him as President of the Liverpool Nautical Research Society from 1962 to 1972.

This typically English music accompanying our thoughts matched the occasion, with bright sunlight flooding through the windows, and with all the new spring foliage outside. It was a quiet and peaceful scene as the organ softly changed to Handel's "I know that my Redeemer liveth".

Lady Robinson, herself sadly not in good health, was assisted to a front pew, and the procession of clergy traversed the aisle. The first hymn was "For all the Saints" and then was sung the Crimond version of Psalm XXIII, with the lesson following.

In his address, the canon spoke of the fact that the church we were attending was built in 1898, which was also the year of birth of Arnet Robinson, one who was to grow up in the belief that right was right. He excelled in his youth as a cricketer and as a runner. As a young subaltern in the First World War, he experienced the holocaust of battle. His greatest love was the sea - for him it was a passion, and he loved nothing better than to grip a tiller, and feel the wind and spray in his face. He was an active churchman, and in the eight years the canon had known him, he had found that Sir Arnet always enjoyed intellectual exchanges. He had no place for the mediocre and bore the charm of a previous age. He was forthright and his life was genuine. Of Sir Arnet it could truly be said "This was a man".

After prayers and the blessing, the hymn "Now thank we all our God" was sung, and the bearers raised the flower-strewn coffin from transport to the crematorium.

Sir Arnet was so active in his time in the business life of Liverpool, that it is difficult to imagine that he is no longer amongst us.

In the First World War, he served in the 60th Rifles and was later attached to the R.A.F. He joined Coast Lines Ltd. in 1920, became managing director in 1947, chairman in 1964 and retired in 1968, though even then he did not sever his connection with the Company.

During the Second World War he was in the Home Guard and Cheshire Regiment. From 1939 to 1947 he was chairman of the Coasting and Short Sea Shipping Control Committee, Liverpool area, and held similar office in Liverpool Steamship Owners Association, 1946. A vice-president of the Royal National Lifeboat Institution, he also held directorships of Cammell Laird and Co., and of Martins Bank Ltd. Youth work was also within his sphere.

Of his service to the Mersey Docks and Harbour Board, our Life Member, Stuart Mountfield, a former General Manager writes:-

The passing of Sir Arnet Robinson has been felt very keenly by me, as one who worked very closely with him over a number of years in the affairs of the Port of Liverpool. His Chairmanship of the Board was from 1954 to 1962, and towards the close of that period, he became President of the Dock and Harbour Authorities Association. When one turned to him for advice, it was to someone who was always a wise counsellor and a good friend. His understanding of men and things was displayed in this field, as well as in the conduct of affairs of the great shipping house to which he had given so many years. As a true friend to many, he will long be remembered".

His main hobby was yachting, and he sailed his own boats on the Mersey, the Dee and Menai Straits. His clubs were the

Royal Yacht Squadron, Junior Carlton and Royal Liverpool Golf Club.

Highlights in his career were the opening of the Langton River Entrance in 1962 when he attended on H.M. The Queen, and his knighthood in 1963. No.3 Mersey Pilot Cutter was named after him when she was built at Dartmouth, but as at that time the knighthood had not been bestowed, the ship has been known as ARNET ROBINSON ever since.

It was in 1962 that Mr. R.B. Summerfield, our Chairman at that time, announced that in succession to the late Sir Ernest Royden, Mr. Arnet Robinson had accepted the presidency of our Society.

He took great interest in our work, and especially after retirement attended our meetings. It may be remembered that the Society held an exhibition entitled "Coastal Shipping" on board LANDFALL in April 1960 when Arnet Robinson gave the opening speech from the staircase platform. He referred to the valuable work done by members of such a Society as ours to salvage the past history of our shipping industry, and prevent the loss of further historic material now and in the future. He spoke of the ever-increasing competition from the roads. But the cross-channel trades remained firm, for, as he said, you cannot build roads across the sea. In prophetic vein he dismissed the Channel Bridge Project as wishful thinking.

He was a modest man in spite of his great ability, and although invited to write of his memories in shipping, seemed reluctant to do so - more's the pity.

He was involved in the building up of a fine system of coastal shipping, comprising the Coast Lines nucleus and absorbing several smaller companies who could not for long have existed on their own - Gilchrists, Bacons, Houghs etc. There were usually two sailings each week between Liverpool and London, giving first class accommodation to a small number of passengers. The opportunities to ship goods to ports around the coastline of the British Isles were many. Annual handbooks, well illustrated, gave details of the services provided.

But along came the motorways, the diesel engine on the

roads - progress, and the sad task of phasing out this transport system of the short sea routes, which had been so painstakingly achieved. A less acute mind could have held on too long and lost his Company and shareholders a great deal of money. But with his foresight, he invested in the competitive factor - road transport, for he went forward with change.

It must have been a sad blow for Sir Arnet each time he had to close a service or pension off one of his proud ships, perhaps CALEDONIAN COAST or HIBERNIAN COAST.

I think of one of his favourite poems, including:-

"Be well assured, though wave and wind
Have mightier blows in store,
That we who keep the watch assigned
Must stand to it the more".

And stand to it, he did. The British and Irish Steam Packet Company had been one of Coast Lines links for very many years, but in the 1960's with pressure from the Irish Government to buy the Company, and the imminence of a new building programme, at inflated cost, Sir Arnet and his board decided to sell. Times had changed and the deal appears to have taken place at an opportune juncture. He lived long enough to see much of the Irish Sea trade taken over by P. & O. Lines Ltd. with the massive capital which they command. He also saw the emergence of small ports like Fleetwood come prominently into their own in the Anglo/Irish trade. At a time of stupendous change, his was a masterly retreat before the onset of ro-ro facilities made possible by the new motorways.

On his retirement as Chairman of Coast Lines Ltd. at the end of December 1968, he became their first President, and received the gift of a rosewood table from directors and managers of the Group. The new Chairman, Mr. K.W.C. Grand, said at the presentation that Sir Arnet's outstanding grasp of great problems had been evident over the past twenty years or more. After the last war he had the enormous task not only of reorganization, but of building up from a position of devastation. "We are said to be in the midst of a container revolution" continued Mr. Grand (in 1968), "yet over ten years ago Sir Arnet was responsible for the decision to form Link Line, the Company's new unit load service".

Amid all the cares of a full working life, he bore the charm and manners of a previous age, as was said at the funeral service.

Members present at the service in Hoylake were our President R.B.Summerfield, A.S.Mountfield, M.B.Glasier, M.K.Stammers, T.D.Tozer, N.R.Pugh and P.J.Welsh.

N. R. P.

MERSEY NOTES

With frigates being a numerous class in our modern Navy, we do not often have visits from larger units, but on 21st July arrived the helicopter carrier HMS TIGER, accompanied by the fleet replenishment tanker RFA OLN A. TIGER was laid down as a cruiser at the end of the War, but in 1946 work on her was stopped for 8 years and it was March 1959 before John Brown & Co. completed her. She had cost £13 million. Between 1968 and 1972 she was converted to a command helicopter carrier by Portsmouth Dockyard at the astonishing additional cost of £13 $\frac{1}{4}$ million, according to Janes Fighting Ships.

The Navy have indulged in naming procedure reminiscent of some merchant fleets, as TIGER was originally BELLEROPHON, and her sistership BLAKE was for a time TIGER which may make things difficult for future naval historians.

On 12th July in Birkenhead dock system was the Sail Training schooner SIR WINSTON CHURCHILL, with its red lion figurehead, and also the guided missile destroyer HAMPSHIRE, on a recruiting drive. Another visitor was Ocean Fleet's bulker AJAX from Portland Oreg. Pandoro's BISON, normally on the Fleetwood/Larne ro-ro service docked at Western Shiprepairers.

Perhaps it was a long time since the skipper of the Irish coaster TRAMONE ex PAUL WESTERS had been to the Mersey, but in May he rounded the north end of Woodside Stage on the flood to enter Morpeth lock. This has been blocked since the last war, and in the mastery of his extrication with a single screw ship, he more than made up for the error.

ULSTER PRINCE and ULSTER QUEEN have had a busy summer, with daylight and Sunday sailings to Belfast. No doubt the closing

of the Heysham passenger route has attracted more traffic through Liverpool.

Ramsey Steamship Co's BEN VOOAR was bound for Portrush in strong northerly weather early in June, in the wild conditions just before the "heatwave". Portrush is a difficult harbour to enter, especially in the dark hours and it was decided to run for shelter off Moville, within Lough Foyle. However, she touched the rocks near Inishowen Head and damaged her rudder. Trawlers towed her to Greencastle, from whence the Belfast tug CRAIGDARRAGH took her to Londonderry for drydocking.

To our older members, will come memories of the artistic talent of the late Kenneth Shoesmith, and his work for Royal Mail Lines. His exotic portrayals of ASTURIAS, ATLANTIS, ALCANTARA etc. in South American waters were wonderful specimens in the advertising field. On the recent death of his widow, a treasure trove of his work passed to the Ulster Museum, Belfast, and it is planned to stage an exhibition of his work in Belfast, London, Liverpool and Southampton in 1976 - something we can all look forward to.

A gloriously warm and sunny Sunday was 22nd June. For the 3-hour Anglesey coastal cruise from Llandudno, MONAS ISLE reached Point Lynas, but due to restrictions of navigation, did not venture further towards Middle Mouse. In the position of Shell's new single buoy mooring off Bull Bay, a Taklift crane was working, precluding navigation between this point and the coastline.

The Anglesey Buoy arrived at Holyhead about this time, weighing 500 tons and towed by the Smit tug TASMAN ZEE. Also came the barge MULUS I with items of gear like the 200 ton seabed manifold and pipe system. (It will be remembered that it was MULUS III which transported GREAT BRITAIN from the Falklands). Meantime TAKLIFT I fixed the sixteen anchor piles in the seabed to which the buoy will be moored. The oil pipe now laid across Anglesey, the Menai Straits and North Wales will bring oil very shortly direct to Stanlow. And so it may be that the half-discharged super tankers which have become a part of the Mersey scene will cease to come to Tranmere. Pollution and risk of major accidents involving tankers will recede.

SILLOTH TRADER is a coaster carrying grain between the Seaforth granary and Silloth, and is well known to the Mersey. She started life in Holland in 1956 as SPOLESTO and then did good work for the Zillah Steamship Co. as EDGEFIELD. Sold and renamed SARSFIELD, her new Irish owners chartered her to the Clyde Shipping Co. to continue the Liverpool/Waterford link after TUSKAR was sold. Later she became VALERIE B and ROSEMARY D before taking her present name.

As these notes are written, the bulk carrier SANTA ELIA has been lying in Sandon Basin for a couple of months. She is the result of joining up the hulls of two ships built in 1944 and 1959, and is said to be ex AMERICAN GRAIN ex COMMANDER ex WORLD COMMANDER ex WORLD TRADITION ex WHITE RIVER. Her most recent voyage was from Antwerp with a grain cargo where she went aground in the Schelde, needing five tugs to tow her clear. After discharge in Birkenhead, she went into dry dock before laying up.

The former Liverpool tug CANNING is now in the South Dock, Swansea, as part of the Maritime and Industrial Museum taking shape in that city. An army of volunteers of the Swansea branch of the World Ship Society have been cleaning up the tug which was purchased for £5,000 by the city council from The Alexandra Towing Company. We admire the civic pride down there, where at every turn the chance of forming a maritime museum in Liverpool eludes us. Swansea, Exeter, Wexford, even little Castletown, can display their maritime history, but mighty Liverpool, the greatest of all, can never get round to it.

The motor tug WESTON PANTHER ex M.S.C.PANTHER was in Birkenhead docks for some weeks this summer, and said to be destined for oil-rig work.

The three white "short cut" buoys on the Crosby Bend were removed some time ago. They were only intended for inward traffic on the flood, but unfortunately the practice was not kept to the letter. To say the least, a dangerous situation could arise when outward traffic cut the corner.

High water at Birkenhead Locks has shown little activity

on many a Saturday, but 17th May was an exception when ELPENOR, ATREUS and CAPE NELSON sailed and CITY OF FLORENCE and CLAN MACIVER entered. When clear of the lock, ATREUS, deeply laden was being headed for sea when the bow tug COLLINGWOOD's hawser snapped. There was no danger, ATREUS quickly gaining steerage way. The tug was able to pick up the broken end of the manilla, and her wire was then paid out to her through the fairleads. All the same, it is just as well that tugboat hands on the after deck now wear crash helmets.

On Sunday 22nd June, the former grain barge PACIFIC was towed out of the Mersey by the London steam tug CERVIA, bound, so Port Radar kindly told me, to the Caledonian Canal en route for Holland. CERVIA ex EMPIRE RAYMOND was redundant in the Watkins fleet in 1971, but her present owner is finding work for her, and steam tugs are now rare.

With the settlement of the boilermakers strike at the Birkenhead shipyard, MANX MAID emerged from her confinement on 24th May after being out of service since November last. In the meantime, MONAS QUEEN had been up to Troon for painting and bottom inspection, and BEN MY CHREE went to Linthouse on the Clyde for similar work to be done. SNAEFELL managed to be attended to in the Liverpool docks, but MANXMAN was sent up to Troon last of all. She is reported to have needed work to be done on her davits, the spare parts for which were in the Birkenhead shipyard. So to express their solidarity with Merseyside brothers, the Scottish relations promptly "blackened" MANXMAN. Hardly had they done this, than the strike was over.

The cruise liner COPENHAGEN built by Vickers, Barrow-in-Furness, and partially completed at their Tyne Works was finally bought by Russia, after the Danish owners who ordered her were unable to take delivery. With her new name ODESSA she was dry-docked in Liverpool in July before proceeding to Leningrad, to add yet another fine ship to Russia's cruising fleet.

After previously being dissatisfied with port facilities at Liverpool, United States Lines returned on 1st July. Their faith in Liverpool is now restored and they have established a

secondary container service covering Havre, Dublin, Greenock and Liverpool, for European or Transatlantic traffic. The ships are AMERICAN CHEROKEE and AMERICAN COMMANCHE for the Irish Sea and AMERICAN APACHE for a Havre, Bilbao & Lisbon connection. These are all German built chartered ships. The new service has caused a good deal of friction between Irish Sea operators and the U.S. Lines, even though a rate cutting war is not the aim.

In May came the somewhat startling and disappointing news that all was not well with the Albert Dock Scheme, and that once more the chances of Liverpool having a maritime museum in the foreseeable future are in jeopardy. In several lectures given to the Society over the years, it has been stressed how important it is for old quays and dockland buildings to be supported by the weight of water in the dock system. Yet, this fact appears to have gone unheeded when the Brunswick dock gates were removed and the south end docks made tidal, in 1974. The effects of this have been quick to follow. To trap the water in the old dock system, a dam has been suggested at a cost of £200,000, but maybe it is too late.

There was half a gale blowing from the northwest when the converted lifeboat TURTLE was assisted into Alfred Locks by a pilot "speedy". She had come all the way from Oregon U.S.A. with the Kalpen family aboard, just to see the "folk back home in Liverpool". TURTLE is a steel boat 32ft long with an aluminium mast of about that length - not a converted ship's lifeboat as I had imagined. As she lay in Egerton Dock, the stars and stripes and the union jack flew from the crosstrees. Her arrival was on 2nd June after 49 days at sea.

July saw the opening of the new Georges Stage for Mersey ferries, though giving a very unfinished appearance, and totally devoid as yet of seating, buffet, toilets, luggage office etc. There is to be an illuminated sign to indicate where the next ferry is bound for. One does not begrudge the ferry hands their "mod. cons" but in these days of ever mounting fares, the passenger comes off with less and less.

The south end of Woodside Stage with ample seating could once be used by pensioners. Although the stage has been rebuilt and has a door leading out on this space, not a seat has been installed - a sad reflection on the authorities who now run our affairs.

It will be with much sadness that the "regulars" who sail in the Manx steamers, say farewell to KING ORRY this September. She has been an excellent ship for summer cruising, as well as her regular service work. In popular esteem, the newer car ferries just do not compare.

Cammell Laird's have launched two medium tankers only during 1975 - HUDSON PROGRESS and HUDSON CAVALIER, of 19,000 tons.

N. R. P.

SOCIETY FOR NAUTICAL RESEARCH

Recently I received an appeal from the above Society which is the national equivalent of our Society. They need members in the provinces to make the Society more viable. An excellent quarterly periodical is published, known as "The Mariner's Mirror" which is distributed free to members. This is excellent value for the annual subscription of £3.00.

Of late, articles have included many of local interest including several on Mersey Flats. I have copies of the "Mariner's Mirror" available for inspection, and anyone wishing to join should write to the Hon. Secretary, Society for Nautical Research, c/o The National Maritime Museum, Romney Road, Greenwich, London S.E.10 9NF.

M. K. S.

CONGRATULATIONS

It will be remembered that Adrian Osler gave us a very interesting lecture on Shetland Fishing Craft in January 1974. We would like to wish him well in his new appointment as Keeper of Shipping at the Tyne and Wear County Museum for Social Service, Newcastle on Tyne.

A strong nor'-wester's blowing, Bill,
Hark! dont ye hear it roar now!
Lord help 'em, how I pities them
Unhappy folks on shore now!
Fool-hardy chaps as live in towns,
What danger they are all in,
And now lie quaking in their beds,
For fear the roof should fall in;
While you and I, Bill, on the deck
Are comfortably lying,
My eyes! what tiles and chimney pots
About their heads are flying!

William Pitt

ANOTHER PUFFER LOST

On 4th August 1975, RAYLIGHT from Dunvegan (Skye) to Kilroot (near Belfast) hit the Hunter Reef off Larne and sank within minutes. Her crew of four were safely rescued by Sealink's ULIDIA. The puffer was built at Greenock in 1963, with a tonnage of 177.

NEW MEMBERS

We are pleased to welcome to the Society:-

Mr. J.W. Lovegrove, Wallasey

Mr. A.D. Barker, Sale

THE NATIONAL MARITIME MUSEUM

Ship Register Transcription Scheme. The Museum is appealing for volunteers to help create a data bank of merchant shipping records, by transcribing details from the Registers of Merchant Shipping in the Customs Houses of each port of registry. This includes Liverpool, and the task here is a mammoth one - so far the Museum has only found three volunteers to start the work. Anyone interested should contact me or Mrs. Ann Shirley, the Museum's Custodian of Manuscripts.

M. K. S.

All correspondence, contributions, queries etc. for the "Bulletin" should be sent to the Secretary at Liverpool Museums, or to the Editor - N.R.Pugh, 7 Dunbar Road, Hillside, Southport PR8 4RH.

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

Merseyside County Museum
William Brown Street
Liverpool, L3 8EN

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

Straight through the sea-foam and the awful sea,
And winds that battle round us day and night,
Till the pale moon hides her white face in fright,
The ship that bears my longing heart and me
Fares towards that port where waiting loved ones be,
And on the hearth of home the fire is bright;
There, wistful eyes shall be made glad with sight,
And perils past, forgotten joyfully.

Louise C. Moulton
U.S. poetess 1884

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October - December 1975

ENJOYABLE SUMMER SAILING

The summer of 1975 will long be remembered for tis warmth and wealth of sunshine, however cold the economic climate and the promise of a winter of great discontent. It was a season of wonderful cruising for the vessels of the Isle of Man Steam Packet Co.

Perhaps one of our best days - yet one tinged with some sadness - was the last voyage of KING ORRY on Sunday 31st August, which was covered by press and TV. On this occasion she was on the Liverpool/North Wales run, including the afternoon cruise to Point Lynas.

Mr. Jerry Bouwman, the Company's Llandudno agent, said that the ship was being retired because of her age, and had called regularly at the resort since 1946. In this 1975 season alone, she had made forty visits. She made her departure that day with a series of skirls on her steam whistles; a final farewell to North Wales.

Whilst writing of Llandudno Pier, mention should be made of the Piermaster, Dennis Smith, and his assistants who make such a conscientious job of berthing the vessels. As the steamer approaches, they inform her bridge by VHF radio-telephone, the depth of water alongside, wind, tidal set, etc. It is a great pleasure in these times to see the amount of helpful co-operation extended, in the safe embarkation of large numbers of passengers.

On another occasion, 10th August, dense summer fog delayed KING ORRY's arrival at Llandudno, but made an interesting exercise in seamanship. There was upwards of 800 souls on board and it had been a warm, humid week. Not long after passing the Mersey Bar, the fog closed in and at minute intervals, the ship sounded her rich-toned whistle. Doubtless there were the usual fishing parties about in small boats out of Rhyl, and a couple of foghorns of the hand-operated type were heard,

Nothing was visible, but cautiously we proceeded, whilst on the VHF came news from the Piermaster that the fog was increasing and visibility was down to 150 yards with Pen Trwyn not in sight. Being high water, there was 36ft on the tidal gauge. As we approached, we looked in vain for the West Constable Buoy and listened for the whistle's echo from the cliffs. But on the bridge, the radar picture must have been clear and unmistakable, for our first sighting was the pier landing, and we contacted the outer pile at 2.15 p.m. - a really first class landfall. It was as if in all that breadth of sea, the ship was accurately aimed at one vertical baulk of timber.

A nice piece of seamanship by Capt. Bridson. Unfortunately

the afternoon cruise had to be cancelled, and the waiting queue dispersed with disappointment. But at 5.15 KING ORRY departed for Liverpool in clear weather.

A BACKWARD GLANCE

A list of most recent events impelling a realization of "how time flies" :-

- | | | |
|-------|--|---------------------------|
| 1969 | Nov. Ropewalks of Liverpool. | Miss Tallon/Mrs.Bamford . |
| | Dec. HMS ELTHAM | Capt. E.J. Priestley |
| 1970 | Jan. Bibby Line | E.W.Paget-Tomlinson |
| | Feb. My visit to West Africa. | Dr.P.N.Davies |
| | Mar. Members Exhibition. "The Holme Line" | D.G.Sythes |
| | Apr. Diving | R.G. Loram |
| | May A.G.M. Film "Viking Ships" also Slides | |
| ----- | | |
| 1970 | Oct. Port of Bristol | Neil Cossons |
| | Nov. Brocklebanks | J.Jacks |
| | Dec. Marine Archaeology | Dr. P.N. Davies |
| | Christmas Social Film "Bristol Fashion" | |
| 1971 | Jan. "Over the Water" | W.B.Hallam |
| | Feb. Thames Navigation Service | R.R.Richardson |
| | Mar. By trimaran to Seychelles | John Robinson |
| | May A.G.M. | |
| ----- | | |
| 1971 | Sep. The Brunel Story | H.V. Coney |
| | Oct. Visit - Bankhall Fire Station, and lecture | |
| | Nov. Graysons of Birkenhead | R.F.Capey |
| | Dec. Social Evening. Film "Fire fighting in ships" | |
| 1972 | Feb. Liverpool Observatory | Peter Welsh |
| | Mar. Liverpool Shipping & the Boer War. | M.K.S. |
| | Apr. Exhibition & discussion evening. Also talk | |
| | "Marine Art" - Keith Griffin | |
| | May A.G.M. Film - Excavation Armada Ships | |
| ----- | | |
| 1972 | Sep. Coppacks of Connahs Quay | Dr. C.V. Waine |
| | Oct. Coopering in the Port of Liverpool | A.Grant |
| | Nov. Mersey and Weaver Flats | E.W.Paget-Tomlinson |
| | Dec. Social Evening. "Shrimp Fishing in Morecambe Bay" | Jack Manning |

1973	Jan.	Sailing Ships	Alan Villiers
	Feb.	Visit, HMS EAGLET at Princes Pierhead	
	Mar.	Slides of old Liverpool	A.E.Jarvis/M.K.Stammers
	Apr.	Exhibition evening	
	May	A.G.M. Film - The Cunard "Queens"	

1973	Sep.	Visit to Mariners' Home, Egremont	
	Oct.	Experiences of an Engineer Officer	R.Johnston
	Nov.	Ships and Trade of Runcorn	W.E.Leathwood
	Dec.	Social Evening. Visit to Planetarium	
1974	Jan.	Shetland Fishing Craft	Adrian Osler
	Feb.	Ship Model Forum. Howard/Lear/Gosling/Stuttard	
	Mar.	Archaeology of the Boat	Basil Greenhill
	Apr.	Exhibition evening	
	May	A.G.M. Film - "Reina del Mar"	

1974	Sep.	Visit - Liverpool Port Radar Station, Seaforth.	
	Oct.	Wreck of packet ship ALBION	C.P.Wright
	Nov.	Albert Dock - past, present & future	Mr.Lamb
	Dec.	Social Evening. Visit to Shipperies Exhibition	
1975	Jan.	Capt.Lord of CALIFORNIAN	W.L.S.Harrison
	Feb.	British Coastal Sail	Dr.Naylor - Keele
	Mar.	The Maritime Trust	Adm. Sir Patrick Baily
	Apr.	Exhibition Evening	
	May	A.G.M. Film - "A Voyage in PASSAT"	

THE RULE OF THE ROAD

After quoting the familiar verse in the Bulletin, a former Scottish sailor told me that in one of his ships, they used to rhyme it thus:-

"Always keep a sharp look-out,
In danger with no room to tur-r-r-n
Scream and shout and dance about!"

There must be other parodies, not in the Seamanship Manual.

MACANDREWS AND CO. LTD.

With 200 years of service between Britain and Spain, the fleet has undergone change. NORBANK ex BISON makes a weekly round trip from Liverpool to Bilbao. Built for the Liverpool/Belfast

container service, she seems to take Biscay and all it can offer, in her stride.

Macandrews have an interest in the Southampton to Bilbao service run by Swedish Lloyd's passenger and car ferry PATRICIA.

Then there are the two container ships built at Grangemouth in 1968, CHURRUCA and CERVANTES, which serve Spanish Mediterranean ports from Seaforth.

Gibraltar, Cadiz, Seville etc. are served from Sheerness by BALTIC VIKING and PALACIO, the latter being fitted to carry wine in bulk.

MAL DE MER

There was a fair maid of Ostend
Who thought she'd hold out to the end
But half the way over
'Twixt Calais and Dover,
She did what she didn't intend!

Anon.

RECENT BULLETIN FEATURES

In addition to Mersey Notes, General News, etc., the following have appeared in the "Bulletin":-

- | | | | |
|------|----------|--|-------------------------|
| 1969 | Oct-Dec. | "Its fun finding out" | D.P.Branigan (research) |
| | | Mersey Wreck Clearance | D.P.Branigan |
| 1970 | Apr-Jun. | Arrival of the mighty MELO | |
| | | Obituary for Nigel W. Kennedy | |
| | | Brig CORMORANT | H.V.Coney |
| | Jul-Sep. | HMS CAPTAIN | D.P.Branigan |
| | | GREAT BRITAIN documentary | |
| | | Visit to the GREAT BRITAIN | H.V.Coney |
| | Oct-Dec. | A Southport pleasure steamer | F.J.Henry (decd.) |
| | | Loss of the MOONLIGHT off Port Erin | |
| | | Early Tankers | D.G.Sythes |
| 1971 | Jan-Mar. | Calf of Man Lighthouse | Editor |
| | Apr-Jun. | HMS EAGLET (ship) Broken up at Garston | |
| | | Shell's "M" class tankers | |
| | | Magazine explosions in Naval ships. | |
| | | | D.P.Branigan |
| | | Radio Communication | Editor |

- 1971 Jul-Sep. The Mariners' Home, Egremont
Cruise in LAPWING. G.R.Ditchfield
Loss of MIRACLE, 1847. D.P.Branigan
- Oct-Dec. PEEL CASTLE ashore 1924. H.R.Hill
Loss of ELLAN VANNIN. D.P.Branigan
Last voyage of LADY OF MANN. F.J.Henry (decd.)
Loss of ELIE PARK, 1947. H.R.Hill
Glasson Dock. M.K.S.
- 1972 Jan-Mar. Wreck of Royal Yacht MARY. Dr.P.N.Davies
Ship Models at Lancaster. M.K.S.
Breakdown of I.O.M.paddler QUEEN VICTORIA
- Apr-Jun. LIGHTNING - a clipper homeward bound. D.W.Boyes
- Jul-Sep. The Maritime Trust. J.C.Robinson
Northern Underwater Archaeological Society
Art and the Merchant Navy. Editor
Withdrawal of the Bar Lightship
Barque Elissa. M.K.S.
- Oct-Dec. The Tall Ships' Race. H.V.Coney
- 1973 Jan-Mar. Sam JM Brown, Marine Artist. Editor
Liverpool Bay Lightships. G.J.Holden
Youth Training Schooners
Our Society's origins and progress
- Apr-Jun. The S.D.14 Type
A working life in the Port of Liverpool.
A.S.Mountfield
- Jul-Sep. Memories of Mersey Sailing Ships 1920-1939
W.B.Hallam
Loss of HMS COCHRANE D.P.Branigan
Royal Visit to Belfast 1937. Editor
Samuel Walters. Marine Artist
- Oct-Dec. A cruise in B.I.'s UGANDA. James A. Ford
ST.COLUMBA, wrecked on Skerries 1873. D.P.Branigan
Short Sea Cruising. G.R.Ditchfield
- 1974 Jan-Mar. The Divers World. R.H.Pittaway
Rescue in Liverpool Bay (Segontium)
Progress Report on GREAT BRITAIN. H.V.C.
Royal Naval Channel Exercises 1938. Editor
- Apr-Jun. HERACLIDES, wrecked at Crosby 1902. M.K.S.
General Average. W.Tapson
- Jul-Sep. John Laird. D.P.Branigan
Life in Topsail schooners
Naval occasion at Londonderry 1945. Editor

- 1974 Oct-Dec. Shipperies Exhibition
 ROYAL CHARTER disaster
 Southport and St.Annes Lifeboat Disaster 1886
- 1975 Jan-Mar. Hudson Bay Navigation
 Apr-Jun. Obituary for Capt.Chubb
 Loss of FRESHFIELD 1905. Editor
 Brunel's Tunnel. H.V.Coney
- Jul-Sep. Obituary for Sir Arnet Robinson
 MERMAID. An emigrant's diary 1859
 VERITAS. A ship amok in the Mersey. M.K.S.

OCTOBER MEETING

This was the first Society meeting under the chairmanship of Dr. Peter Davies, and was held in the lecture room of the Liverpool Museum's Educational Department on Thursday 9th October 1975. We had as speaker Edward Paget-Tomlinson, our old friend who held the post of Hon.Secretary for quite a number of years. We remember so well, how he laboured on behalf of the Society in all sorts of ways, including exhibitions held in LANDFALL which would hardly have been possible without his organizing skill.

He was Keeper of Shipping at Liverpool Museums during the period when there was promise of our city having a maritime museum. But largely because of political haggling within the city council, the chances of this project ever coming to fruition diminished, for the scoring of party points appeared to be the chief aim. P-T. retired from our local scene to write a book on his favourite subject "Inland Waterways". Although a man of the Lake District, he looks upon Liverpool as "his city", despite his disappointment in which we share.

But now, comes a great new project which is exciting in coming to the right man, as a reward for the diligence he puts into his work. He has become the city of Hull's Keeper of Shipping and is to modernize and completely reform the Maritime Museum there. How strange that political wrangles have now reversed in P-T's favour. He is working for a city council, which with strong minded men can advance the City's prestige, and quell county council opposition even in these gloomy days.

We could be excused a feeling of exhilaration during the

evening, and already there were proposals that Society members should cross the Pennines, and see Hull's Maritime Museum. P-T has a great deal of work to do yet, and in modern parlance we shall have to "cool it" until the latter part of 1976, by which time the fishery gallery should be ready.

Before briefly reviewing the talk, mention may be made out of time sequence, of the vote of thanks subsequently made by Mr. Malcolm Glasier, a vice-President of the Society. "Neither P-T, nor any of the staff at present at the Museum, have been at fault in there being no Maritime Museum in our City" he said, "The fault has been political". Mr. Glasier knew P-T when he was at Greenwich, and "their loss was Liverpool's gain, just as Liverpool's loss has been Hull's gain". And so the proposer echoed the thoughts of us all in wishing P-T well in his new venture.

The vote of thanks was ably seconded by Ted Tozer, and acclaimed.

So that is the background to our evening, and now to some details about Hull.

1901 was the year when a public-spirited ex railway clerk, Tommy Shepherd formed a museum. He was also involved with the Hull Literary and Philosophical Society, and for the premises which housed his museum, mostly transport items, he even paid for gas and electricity himself. This museum lasted until 1941 when it was destroyed by enemy action.

A maritime museum was started in 1912 three miles from the city centre, including a large proportion of exhibits dealing with the fishing industry. This, of course, is where Hull and Liverpool differ, for even in the Harley and Miller days at Canning dock, our port never aspired to be a fish port.

Hull's Maritime and Fishery Museum, with little change after 1920, lasted until 1974. P-T thought it was not a very good advertisement for Hull, and was probably one of the worst museums in the world! But amongst many rather poor models, there were a few gems; two which perhaps Liverpool might be envious of. They have a fine model of the Cunard paddler PERSIA, and the figure-head of SIRIUS of 1840, which was lost on the Irish coast.

In 1968, the British Transport Docks Board vacated its

offices, close to the docks and the Council purchased them for purposes then unknown.

Architecturally, it is a good solid two storey triangular edifice, built in 1871. It has a dome at each corner, and is somewhat smaller than our Dock Office. At first a general museum was proposed, but later it was decided that a maritime museum would display the history of Hull as a great seaport. The plan is to spend something like £200,000 or rather more, which will be partly borne by the Ministry for the Environment. Robert Wade and Partners are the design consultants.

Hull has had important trading connections with the Scandinavian countries in particular down the centuries.

The Wilson Line for many years had a large fleet based on Hull, but now appear to have only one ship working within a consortium with the Danish Line, D.F.D.S.

In the new Hull Maritime Museum, whaling and fishery will figure prominently, and it is thought that no other museum in the United Kingdom illustrates how fish are caught. Barge traffic also takes an important place in the maritime scene on the Humber.

The shipbuilding yards in the area have included Dunstons of Hessle, Cook Welton and Gemmell, Cochranes of Selby, and Earl's whose yard went out of business in 1932.

The slides illustrating this talk were of much interest, including a work by the 19th century painter John Ward, of Hull sealing ships working in arctic ice. And in a present day setting, we had a fine colour view of the paddler LINCOLN CASTLE still plying between Hull and New Holland with passengers and cars.

It would seem that what Hull, Exeter, etc. can achieve today, Liverpool might do tomorrow, in the matter of a Maritime Museum. Times are never wholly opportune for such a project, but that chances have been missed, there can be no doubt. At the moment, we are all staggered by the huge burden of rates damping any hopes for the immediate future. Political pointsmanship - cancelled sites - the Albert Dock fiasco - what muddle! When will we see manifested, some pride in Liverpool in high places?

N.R.P.

ROYAL NAVY POST-WAR DISPOSALS

Here is a subject for considerable research, as although we know what ships were transferred to foreign navies after 1945, it is difficult to know how many of them survive to this day, thirty years after the end of the War. "Janes Fighting Ships" gives access to a wealth of information of the world's navies, and is easily found in our Reference Library, though not of course on loan.

Israel came into possession of H.M. Submarines TURPIN, TRUNCHEON, SANGUINE and SPRINGER, with the names LEVIATHAN, DOLPHIN, RAHAV and TANIN respectively. Liberia owns the yacht HMY VIRGINIA, well known in Birkenhead during the War, and now named LIBERIAN.

India had many of our old ships, such as:-

HMS ACHILLES	now	DELHI (C.Laird 1933) cruiser
NIGERIA	now	MYSORE (Vickers 1940) cruiser
HERCULES	now	VIKRANT, aircraft carrier

then there are the destroyers

HMS RAIDER	which became	RANA
ROTHERHAM	became	RAIPUT
REDOUBT	became	RANJIT
CHIDDINGFOLD	became	GANGA
BEDALE	became	GODAVARI
LAMERTON	became	GOMATI

and River class frigate HMS BANN became TIR

Even the Dominican Republic boasts a small navy of its own in the Caribbean, in which figures our famous destroyer HMS HOTSPUR, named DUARTE (Scott's yard 1936).

Our former corvette HMS CLOVER became KAI FENG under the flag of Nationalist China.

Brazil took our aircraft carrier VENGEANCE and called her MINAS GERAES.

Finland took the frigate LOCH MUICK, built by Charles Hill, Bristol in 1946 and renamed her MATTI KURKI.

The Hunt class destroyer HMS OAKLEY and the Black Swan type

frigate NERMAID, became Germany's GNEISENAU and SCHARNHORST respectively - very different types from previous ships of those names.

Ghana took HMS OTTRINGHAM and MALHAM as their AFADZATO and YOGAGA. HMY RADIANT, stationed largely at Holyhead as a radar training yacht in 1941 became flagship of the Ghanaian fleet as ACHIMOTA, having for a time been the royal yacht KANTAMENTO.

Our aircraft carriers HMS WARRIOR and VENERABLE went to the Argentine Navy as INDEPENDENCIA and VEINTICINCO DE MAYO respectively. The Argentine also took a number of our inshore minesweepers, similar to our own HMS MERSEY. These were RENNINGTON, SANTON, ILMINGTON, HICKLETON, TARLTON and BEVINGTON, renamed CHACO, CHUBUT, FORMOSA, NEUQUEN, RIO NEGRO and TIERRA DEL FUEGO respectively.

To Nigeria went HMS HINKSFORD, GIFFORD, MONTFORD, AXFORD, DUBFORD and BRYANSFORD, as BENIN, BONNY, IBADAN, KADUNA, SAPELE and IBADAN II. Norway took our two corvettes SAXIFRAGE and BRYONY to be Atlantic weather ships with names POLARFRONT I and POLARFRONT II. They also took HMY PHILANTE to be converted to the Royal yacht NORGE.

Pakistan had our cruiser HMS DIADEM which became their BABUR, and our destroyers HMS GABBARD, CADIZ, CHARITY, CREOLE and CRISPIN. These became BADR, KHAIBAR, SHAH JAHAN, ALAMGIR and JAHANGIR respectively. Also under the Pakistani flag our destroyers ONSLOW ex PAKENHAM and ONSLAUGHT ex PATHFINDER became anti-submarine frigates TIPPU SULTAN and TUGHRIL. Our frigate HMS DEVERON became DHANUSH but was later renamed ZULFIQUAR. She was a product of Smith's Docks, 1943.

India acquired the minesweeper HMS TILBURY (Lobnitz 1942) and named her KONKAN. She also took the Landing craft HMS AVENGER ex LST 3011 with the new name MAGAR.

To this Navy also went the inshore minesweepers WHITTON, WENNINGTON, DURWESTON, OVERTON, LITTLEHAM and HILDERSHAM. The Indian names were respectively:- CANNANORE, CUDDALORE, KARNADA, KARWAR, BASSEIN and BIMLIPTAN.

HMS PANTHER became the Indian A/A frigate BRAHMAPUTRA, and our River class frigate HMS TRENT became KHUKRI and later INVESTIGATOR.

As recently as 1971, the Irish Republic has bought three minesweepers HMS ALVERTON, BLAXTON and OULSTON and renamed them BANBA, FOLA and GRAINNE. They are being used on coast patrol and fishery protection and were built between 1954 and 1959, so are hardly war surplus although of the "ton" class. These boats are said to be the result of experience gained in the Korean War and have mahogany hulls.

Our fine heavy cruisers HMS NEWFOUNDLAND and CEYLON found their way to Peru as ALMIRANTE GRAU and CORONEL BOLOGNESI. Portugal took our frigates AVON, AWE, BURGHEAD BAY, MORECAMBE BAY, BIGBURY BAY, MOUNTS BAY, DALRYMPLE ex LUCE BAY ex LOCH GLASS, our corvette CHRYSANTHEMUM and trawler WHALSAY.

South Africa took HMS PELORUS, LOCH ARD, LOCH BOISDALE, LOCH CREE, the boom defence vessel BARCROSS and the destroyers HMS WRANGLER, WESSEX ex ZENITH and WHELP. Thailand had the corvette BURNET and sweeper MINSTREL. The Turkish Navy was supplemented by our HMS MILNE, MARNE, MATCHLESS and METEOR, destroyers.

The foreign navies mentioned have in most cases gained acquisitions also from U.S.S., U.S.S.R. etc. Of recent years, India, Pakistan, Israel, Egypt, Turkey and Greece have all been engaged in different conflicts and information is not readily available as to how many of these former British ships survive.

It is understood that our former Battle of the River Plate veteran ACHILLES carries out non-combatant duties in the Indian Navy. Any information which our members have in this matter would be greatly appreciated.

N.R.P.

TAIWAN - SHIPS' GRAVEYARD

With the world recession, many ships of all types are being laid up - some in Norwegian fjords, in the Clyde Lochs, the River Fal and even in Brunei Bay, Borneo. For some, it is the end of the road, and it would take very much space to recount the exploits of famous ships now going to the breakers' yards.

As these words are written in early September, ALCINOUS has reached Taiwan for demolition, having left Birkenhead on her final voyage.

But she was better known with the name she bore until quite recently - ANCHISES of the Blue Funnel Line.

She was completed in 1947, and so was a comparatively new ship when she entered the Whangpoo River bound for Shanghai on 21st June 1949. This was at the time of the Communist advance in China. ANCHISES had passed the quarantine station about breakfast time when a plane dive-bombed and machine-gunned the ship. Four of the crew were slightly injured, and the hull was holed by the bomb's near miss. She was beached on the west bank of the river, and divers found a hole ten feet by six feet.

Next morning at about the same time, ANCHISES was strafed by machine guns, and bombs were dropped on the mud on port and starboard quarters, shaking the ship up rather severely. Then a diver worked all night to patch the hull. Whilst this went on, Chinese in sampans hindered the work, in trying to salve oil leaking from the damage. Police had to open fire on several occasions to enforce authority. Once a safe conduct was obtained from the Nationalist Government, ANCHISES was towed to Japan for permanent repairs.

The name ANCHISES has now been passed on to one of the Ocean Group's new bulkers, and we hope that she carries on the tradition of a redoubtable name.

TO THE BREAKERS

GOLDEN BEAR ex CHAKLA ex SWIFTPOOL (1954)

KEN HO ex HAI HO ex MARTABAN (1950)

ALCINCUS ex ANCHISES

D.B.FLINN (trlr)

KABYLIA

ESSO PEMBROKESHIRE

ESSO HAMPSHIRE

ESSO HANOVER

BRITISH DIPLOMAT (1963)

BRITISH MARINER (1963)

BRITISH QUEEN

DURANGO ex CYMRIC

HANETIA

TASMANIA STAR (Lairds 1950)

ESSO YORKSHIRE

ESSO FRANKFURT

ESSO LIEGE

BRITISH GUARDSMAN

BRITISH ARCHITECT (1958)

CAMBRIA

DUKE OF ROTHESAY

* * * * *

Thank Him who isled us here and roughly set
His Briton in blown seas and storming showers.

Tennyson

A sad accident occurred on Sunday 7th September at about 2.30 p.m. The cabin cruiser LADY IRENE OF MENAI sailed from S. End docks on a strong ebb tide, with eleven people on board. By some mischance, she collided with ROYAL IRIS which was moored at Seacombe Stage, capsized and sank. Eight survivors were landed, but a woman and two children were lost, and it was not until 15th that the boat was removed from its buoyed position off the north end of Seacombe Stage.

The former fishing boat ST.DAVID IH7 of Ipswich which has been laid up for sale in Morpeth Marina for some months, emerged on 23rd August bound for Workington. She had an engine failure off Walney Island and was towed to base by the Barrow-in-Furness lifeboat. She was of very typical Dutch design.

I wonder how many passengers realize that the propellers of MONAS QUEEN commence to revolve ten minutes before sailing time. The variable pitch blades exert no power in the feathered condition, until inclined for ahead or astern motion.

Our local tug BRACKENGARTH sailed to the Thames during the summer to tow BRITISH LIGHT to Falmouth for tank-cleaning prior to sale for scrapping. She then returned to the Thames for BRITISH JUDGE and on delivering her in Falmouth, towed BRITISH LIGHT to Bilbao in three days. There was fine weather whilst crossing Biscay and the crew anticipated a day in sunny Spain, but alas, the rain spoiled that.

Whilst crossing Biscay on return to Liverpool, a racing pigeon landed on the deck of BRACKENGARTH, quite exhausted. The bird was carefully tended and having recovered, was released in the Mersey with a message attached to its leg, explaining why so long away from the loft! A week later, back came a letter from the grateful owner near Blackburn.

And about the same time HAZELGARTH sailed for Bantry Bay, taking thirty hours on passage. She will remain there on charter. Except for the skipper and engineer, all the crew returned to Merseyside. One almost feels sympathy for tug WILLOWGARTH having lost her constant companion in Mersey towing,

just as CEDARGARTH and MAPLEGARTH are almost inseparable on the job.

The Cunard Line used to run a weekly coaster to Le Havre and the Channel Islands, chartering vessels such as WESTON, CLARA MONKS and T.P. TILLING. Latterly Channel Shipping Ltd. - part of the Dundee Perth and London group - have maintained the service from Runcorn with the coaster STEPHAN. At the end of September, this service was discontinued and five clerks made redundant. This would appear a swift consequence of the entry of United States Lines into coastal shipping in British waters.

With an eye for flags, Geoff White tells me that he saw MANX MAID arriving at Liverpool Stage, flying the signal "Y S 9". This would act as an explanation for temporarily not being on speaking terms with harbour radar and ships, and means "my V.H.F. radio-telephone is inoperative". She lost her voice in those raw easterlies!

P. & O's BISON, normally on the Fleetwood/Larne ro-ro service docked at Western Shiprepairers, Birkenhead, in August, but later went to her Hamburg builders for major engine repairs. CERDIC FERRY replaced her at Fleetwood for the time being.

On Thursday, 14th August, when outward bound in MONAS ISLE, we passed off Crosby two German minelayer/depot ships, SACHSENWALD and ODENWALD with six minesweepers of the LINDAU class, paying a courtesy visit to Liverpool. The sweepers were similar to our "ton" class, with a tonnage of 370. Their hulls are of wood, with non magnetic engines. It is interesting to note that Janes Fighting Ships says that nylon has superceded the copper sheathing of yore - surely a great economy at today's metal prices.

The coaster GARDIENCE left Brunswick Dock silo with grain for Kilroot, Ulster on 19th August. At one time, that report would have been commonplace, but with the Brunswick dockgates removed and the south end docks tidal, coasters now have to take the ground to sail when the flood permits.

We are sorry to hear of the death of Col. J. Lysaght Finigan D.S.O., in hospital at Southport, aged 71. His father, Mr. G. Lysaght Finigan, at one time a vice-president of this Society, founded the illustrated magazine "Shipping and Transport" which many of our members will remember. The deceased distinguished himself as a tank commander in the Western Desert, under Field Marshal Montgomery, leading a light tank unit nicknamed "Monty's Foxhounds" and also took part in the Salerno landings. He was a lifelong member of the Territorial Army.

KING ORRY lay in Alfred Basin with tug SEA BRISTOLIAN in the early days of November, awaiting improved sea conditions for the tow to Glasson Dock, Lancaster. Her future is still in doubt.

A regular visitor, the Palermo registered cattle ship INDUS left Woodside for Dublin on 17th September, and collided with the West Trafalgar wall, causing severe damage to 30ft of it. She returned to Woodside Stage.

Another regular visitor to the Mersey, the Norwegian coaster LYSTIND was outward bound to her home country with a cargo of salt and steel on 3rd October 1975. Of modern design, with light blue hull and square stern, she was in the vicinity of Morecambe Bay Lightfloat in heavy weather, when a leak became apparent. There were seven of a crew, and the pumps were able to cope with the inflow but she returned to the Mersey and docked at Birkenhead.

HARTLAND POINT, the oil rig supply and maintenance vessel now laid up in Bidston Dock, raised a few eyebrows when she anchored in the Mersey during the summer. Her colours and build were very similar to former Anchor Line ships, but in fact there is no connection whatever. Two ships for the work of "Landing Ship Maintenance" were laid down at Vancouver in July 1944 and completed just one year later. They served firstly with the Royal Navy as BEACHY HEAD and FLAMBOROUGH HEAD, later returning to the Royal Canadian Navy as CAPE SCOTT and CAPE BRETON. BEACHY HEAD was loaned to the Netherlands Navy for a time as VULCAAN. Eventually they came back to our Navy as HARTLAND POINT

and DODMAN POINT, and served in the Korean theatre as Escort Maintenance Ships, armed with eleven 40mms AA guns. Lattice Masts and short funnels were fitted. DODMAN POINT was disposed of in 1962 but HARTLAND POINT has been used on North Sea oil rig work, and is now redundant.

The Journal of Commerce has just celebrated its 150th year of publication.

The new Princes Landing Stage was placed in position on 29th October 1975.

The largest ship in the fleet of the Ocean group, the tanker TITAN, built in Sweden in 1971, has been sold to the Mobil concern for £ 12 million, after a charter default. With a tonnage of 226,466 we are not likely to see her in these waters.

Coaster SAINT ANGUS ex MILO, often seen in the Mersey, was on passage, light, from Leith to Amsterdam in July. She had a fire in which one man lost his life.

In late September, SOMERSETBROOK arrived at Birkenhead with grain from Rouen, with collision damage. This was incurred east of the Lizard, with the trawler KAPRELA.

N.R.P.

WITH GREAT SORROW

Frank C. Thornley will best be remembered by his book "Ships of North Wales" first published in 1952 and with a second edition ten years later. This was largely a history of the Liverpool and North Wales Steam Packet Co. aboard whose vessels he was a regular traveller for many years. Frank was also well known on board the Isle of Man Steam Packet vessels, and although in poor health made one or two cruises in the early part of the 1975 season. He was unique in having been Chairman of World Ship Society, of both Liverpool and Manchester branches.

A Manchester tradesman, he was of an affable disposition and in retirement moved to Wallasey to be conveniently placed for his daily summer cruising, which was a large part of his life. Latterly, he spent a good deal of time in Mill Lane Hospital and died there on 4th October, with burial at Beaumaris.

He was 70. He was most meticulous in recording details of all his sea travels, the last of which must have been the "Round Anglesey" cruise of BALMORAL this summer.

* * * * *

Drake he's in his hammock till the great Armadas come,
 (Capten, art tha sleepin' there below?)
 Slung atween the round shot, listenin' for the drum,
 An' dreamin' arl the time o' Plymouth Hoe.
 Call him on the deep sea, call him up the Sound,
 Call him when you sail to meet the foe;
 Where the old trade's plyin' an' the old flag flyin'
 They shall find him ware an' wakin' as they found him long ago!

Sir Henry Newbolt

NEW NAMES FOR OLD

ANGLEZARK	ex MABULI ex OTTO TERKOL ex OTTO ex MESSAND (1956)
ASSOS	ex ROMNY ex REVILO ex KAPPA PIONEER ex CORBEACH
ARCTIC REBEL	ex STARELLA (Trlr)
ALNAJDI	ex R.F.A.DERWENTDALE ex HALCYON BREEZE
C.BURTON BARBER	ex MANTHOS M ex CANTICK HEAD
CARDIFF CITY	ex JADE CITY
CARMENDALE	ex CARMENCITA
CLIMAX PEARL	ex CITY OF IZMIR ex FLAMINIAN
CARRICK KESTREL	ex SILVERKESTREL
DOCTOR GEORGE	ex SPAARNSTROOM (1964)
DEVON CITY	ex PEARL CITY
DURANIO TOXO	ex SANADREAS ex PORTSMOUTH
ECCLESBOURNE	ex SUN XVIII (tug)
FIORITA	ex AMSTERDAM (1950)
FEDERAL BYBLOS	ex SEASPEED FERRY ex SPEEDWAY ex CLEARWAY ex SEALORD CHALLENGER
GULF VENTURE	ex CITY OF LEEDS ex CITY OF OTTAWA (1950)
HONG QI NO.108	ex YUNGMING ex HUMI YASITA ex MALANCHIA ex ALAUNIA (1960)
IOANNIS D	ex EMERALD
IJAOLA	ex SUSAN CONSTANT (1958)
JOHANNA U	ex AUSTRALIND
JAINE	ex FEROCIA ex NOACH
LOUKIA	ex MAREANTES ex KAPTAYANNI ex BRIGHTON (1960)

MATANGI	ex PORT ST.LAWRENCE
MARGARITA P	ex SONIA ex SINERGASIA ex WICKLOW ex DURHAM COAST ex ULSTER CHIEFTAIN ex HEBRIDEAN COAST ex VALERIAN COAST ex SANDHILL (1938)
MICHALIS	ex DUKESGARTH
MANCHESTER FRONTIER	ex FRONTIER
MYRINA	ex ROBERT MIDDLETON (1938)
MAHAPRIYA	ex FIAN
OLGICA	ex TANK MONARCH
PISOLO	ex NEWLANDS ex KAPPA UNITY ex PENNYWORTH (1958)
PASS OF CHISHOLM	ex CORDENE
RIVER AVOCA	ex STEVONIA (1948)
STAR ASAHI	ex STAR ACADIA
SOUND OF SANDA	ex LYMINGTON (1938)
SMJELI	ex MOCNI ex BUSTLER (tug 1942)
TAURUS III	ex POINTER ex BIRCHFIELD
TORTUGAS	ex MITCHAM (and sunk)
TARA SEA	ex PREMIER PACIFIC ex LOMBARDY ex MANCHESTER FREIGHTER ex CAIRNFORTH (1958)
THEOSKEPASTI	ex KNIGHTSGARTH
UNION ARABIA	ex CITY OF OXFORD
UNITED PROGRESS	ex BELGULF PROGRESS
UNITED MARINER	ex CITY OF SINGAPORE
WITTERING	ex FRAMPTONDYKE

THE MANX HERRING SEASON

There has been another bumper harvest of the sea, filling Douglas harbour with Scottish and Ulster boats, and with Dutch and Norwegian luggers loading in the Bay and at the quays.

A collision occurred on 19th September between the Fraserburgh boat MYSTIC FR 124 and the Belfast boat BRIAR B630. The latter sank in 26 fathoms $8\frac{1}{2}$ miles SE of Douglas Head and all the crew was saved.

In late September, I found the usual group of Irishmen from Co. Waterford, salting the herring and packing them in casks for export. Clad in oilskins they work on the open quay from 6.30 a.m. to dusk, their faces coated with fishscales. Trucking, shovelling salt, stacking, hammering, and as the foreman told me, handling 7,000 barrels in one week. This was at Port St. Mary,

and boats were also being diverted to Peel for the kipper trade.

I seemed to detect that trawler names are becoming shorter - UNITY, VISION, ORCADES, FERTILITY, SHEMARA but we still see SPARKLING STAR, GREEN PASTURES, RESPLENDANT and FAIR WEATHER. The Manx fishing fleet was laid up in the various harbours awaiting the opening of the clam season, for which the vessels are specially adapted.

GENERAL NEWS ITEMS

P. & O. have announced that the service between Ardrossan and Larne/Belfast is to continue after all, but with probably a smaller ship. LION will next year run on a new service between England and France.

Vandalism takes some strange forms, and who, one wonders would want to cut a fourteen inch diameter hole in the hull of an iron ship? At Hobart, Tasmania, the 101 year old barque JAMES CRAIG was being prepared for towage to Sydney for complete restoration when the damage was inflicted, and she sank in twenty feet of water. This occurred in August, and it will take all the money so far subscribed to raise her. The preservationists are not dismayed, and complete restoration is expected by late 1976.

After some years of brisk opportunities in ship employment, when the unemployed have been largely considered as "unemployables" and any laid-up shipping has included lame ducks and misfits, the position has changed. Like some disappointed school-leavers, new ships are leaving builders' yards simply to lay up. Many are comparatively new. At Barry there are BRITISH KESTREL, BRITISH ROBIN, BRITISH MALLARD, BRITISH TRUST and BRITISH KIWI. At Kames Bay, Bute, SOLEN, and at Lamash, Arran, ZATHON, PHILIDORA, PHILINE and RFA REGENT. In Loch Striven are KING GEORGE, KING RICHARD, MOBIL ASTRAL, MOBIL DAYLIGHT, and NORDIC CRUSADER. In the upper reaches of the Clyde are LORD MOUNT STEPHAN and KING CHARLES. At Southampton are CLAN RANALD, CLAN ROSS, CLAN RAMSAY and CLAN ROBERTSON; whilst in faraway Brunei, in idleness are BRITISH GULL, BRITISH RESOURCE, BRITISH RELIANCE and BRITISH RANGER. Sadly reminiscent of the early 1930's.

On 27th September, the barque CHARLOTTE RHODES, made famous by the story of the Onedin Line on television sprang a leak off Mew Island, when on passage from Fort William to Swansea, under charter as a Philips Electric exhibition ship. Donaghadee lifeboat towed her safely to Belfast.

The Panamanian flag cruise ship FIORITA is to make a 21-day cruise from Venice to Red Sea ports of Jeddah, Hoddeidah etc. on 20th March 1976. Flights will be arranged from Britain and fares from £406. She was formerly the British Rail's AMSTERDAM.

After being forced to remain in the Bitter Lake since the Arab-Israeli War, SCOTTISH STAR in tow of VERNICOS DIMITRIOS left Port Said on 30th August and PORT INVERCARGILL left on the following day with tug MATSAS. Greeks have bought both vessels. The tugs are of interest as the former was built for our Navy as HMT TWYFORD and later became HMT WARDEN. MATSAS is no other than the famous TURMOIL of FLYING ENTERPRISE fame.

Sealink's MAID OF ORLEANS built by Denny's in 1949 has been offered for sale.

TUDOR PRINCE which sank at Malta some months ago, has been raised, bought by local owners and renamed BORMLA.

TORREY CANYON remains the biggest oil spill into the ocean, with 100,000 tons. Second in importance, and one which got little notice in the press, was JAKOB MAERSK with a loss of 80,000 tons. She was in the act of anchoring at Leixoes on 29th January 1975 when a big explosion was followed by fire, and large areas of floating ignited oil. Six men died. METULA, aground and leaking in Magellan Strait from August 1974, lost about 6,000 tons of her 195,000 ton cargo, but damage was thought to be less than expected. The crude dispersed into the south Atlantic. SHOWA MARU, aground in Malacca Strait in January had a spill of 4,000 tons.

A dumping ground for radio active waste has been fixed at 46-15N 17-25W.

TORTUGAS with a cargo of pumice sank in the southern Aegean Sea, in July after taking a sudden list in heavy weather when bound for Algiers. The crew was rescued. The ship was formerly South Eastern Gas Board's MITCHAM.

A ship which achieved some notoriety a few years ago was the German coaster MARIA ALTHOFF which was abandoned in the North Sea with a heavy list, putting the hatch covers partly under water. But so good were these steel hatch covers that not a drop of water got below and the ship was saved. My scrapbooks show the event. On 15th September the Irish coaster KILCREA put in to Swansea with a heavy list. She had called at Castletown on 13th and was bound for Ghent with railway lines - the same ship!

The Canadian National Railway's PRINCE GEORGE, built by Yarrow, Esquimalt in 1948 has been lying at Seattle, gutted by fire. A nominal \$1 offer was declined by the provincial Government.

In September Lord Mountbatten opened the new Niton Coastal Radio station of the G.P.O. All eleven stations are to be modernized - Lands End, Niton, North Foreland, Humber, Cullercoats, Stonehaven, Wick, Oban, Port Patrick, Anglesey and Ilfracombe. VHF radio telephones have come into much wider use within the range capacity, and medium frequency (trawler band) is less used.

Two VHF transmit-receive stations operated by remote control are already in operation on the Clyde and Humber. By the end of 1981 all ship to shore telephony will be by the single side-band method instead of simple audio modulation. Many ships are already using S.S.B. which makes speech unintelligible on an ordinary radio receiver, and packs many more channels into the allotted range of frequencies.

The telephony is transmitted by withdrawing the carrier wave at source, and reinstating it in the receiving gear, when, if tuning accuracy is obtained, intelligent speech is heard, instead of incoherent sound.

As there are 11,500 British ships fitted with radio, a great deal of new installation will be required in the next six years.

According to Irish Radio, Sealink have sent CAMBRIA and DUKE OF ROTHESAY to the breakers. HIBERNIA has been retained to assist with the Christmas traffic between Holyhead and Dun Laoghaire. DUKE OF ARGYLL has been sold to Cypriot flag owners and has sailed to Piraeus as NEPTUNIA.

In the present issue of the Mobil Company's magazine "Compass" is told the story of the five "beautiful ladies" built by Cammell Laird and Co. in 1928/39, with a photograph of each. LADY SOMERS, LADY RODNEY, LADY HAWKINS, LADY DRAKE, and LADY NELSON were white hulled turbine ships built for the Canadian National Railway Co. for service between Canada and the West Indies. As MECCA, the LADY RODNEY was a war casualty at Suez in 1967. DRAKE, HAWKINS and SOMERS were all torpedo losses in World War II. According to Lloyds Register, LADY NELSON still exists as the Egyptian ALWADI.

Ocean Fleet's BELLEROPHON has been loaned to a film company to star in a story about an American ship named BELL.

On Wednesday, 22nd October, the coaster HOOFINCH broke down near Start Point. Our old friend HOOFORT ex RAMSEY tried to get a line aboard in heavy weather, but finally Torbay lifeboat towed the casualty to Brixham. Several ships and a helicopter had stood by.

MERCHANTMAN REARMED

Sir David Bone, whose book of wartime experiences bears this title, made an apt remark in a chapter on "The last convoy". His ship, the Anchor liner CIRCASSIA was outward bound in convoy when Victory-in-Europe was declared on 8th May 1945.

"Many U-boats were still at sea, and that the fangs were not quite drawn was indicated by an intercepted SSSS signal from a torpedoed ship off May Island on the morning of 7th May.

It was curiously in the pattern of Britain's war that this should end, as it had begun, with the sinking of a merchant ship - ATHENIA on 3rd September 1939 and AVONDALE PARK on 7th May 1945".

If you refer to the Blue Book of Merchant Ship Losses, these are indeed the first and last entries.

UNFASHIONABLE THOUGHT !

Whether this portion of the world were rent
By the rude ocean, from the continent,
Or thus created, it was sure designed
To be the sacred refuge of mankind.

Edmund Waller

FUTURE EVENTS

Thursday 8th Jan. "Marine Paintings" S.M.Riley
Saturday 14th Feb. "Crichton's Shipyard" R.N.Martin
Thursday 11th Mar. Mar Talk by Admiral Sir Charles Madden
Thursday 8th Apr. Members' Exhibition Evening
Thursday 13th May Annual General Meeting & Film Night

It is hoped to report the September talk "Ships and Seamen of North Wales" by Mr. A. Eames in our next Bulletin.

EDITOR'S REQUEST

Have you a short story to tell of mariners, ships and the sea? What was it lit the flame of nautical interest for you? Perhaps you remember an early vessel you took an interest in, or can recall some happening which may slip into oblivion for the failure to record it now. You may see your story printed in these pages, and help to retain variety in their contents. If "Liverpool" comes into it, so much the better.

SOCIETY NOTES

The President, Chairman and Council extend Christmas Greetings to all our members wherever they may be, and look forward to 1976 dispelling the gloom of recent times. The festive season still comes round each year, so let us all enjoy it in the ways which take our fancy!