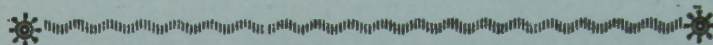


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NAUTICAL RESEARCH SOCIETY



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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

I am fevered with the sunset,
I am fretful with the bay,
For the wander-lust is on me,
And my soul is in Cathay.
There's a schooner in the offing,
With her topsails shot with fire,
And my heart has gone aboard her
For the Islands of Desire.
I must forth again tomorrow,
With the sunset I must be
Hull down on the trail of rapture
In the wonder of the sea.

Richard Hovey

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DECEMBER MEETING

This was the evening of our annual Christmas Social on 8th, when upwards of forty members met at the Museum with ample opportunity to mingle and converse happily with friends around the room. The ladies, Miss Welsh, Mrs.Coney, Mrs.Stuttard etc.

had prepared a delicious repast which we all enjoyed, helping ourselves to savouries, sweets and coffee from the long table. The house flags of several shipping lines - United Africa Co., Elders and Fyffes etc. together with a few national flags and pendants adorned the walls.

After an hour had elapsed, we were called to order for an auction of maritime books donated by members, with Wilfred Raine as auctioneer and our Chairman Dr. Peter Davies as his assistant. This turned out to be an amusing interlude, as it was also last year, and the auctioneer was not always well briefed on the respective merits and values of volumes under the hammer! Bidding was lively and there were some real bargains at today's book prices. As a result of the auction there was a gain to Society funds of about £16. There was also a raffle won by the Chairman, with the winning ticket picked by Mrs. Coney, not from a gentleman's hat, but from an up-turned brass diver's helmet. (No implication that the diver was no gentleman!)

Mr. Lingwood of the Pacific Steam Navigation Co. then gave us a short talk about a wreck located this year on the coast of Chile. It seems that some Chilean skin divers found the wreck of a paddleboat not far from Puerto Montt, and from crockery brought to the surface, she was found to have been a P.S.N.C. vessel. The wreck was known to exist by local inhabitants of the region, but there was a superstition that it was guarded by two giant octopus'. Two wrecked paddle wheels seen below water could easily account for this idea.

A good deal of research was necessary to verify this casualty of the early 1870's, which turned out to be the P.S.N.C. paddler VALPARAISO, serving southern ports in Chile. A picture of the vessel was found in the boardroom of the owners, and then a photograph taken only a year before she sank. She had been completely altered, and the assumption is that she returned to the U.K. for compound engines to be fitted by John Elder & Co. Possibly she was also lengthened.

Then there was found the diary of a man who signed aboard her as third officer, after a long search for a job, and being in his own words "stony broke". He recorded that when she struck the rocks off what turned out to be Lagartija Island, VALPARAISO was bound for Ancud after leaving Puerto Montt. It was at 8.30 a.m. that she struck, and as weather conditions were good, there was no danger to life. Three tents were set up on the beach for "officers",

"engineers" and "crew" and meantime one man managed to reach the nearby mainland. He rode 150 miles on horseback to Valdivia for help. The men spent a pleasant three weeks on the island, managing to salvage candles, soap, butter and liquor from the wreck. Plentiful oysters helped to feed them. Some silverware from the VALPARAISO was also salvaged. At last the P.S.N. Co's PERU arrived to transport the men to Valparaíso and Callao. The Third officer was deemed not guilty in the stranding, and in fact soon gained promotion.

The Chilean Navy is now interested in the wreck, through liaison by ex-chairman of P.S.N.C. - Leslie Bowes.

Meantime, what is particularly interesting to Liverpool people is the crockery recovered after over a century under the sea. This was made by the local firm of Stonier & Co. and will be on display at their premises early in 1978. Stoniers have meanwhile commissioned divers to go down again to see if any more of their wares remain.

9.30 p.m. arrived all too soon, and whilst the dishes were removed to the kitchen for washing, in came the hot mince pies and sherry.

To a toast of "The Society" by our Chairman, and with seasonal greetings all round, the evening closed and we dispersed to car parks, or to catch our trains, buses or ferries. It was a dark, damp evening with just a suspicion of mist and the sound of ships' whistles on the Mersey suggesting fog. There is less night life in Liverpool than formerly, for now there are few city residents, our planners having ripped the heart out of the centre, and banished the populace to far-away suburbs and overspill towns. We are thankful in a Society such as ours that there are still brave hearts who will face a daunting winter night's journey into town, at today's high travel cost, and thereby prove their deep interest in ships and the sea. The more adverse the British man and woman finds life, the more their determination to overcome obstruction, lawlessness and all those things which presently beset us. Yes, there is hope for 1978!

* * * * *

N.R.P.

Hurray! - The Alexandra Towing Co. stationed the new tug WALLASEY on the Mersey in December. Built by Dunstons, Hessle, she is sister to SUN LONDON, 272 tons, 108ft.

Ahhh! - The same owners have had to make eighteen tugmen redundant at Swansea owing to the recession.

THE LINDINGER IVORY OUTRAGE

The emerging African countries are very proud of their independence and of their own small navies, but whether they are able to control their nationals within their boundaries is another matter. Nigeria is a case in point. Large imports pour into this wealthy country and the harbour facilities have been swamped by the number of vessels arriving, so that it has not been uncommon for 200 ships to be lying at anchor awaiting their turn at the quays. All sorts of cargos are affected, though mostly cement.

And so it was that in November 1977 the Danish 1600 tonner LINDINGER IVORY was lying at anchor outside Lagos. She was not far from the shore and was of low freeboard. The crew were not armed - why should they be? Yet, there had been numerous boardings of ships. In the darkness came one boat, and with grappling hooks and rope ladders, twenty "pirates" swarmed on board, allegedly carrying machine guns and machetes. The captain offered resistance, and was shot and his body thrown overboard. All the crew suffered stab wounds. One man was blinded in both eyes. The ship's radio was smashed and the raiders got away with anything valuable.

The alarm was raised by another Danish ship nearby - ATREVIDA of 9000 tons. The injured crew were flown home and a new crew flown out to man the ship. This was the fourth attack on a Danish ship this year, and it occurred on the night of a public holiday, when the police were not on duty!

Ocean Fleet's FOURAH BAY also went to the assistance of the Danish ship, and those who boarded her were horrified and shaken by the signs of violence on board - the blood spattered bridge, wheelhouse etc. That Ocean Fleets' ships have not suffered attacks can be attributed to the regular drills carried out, efficient deck watch, and maximum illumination. A new Elder Dempster rule stipulates anchoring off Cotonou, whilst awaiting berthing instructions, and all ships must have two powerful pin-pointing searchlights. One leading Danish company says that they use high pressure hoses on any canoes seen approaching their ships during dark hours, and this has been effective. An earlier attack on a Russian ship was repelled, for as might be suspected, the crew were armed. The Norwegian TAMPA was attacked when anchored off Tema. The Captain and Radio Officer were over-powered but only watches were stolen.

On 25th November, Nigerian police swooped on the fishing village of Ibeshe, near Lagos and arrested suspects of the LINDINGER IVORY attack. In their possession was ships' gear from the raid on 21st. All fishing boats and canoes were banned from operating at night.

Meantime, the International Transport Workers Federation (I.T.F.) instructed its members not to sign on ships bound for Nigeria, until law and order had been restored. They hoped for a boycott of all ports along that coastline.

If the goods being brought in by these ships is to improve the lot of West African natives, then ships' crews are entitled to a much better welcome and quicker turn-round, unharrassed by these piratical attacks.

* * * * *

N.R.P.

A capital ship for an ocean trip was the "Wallowing Window Blind"; No gale that blew dismayed her crew or troubled the captain's mind. The man at the wheel was taught to feel contempt for the wildest blow,

And it often appeared when the weather had cleared, that he'd been in his bunk below. The gunner we had was apparently mad, for he sat on the after rail, And fired salutes with the Captain's boots in the teeth of the booming gale.

But the cook was Dutch, and behaved as such for the food that he gave the crew Was a number of tons of hot-cross buns, chopped up with sugar and glue.....

Charles Edward Carryl.

* * * * *

GENERAL NEWS ITEMS

Since the Carlisle to Stranraer railway line was closed twelve years ago under the Beeching cut-backs, the cross channel cargo services from Larne across to Stranraer and Cairnryan have come very much into their own, even though the connecting links to the two Scottish ports are somewhat devious. There is now a proposal to buy back the land disposed of, and replace the railway, all, of course, at many millions of pounds cost.

OURANIO TOXO ex SANADREAS ex PORTSMOUTH has visited

Birkenhead several times, and was an East coast collier some years ago, as her first name suggests. She arrived at Cardiff in August 1977 damaged and was placed on the blocks there. However, repairs were deferred, possibly owing to cost and there she remains in November, except that now she is under arrest. She dates from 1950.

Comdr. Michael Gretton (31) has taken command of the new frigate HMS AMBUSCADE in Devonport. He is son of retired Vice-Admiral Sir Peter Gretton, whose Atlantic escort group was based at Gladstone Dock during the war. Like "Walker", "Gretton" was a name very much to be conjured with in the war against the U-Boats.

The B. & I. Line - always seemingly aware of speeding up travel between Britain and the Republic - are to cut the sea voyage time by 3 hours on the Cork service. The Swansea terminal is to be superceded by one at Pembroke and a new berth at Ringaskiddy will obviate the vessel having to navigate up river to Cork, far inland. In South Wales, a motorway extension westwards from Carmarthen will be needed, and also the re-opening of the rail connection with London. Swansea port authorities are much concerned at the move, and are trying to prevent the B. & I. service moving westward.

At a meeting of the Irish Maritime Institute, it was said that Irish coastal charts are completely out of date, in some cases by 100 years. The Royal Navy is still nominally the charting authority, and a call has been made for a present day hydrographic survey of the 1700 mile coastline.

With a visibility of two miles, it seems strange that two V.L.C.C's - VENPET and VENOIL - should come into violent collision off Port Elizabeth, and no doubt an inquiry will establish the cause. Fortunately pollution was not as bad as it might have been. After the collision the crews were picked from the decks by helicopter, and eighty were distributed between JED FOREST, oil-rig SEDCO K and CLAN MENZIES. Both the tugs BOLTENTOR and S.A. WOLRAAD WOLTEMADE were involved, towing both tankers to Algoa Bay. This casualty was on 16th December 1977. Later LLOYDSMAN was involved in towage, and lightening of the oil cargos was carried out by Shell's LITTOPA.

The Fishguard/Rosslare service having done so well lately, the two ships in use, AVALON and ANDERIDA will be augmented shortly by LORD WARDEN.

Craig Carter, editor of "Sea Breezes", has told an interesting story in the "Freighting World" about the 6156 ton Greek ship ASTYANAX ex MARIA K ex MARIA C built at Sunderland in 1959. Her last voyage began at Gdynia on 16th October 1975 with a cargo of cement for Nigeria. She arrived off Lagos on 5th November and took her place in the queue of ships awaiting allocated berths. In December 1976, she was still there, and moved to Abidjan for bunkers. However, she was involved in a collision and in December 1977 her undischarged cargo had set into a solid mass. The ship is being taken out to sea and scuttled.

There has been considerable criticism in the maritime press regarding the building of Britain's "Island" class vessels. JERSEY, ORKNEY, SHETLAND, GUERNSEY and LINDISFARNE were built at a cost of three million pounds each for fishery protection, and also to look after our oil rigs. They resemble trawlers of 1000 tons and can make sixteen knots from diesel drive.

In the B.B.C's "Down your way" programme on Sunday 8th January, Ron Hall of Maldon, Essex described how he came to buy the tug BRENT, after she had been consigned to a scrapyard in 1970. She was built for Admiralty in 1946 by Pickersgills, to plans of Richard Dunstan of Hessle. Of this design, 80 tugs were oil fired but an even greater number were coal burners. In her present role, she must be something like our local KERNE. She can sleep six, but is seldom steamed, as it takes 20 to 25 gallons of fuel per hour. However, in September she visited Brightlingsea, and steamed up the Thames for the Jubilee celebrations.

"Sunday Miscellany" is a radio programme on the Athlone wavelength at 9.5 a.m. Sundays which occasionally includes nautical talks by John Ryan. And it was also on 8th January that he spoke about the Arklow schooners, and in particular M.E.JOHNSON, MARY B. MITCHELL and CYMRIC. The latter had a claim to fame in being involved in what must be a unique casualty - CYMRIC had a collision with a tramcar going to Sandymount, Dublin. It happened at Ringsend.

* * * * *

NEW NAMES FOR OLD

ARBON	ex CELTIC PRINCE
ALDEBATAN II	ex CITY OF ATHENS ex SALMO
ANCO ENDEAVOUR	ex POST ENDEAVOUR
BENNEVIS	ex BARON DUNMORE
CYPRUS SKY	ex ELMINA PALM (1957)
DESEADO	ex IBERIC
ERNST MORITZ ARNDT	ex KING EDMUND ex BRISTOL CLIPPER
FUCHUNGJIANG	ex BENNY SKOU
GALWAY	ex UTE WULFF (B & I)
HONK YENG	ex OSTFRIESLAND
HUAL TRAVELLER	ex HOEGH TRAVELLER ex ARANDA ex ARAGON
KILLARNEY	ex ANNA BECKER (B & I)
KOTA PAHLAWAN	ex CHANTALA FORTUNE ex MOANUI ex BAY FISHER (1958)
MARISUD PRIMA	ex TARROS ILEX ex CHESHIRE VENTURE
MAGDA JOSEFINA	ex FOURAH BAY
MARIANNA VI	ex AUREOL
NOAH VI	ex BRITISH SWIFT
PHILLIPA	ex MANIPUR ex IVERNIA (1964)
PAROS	ex LADY GWENDOLEN
QING HE CHENG	ex GLENFALLOCH
ROSETHORN	ex YEWKYLE ex LAKSA
ROBERT KOCH	ex GUARDIAN CARRIER ex ETHEL EVERARD (1957)
SEATRAN TRENTON	ex MANCHESTER VANGUARD
SEATRAN BENNINGTON	ex MANCHESTER VENTURE
SOLITAIRE	ex TEMPLE ARCH
SAINT KILLIAN	ex STENA SCANDINAVICA
TWEEDFIELD	ex TWEED BRIDGE
TUSCAN STAR	ex LABRADOR CLIPPER
TROJAN STAR	ex NEWCASTLE CLIPPER
TASGOLD	ex CITY OF CANBERRA (1961)
WENA	ex LENA

DUBLIN

Grey brick upon brick, declamatory bronze
 On sombre pedestals - O'Connell, Grattan, Moore -
 And the brewery tugs and the swans on the balustraded stream,
 And the bare bones of a fanlight over a hungry door,
 And the air soft on the cheek and porter running from the taps
 With a head of yellow cream, and Nelson on his pillar
 Watching his world collapse.

Louis MacNeice

Last year's January lecture had to be postponed because of the winter's only snowstorm here, this month having a bad reputation for wintry behaviour. 1978 gave us a cold, crisp and starlit night outdoors, with ice on any wet surfaces. Our deputy Chairman, Wilfred Raine was congratulatory that so many folk left their warm hearths to attend the monthly occasion. Hon. Secretary Mike Stammers had just departed by air for the Falkland Islands - a mission we will doubtless hear about in due course. Our Chairman Dr. Peter Davies had just arrived back from Hawaii. (When that place is mentioned, why do we always think of palm trees and hula-hula girls? It must have other interests as well!). Apologies came from our Hon. Archivist, laid low by some offensive virus, and one or two more. On the credit side, as deputy, we had Wilfred Raine in the chair, Herbert Coney on the front row, and with Sue Welsh to see that coffee was served, all was not lost to Demon Winter!

Miss G. Chitty - a student of Liverpool University's Department of Archaeology - gave an illustrated talk on "The Archaeology of the Wirral Shore" - but dealing almost entirely with that small salubrious place called Meols (pronounced in Wirral as "Mells", and not to be confused with that part of Southport, on the Lancashire side of the Mersey estuary, and pronounced "Meels"). For those not of this locality, Meols is the northeastern part of Hoylake, and comprises some sandy beach, anchorage for small pleasure craft, a sea-retaining embankment, and residential property landwards. It also has a nice mere with waterfowl adjoining its railway station.

Meols is famous for its submerged forest, remnants of which are in the living memory of older inhabitants. We saw a transparency of tree stumps at Dove Point in 1903, surrounded by peat beds. The continuation of the forest is also in evidence on the opposite bank of the estuary at Hightown.

Three conscientious local antiquarians wrote about their investigations in the Dove Point area. The Rev. Abraham Hume wrote "Ancient Meols" in the 1860's. Then there was Joseph Mayer, at work between 1846 and 1890.

The third authority on the subject was Henry Ecroyd Smith, who was the first curator of Liverpool Museum.

We were shown a slide of Greenville Collin's map of the north Wirral coastline in 1869 which was especially significant as showing that the respective sea channels into Mersey and Dee had their junction at Dove Point. This locality is therefore thought to have been a favoured landing place, and would in part, explain why so many ancient objects have been unearthed there.

We saw numerous slides of pre-historic finds - bronze age arrowheads, iron age pins, Roman brooches and coins of very differing ages. There were strap-ends of 8th to 10th centuries, zoomorphic buckles, ring headed bronze pins, but virtually no pottery. There were coins of Henry III and Edward II, 16th century pipes, thought to be used by an army camped for weeks at Meols, and on the way to fight in Ireland. There were many 13th - 14th century crossbows.

The lecture developed towards the end into a discussion between the lecturer and members, who are old Wirral residents. These gave early memories of Meols, its dunes, sandbanks and beach.

Mr. Clayton proposed the vote of thanks to Miss Chitty, and we were reminded that an exhibition is currently staged in the Museum of the articles recovered, many of the small pieces displaying no mean craftsmanship.

N.R.P.

SHIPS FOR SALE AND FOR BREAKING UP

Ships, like humans, come and go, but seldom if ever has there been such a period of change, brought about by the advent of containerization and the formation of sea-transport systems. Big ships, fast ships, fewer ships with smaller crews - the old order has changed.

The following have recently been offered for disposal and further possible trading:-

ANETTE ex ROBERT STOVE (1955)
AMARITA ex AKAROA ex AMAZON (veh. carrier)
CITY OF OTTAWA ex CITY OF GLASGOW (1963)
CITY OF TORONTO ex CITY OF EASTBOURNE (1962)
CITY OF AUCKLAND (1958)
CITY OF CAPE TOWN ex CITY OF MELBOURNE (1959)
CLAN MACINNES (1952) and CLAN MACINTOSH (1951)

HOEGH TROTTER ex HOEGH TRANSIT ex ARAWA ex ARLANZA (1960)
 INDIAN CITY (1967)
 MAHRONDA ex CONCORDIA FOSS ex MAHRONDA ex SAXONIA (1964)
 MANIPUR ex CONCORDIA MANIPUR ex MANIPUR ex IVERNIA (1964)
 STRATHTEVIOT ex TREFUSIS (1961)
 STRATHTAY ex TREBARTHA (1962)
 STRATHADDIE ex FARSISTAN (1959)

The following have gone to the breakers, and finality:-

BELGULF STRENGTH (1962)
 BESSY K ex THEOFILOS J.VATIS ex BEAUMONT (1958)
 CLIMAX GARNET ex MONTE URQUIOLA ex GUADALUPE (1949)
 ESSO SPAIN (1962)
 FAIRSKY ex CASTEL FORTE ex HMS ATTACKER ex USS BARNES ex STEEL
 ARTISAN (1942)
 GALICIA ex CAMELLIA (1953)
 GLORY ex HMS NABOB ex EDISTO (1943)
 GOLDEN GULF ex ESSEX (1954)
 MARIVIC ex BRITISH VICTORY (1955)
 MOBIL DAYLIGHT (1964)
 NESTOR II ex MILOS ex GRIGORIOS ex SCOTTISH PRINCE ex ALBEMARLE
 ex AFRIC (1950)
 RIO DORO ex MERTON ex KILDARE ex THISTLEDHU (1955)
 SENTINEL ex C.S.MONARCH ex MONARCH (cable ship - 1946)
 STRATHLOYAL ex TEESTER (1956)
 STRATHAROS ex BAHARISTAN (1959)
 TEXACO PEMBROKE ex REGENT PEMBROKE (1965)

* * * * *

Dark on the Gilstone's rocky shore
 The mist came lowering down,
 And night with all her deepening gloom
 Put on her sable crown.
 From sea a wailing sound is heard,
 And the seamews shrilly cry,
 And booming surge and shrieking birds
 Proclaim strange danger nigh.
 Wrong you steer, Sir Cloudesley, sure;
 The rocks of Scilly shun;
 Northern move, or no sailor here
 Will see tomorrow's sun.

Verses on the wreck
 of ASSOCIATION

MERSEY NOTES

The M.D. & H. Co. have announced that they intend to close certain berths in the north docks, particularly in Huskisson and Canada area. At the same time, they are encouraging shipowners to use the Vittoria complex at Birkenhead now only partially used by Ocean Fleets and Clan Line, and of fairly recent construction. Before owners switch to Birkenhead, however, account will have to be taken of the present depth of Alfred entrance, in relation to tidal conditions.

Cliff House, that part of the Egremont Mariners' Home with the lofty clock tower, has been closed as uneconomic. Captain Lucas, Secretary M.M.S.A. says that it may be faced with demolition, although architects are considering its preservation or incorporation into a new structure. The building is the subject of the Bulletin's annual cover.

The tankers HUDSON PROGRESS, HUDSON DEEP and HUDSON CAVALIER are still laid up in the port. Before Christmas it was thought that a buyer had been found, as one of the trio went into graving dock, and then did trials for a second time.

The launch of a medium sized tanker was delayed by high winds in November, from Cammell Laird's slipway. She was named ALICE REDFIELD.

The Liberian tanker MARY ELIZABETH which should have become a floating factory in Indonesia, is still laid up in Gladstone Dock. The whole of her midship bridge section was cut away by oxy-acetylene and moved aft to the engine casing. Trouble arose with ship repair workers when her owners wanted the project to be considered as a "factory" job, and not a "ship".

One other ship having been laid up for a long period at Birkenhead is the Japanese VALIANT, which was "blackened" by a seamens' union for alleged low standard in rates of pay. She has now been put up for sale by the Admiralty Marshal.

H.M. Customs officers noticed a loose skirting board in the officers' mess of the Pakistani MOENJODARO when she reached Alexandra Dock in mid December. This led to the discovery of 10 lbs of cannabis worth £6000.

We are reminded of a centenary backward glance by Bram Hallam. In 1878, Birkenhead had ten launches. Yard No.445 was LUCERNE for

the Allan Line, 446 was MONA the first iron screw ship for the Isle of Man S.P.Co. when the yard was Lairds, and not Cammell Lairds. 447 was LORD GOUGH for Papayanni Line. 448 was the paddle tug LYTTLETON for the New Zealand Port Authority of that name. 449 and 450 were CASMA and CHALA for the P.S.N.C. The paddle tug CAIXENSE for Gunston and Co. was 451, and yard numbers 452/3/4 were three barges.

1878 was the year in which the British and North American Royal Mail Steam Packet Co. became Cunard Steam Ship Co.Ltd. on the death of Sir Samuel Cunard. It is all so very long ago!

In January, the B & I Line intimated that they are to go ahead with a jet-foil service between Liverpool Pierhead and Dublin, which should be in operation by 1980.

Yugo-Slav CAVTAT sank in July 1974 in the Adriatic with a cargo of lead based chemicals after a collision off Cape Otranto. A costly effort goes on to try and save these dangerous chemicals from polluting the sea, but the manufacturers maintain that it would be safer to let it gradually dissolve over the years. The ship had loaded at Ellesmere Port for Rijeka on one of her regular trips. There has been great consternation on the likely-affected coastline.

There was a report in December of an accident in Canada when the tug IRVING BIRCH towing two ship "forebodies" - MONTCLIFF HALL and CARTIERCLIFFE HALL collided with "range light 405" when on the way to a breakers yard at Brownsville. These names "rang a bell" and it was found that the two ships were the former EMS ORE and RUHR ORE. We now know the end of these regular visitors to Birkenhead which brought iron ore for Summers' steelworks.

BEN MY CHREE arrived at Birkenhead from Manchester on 21st December having had her bow thruster fitted.

After her long lay-up at Glasston, KING ORRY left there in tow of AFON WEN ex TASMAN ZEE on 14th December and on 20th was lying in the Medway off Queensborough in fog. Her future in the Rochester area is not at present known.

That well known authority on the Royal National Lifeboat Service - Grahame Farr - very kindly provides a fragment of

Mersey news from the Bristol Channel area. "English and Welsh Grounds Lightvessel, a long-established beacon at the approaches to Bristol, warning of what is in effect the bar of the Sever, was withdrawn 24.2.76 and replaced by a Lanby buoy. This in turn was withdrawn on 5/6 September, and is to be tried at the Breaksea station after overhaul.

"On the same day a light-float was put at the English and Welsh station, which "vessel" is the former North West No.1 float from Liverpool Bay, bought by Trinity House from the M. D. & H. Co."

The German coaster LUBECKA, outward bound from Eastham to Rotterdam just after midnight on Saturday 10th December collided with a buoy in Queens Channel and sent out a mayday call. There was a pilot on board at the time, but it was a very bad night and the ship sank. WD SEVEN SEAS and the Bar Pilot cutter were in the area. The Bar Pilots rescued seven survivors from two liferafts. Hoylake lifeboat was launched but not required. The wind was blowing SE 6 to 7 and had increased very rapidly, with a rough sea. SALVOR placed a green wreck marking buoy at approximately 53.32N 03.15W. The floating crane R.B.BRUNEL arrived in the Mersey to lift the coaster, but at first was dogged by bad weather. On 12th January, again on a very stormy night R.B.BRUNEL lost both her anchors and for a time was without power. Tug SEAFORD held her, hove to, in heavy seas, and Hoylake lifeboat stood by. Next day Liverpool tugs towed the crane into Liverpool for repairs.

N.R.P.

* * * * *

Thus, thus I steer my bark, and sail
On even keel with gentle gale.
At helm I make my reason sit,
My crew of passions all submit.
If dark and blustry prove some nights,
Philosophy puts forth her lights;
Experience holds the cautious glass,
To shun the breakers, as I pass,
And frequent throws the wary lead,
To see what dangers may be hid.

Matthew Green (1737)

THE TOLL OF WINTER GALES

In the very severe winter gales of November 1977, one casualty was HERO on passage from Esbjerg to Grimsby with £1m worth of Danish bacon in her cargo. A ro-ro ship of 4493 tons she was built in 1972 by Robb Caledon. At one time we would know her owners as Ellerman Wilson Line but officially this is now Domino Container Ships Ltd./D.F.D.S. (U.K.) Ltd. On the morning of Saturday 12th November she took water in the engine-room and trailer deck, in 54.32N 05.31E and started to list. A German naval helicopter was sent from Borkum, and the list increased to such an extent that she had to be abandoned. The lifeboats on both weather and lee sides could not be launched, but crew and passengers slid down the side of the hull into liferafts. Of the 30 souls on board, all were landed safely except for a greaser who died of a heart attack through exposure. TOR BRITANNIA rescued 10, VALERIE 13 and the Royal Canadian destroyer HURON 7 (including the deceased). The wind was said to be 70 mph and the waves 27ft high.

At 1918 gmt on Wednesday 16th November UNION CRYSTAL ex TIMRIX ex MAJO sent out a distress call. She was sinking 12 miles north of Cape Cornwall. Several vessels, 2 helicopters, a Nimrod aircraft and the Sennen and St.Ives lifeboats carried out a search. It was known that she was on passage from Kilroot (Belfast Lough) to Poole with rock salt and had a crew of six, also that she had 2 liferafts and 1 lifeboat fitted with an automatic radio transmitter. A motor coaster of 499 tons, now registered in Singapore, she was built in Holland in 1965. (Whilst all this was going on, in a different sphere entirely, Liverpool F.C. were disposing of Dresden). After 2200 gmt with no success in the search, coastguards ordered the combing of a lane ten miles wide, from a point 10 miles west of Trevoze Head, in a southwesterly direction. The Nimrod plane was dropping a green flare every three minutes, when at 2230 the pilot saw a white flashing light on the sea. A helicopter was ordered to the spot and winched up one survivor - the skipper - who was taken to Culdrose R.A.F. He reported that the vessel capsized suddenly and threw them all into the sea. All had lifejackets, but only he was able to reach a drifting dinghy. HMS PENELOPE and DIOMEDE searched all night for the five men without success. The other liferaft was washed ashore on the Cornish coast empty,

and within days two of the bodies were washed up at St.Ives. In the aftermath of this tragedy, complaints were made that certain eastern block ship stations jammed the distress messages on VHF channel 16. As VHF has only a very limited range, this seemed strange until it was found that radio stations had been set up in the rooms of Falmouth hotels for the purpose of exchanging fish prices with ships in the area. A truly "fishy" business!

Another tragedy of the winter storms was the loss of the Danish coaster LADY KAMILLA on Christmas Eve. She was bound from Bayonne to Manchester with bulk sulphur, when her hatch was stove in by heavy seas, at the mouth of Bristol Channel. A helicopter located a liferaft to the westward of Trevose Head and saved two lives, a young man and a young woman who were taken to hospital at Truro. The other seven persons on board, may not have left the ship before she sank. With an open hatch, her last message was that she was "backing slowly up against the sea" - unable to heave-to. In the long search were HMS SHAVINGTON, tug SEAFORD, Moss's MAKARIA and others.

On 5th December, the small stern trawler BOSTON SEA RANGER was catching mackerel in the Lands End area. The fish hatch was open when a freak wave swamped her, although the weather was described as south five, slight sea and good visibility. She sank quickly and Sennen lifeboat saved three men from rafts, who were transferred to ARCTIC BUCCANEER and landed at Newlyn. Five of her crew were lost. BOSTON SEA RANGER was built by J.R.Hepworth & Co., Hull in 1976 and cost £1¹/₂m. 84ft x 25ft.

The much larger stern trawler CONQUEROR went heavily aground in Mounts Bay around Christmastime. Tug BISCAY SKY and trawlers FARNELLA and JUNELLA tried to tow her clear. She was on a first voyage after refit and was carrying 100 tons mackerel to the East Coast, the catches of several other boats. Penlee lifeboat and Trinity House tender STELLA were in attendance. Local people were alleged to have gone aboard the wreck and removed £20,000 worth of gear including the ship's bell. The police retrieved much of this material, but the ship's chronometer was not recovered. It is interesting to note that these large trawlers, formerly fishing off Iceland, are at present in the western approaches. After determined salvage efforts, CONQUEROR is a total loss.

* * * * *

1020 tons displacement. From diesel drive she has a speed of 18 knots, and is of very pleasing flushdeck design.

Ireland has now placed an order for a third DEIRDRE to be delivered in 1979 from the same builders. Having to work on the exposed Atlantic seaboard, they must have good sea-keeping qualities.

DR.LIVINGSTONE, I PRESUME !

The historic events recorded within the noble walls of our Picton Library must be legion. There is a warmth and a welcome atmosphere beneath that stately dome, which puts the researcher at his ease, and only time itself is an impediment.

The thought that the great Dr.David Livingstone embarked at Liverpool on one of his great African expeditions in 1858, lit the flame of curiosity on one of the cold, windy afternoons of the 1977 spring. Biographical volumes tell the whole story of that marvellous Doctor, who again and again, made expeditions to the African jungle. And so, having digested the fact that he sailed from the Mersey on 10th March 1858, I went to the Micro-film Unit on the third floor, and asked to see a local newspaper of that time. Unfortunately, the "Liverpool Daily Post" is missing for the required day, but I found that the "Mercury" records the event in a small column, before banner headlines were thought of. It would not appear that any great importance was attached to the matter.

HMS PEARL arrived in the Mersey on Saturday 6th March, but a great gale occurred, with snow, and embarkation did not take place until Wednesday 10th. The explorer had been received by Queen Victoria, and during his stay on Merseyside was entertained by Mr. Laird, who visited the ship on departure.

The first port of call was Sierra Leone, and then on to Capetown, where Mrs.Livingstone and the young son disembarked. PEARL arrived off the Zambesi delta on 15th May. The small light draughted paddle steamer MA ROBERT, which had been shipped in parts, was there put together.

In an official capacity, Dr.Livingstone had come out as Her Britannic Majesty's Consul at Quilimane and Tete. The party

consisted of Captain Bedingfield R.N., Government Surveyor and nautical commander of the expedition, a brother of the explorer, and Dr.Kirk of Edinburgh, the botanist and medical officer. Then there was Mr.Thornton, a geologist who was a young protege of Sir Roderick Murchison, Mr. Rae, engineer of the launch, and T. Baines, artist of the expedition.

PEARL soon departed for England, and took back with her Captain Bedingfield, who had resigned after an argument with Livingstone, who now had to take charge of MA ROBERT as well as the expedition.

They reached Tete on 8th September and got an enthusiastic welcome from the Makololo. But a great deal of the journey was done on foot. MA ROBERT was a failure and the rapids were found to be insuperable. She had the nickname of ASTHMATIC.

The party needed a launch to carry out the work intended, and out of his own pocket, Livingstone had a new one built in England and shipped out in parts. She cost £6,000 and was named PIONEER.

On 31st January 1861, this launch arrived from England in support of the expedition, and two cruisers brought a bishop and six missionaries. Mrs.Livingstone joined her husband, but died of fever in 1862.

The explorer also had a launch named LADY NYASSA built at his own expense, and when his journeyings were over he tried to sell her in Zanzibar, without success. With a few hands, he sailed this small vessel to Bombay and disposed of her there.

His arrival back in England was on 23rd July 1864, and Britain knew far more about the Zambesi and its tributories. "Intrepid" is a fair description of a man who must surely have had a very strong constitution.

N.R.P.

* * * * *

The Guinness Book of Records says "The ultimate in rolling was made by a U.S. Coastguard motor lifeboat, which made a 360 degree roll off Oregon in 1971.

Fasten your seat belts !

WITH GREAT SORROW

Once more we have been shocked by the sudden death of one of our officers. Ted McManus had accepted the next three-year term as Chairman, and was acting in the capacity of Vice Chairman. Ted was one of the original members of our Society - he had great personality and never seemed to be anything but his equable self, calm and unruffled.

He was an authority on coastal shipping, particularly the cross-channel traffic to Ireland, and he did a great deal of research right up to the end. In his work-a-day life, he was an analytical chemist with one of the largest groups in Britain. With changing circumstances in the industry, Ted entered the hurley-burley of a technical college, where he taught chemistry. Life was very different but by strength of character he won through, and into a happy retirement.

Our sincere sympathy goes out to his wife and family. We shall miss him in council, for he never failed to be a helping hand at the helm in all our deliberations.

The Society was represented at the funeral service prior to cremation by Wilfred Raine, Ted Tozer, Capt. Martin and Kent Richardson.

N.R.P.

FEBRUARY MEETING

Dr. Peter Davies took the chair at this meeting on Thursday 9th and about thirty members were present, in the lecture room of the Museum's educational block. Tributes were paid to our Vice Chairman E.P. McManus, who died on 27th January, and we stood for some moments of silence in memory of him. (see above).

Our talk this evening was on "The Liverpool Landing Stage" and who better to present it than Mr.J.W.Thomas, who served the Mersey Docks and Harbour Board for 42 years, and for many of those was Stagemaster. He had a pleasant, fully audible delivery and a wit that was never far from the surface. When we came to the coffee break, he said he felt inclined to act in accordance with the instructions of a famous oil company - "if you don't strike oil in three days, for God's sake stop boring". Far from boring, we could have listened to Mr.Thomas for the rest of the night.

He told us that in the 18th century, Liverpool became a busy shipping area, but communications were non-existent, and merchants wanted to know of the arrival of ships in which they had cargos. People were posted on look-out, and a row of flagpoles was erected on Bidston Hill, which in clear weather could be seen from Liverpool, heralding the arrival of ships of different lines. When sailing ships did arrive, owners could be pleased with a master for his fast passage, or very angry for a slow one, the cause of which was often that the master had been trading on his own account. This was known to have caused fisticuffs on occasion.

And then a semaphore system was built right through from Holyhead and ending in St. Nicholas' churchyard. The clergy were very upset when they found that their congregation was more interested in what came by semaphore than God's promise. And so the semaphore terminal was fixed on the south docks on Sundays, and the churchyard on weekdays.

In 1841, a landing stage was contemplated, and by 1847 the Georges Stage was built, and hailed as "Leviathan of the Mersey" - 508ft long with two bridges. In the daytime, it served ferries and at night Irish passengers and cattle. But very soon it was inadequate.

In 1857, a Prince's landing stage was made, about 1000ft long, with a gap between it and the Georges Stage. Prince's was used by cross channel packets, luggage boats and ocean going vessels. The City of Dublin S.P.Co's IRON DUKE was the first ship alongside.

Then was seen the need for a floating roadway in 1870 and this had to come up in the old Georges Dock basin. The roadway, floating on pontoons was 480ft long x 35ft wide. In 1874 it was decided to join up the Georges and Princes stages, but workmen caused a fire which the fire services of the day were unable to extinguish. It has been said that water-protective materials, tar etc. fed the flames, and in a conflagration lasting two or three days, the stages were completely destroyed. The damage was estimated at a quarter of a million pounds - then a very large sum indeed. Yet in 1875, a stage was back in operation.

The new stage was designed with an embayment for the ferries, possibly to try and avoid the effect of strong tides. In 1890, this was filled in and the whole stage made to have a long straight surface. This work cost £9000.

The floating roadway proved very successful and carried 150,000 vehicles in its first year.

In 1895 Riverside Station was opened, and this meant boring a tunnel from Waterloo Dock to Edge Hill. The line from London had to cross the dock road, and one of the safety rules was that a man with a red flag should walk 25 yds ahead of the engine. Mr. Thomas seemed to think it might have been more practical for the engine to keep 25 yards behind the man. Be that as it may, in 1896 the stage was again deemed to be too short, so an extra 400ft was built at Birkenhead. This necessitated building Prince's Jetty in 1897, with a length of 397ft from Princes Basin to Stage. 160 greenheart piles 16" square were driven 27ft into the seabed. There were four deck levels, and the idea was that cattle could be landed there at any state of tide. With the ships not having to dock, much time would be saved. But this was one project in which the versatile engineers and planners of those days failed. The slime left by Mersey tides made landing cattle a somewhat hazardous business and it was abandoned.

In 1921, the stage was again thought to be too short. No extension could be made northwards, and so 120ft was added to the south end. By 1922, visiting liners had become very large and an elevated deck 1110ft long was built with overhead gangways and protection for passengers and visitors. There was now a covered way from ship to railway platform.

Before 1927, there were no dues levied for coastwise passengers embarking, but in that year a bill was passed empowering the M.D. & H.B. to charge one (old) penny per outward, and one half-penny per inward passenger. The Landing Stage was never meant to make a profit, but was intended purely as a facility of the port. People often thought, quite mistakenly, that when they saw a liner berthed at the landing stage, it meant the outlay of perhaps thousands of pounds. True, the owners were charged for the use of equipment, gangways, dummy barges etc. Also, the M.D. & H.B. collected no ferry tolls.

To hold the stage in position, heavy chains kept it in, whilst allowing for a possible rise and fall of about 34ft. To keep it out from the wall, 7 booms or girders were used, and there were 12 bridges. These were pivotted to allow for the 34ft height, and to move 5ft laterally. The whole structure rested on 220 pontoons, each with 5 compartments. Many of us remember the "pontoon gang" which was in daily attendance. They wore rubber thigh boots and

carried storm lamps. They saw that pontoons were pumped out regularly, and towed away for repair when necessary - that all moving parts were oiled and greased. They worked on below-deck structures mostly in the dark, and in close proximity to the water.

Mr. Thomas told us about the baggage rooms, and that because porters could not wheel baggage up the slope on an ebb tide, one road bridge was converted into a mechanized conveyor, driven by gas engines. Again, the baggage rooms, like the stage itself, were inadequate and more had to be built, with conveyors this time driven by electric motors.

Every liner going alongside seemed to have a different sized door, placed at differing heights, and the equipment had to be suitable for all comers. Our speaker referred to passenger congestion on the ferry stage, where barriers were erected so that passengers could proceed from the boats and not be obstructed by waiting crowds. A far cry, he said, to those days, for nowadays men with billboards are needed to try and attract ferry passengers!

Dummy barges, two per liner, were found beneficial to assist arrival and departure alongside in a tideway. By their use, leverage could be exerted. The first ones were of old "camels" but later they were specially designed.

There were a host of lifebuoys and 16 ladders on the stage, as well as boathooks etc. Lifebuoys had to be inspected for flotability, as the M.D. & H.B. did not want a similar happening to that on the Manchester Ship Canal, where a man fell in, and the lifebelt thrown to him promptly took him to the bottom!

The older members were reminded that at one time, the landing stage was dotted with offices, I.O.M.S.P.Co., North Wales Co., Underwriters, Irish steamers, Customs, River Police, Civil Police, and a Post Office. Of course we all remember the cafe, bookstall and left-luggage offices. But it is a little nostalgic to remember the Railway ticket office on Georges Stage, where one could book a return for the day to Caergwrle via Seacombe Ferry and Wirral Railway, for one shilling.

Intending passengers to the Isle of Man always wondered why there was a stage barrier which precluded them proceeding direct to the Manx boat without having to go round by the Princes Parade. It really did cause much aggravation. However, HM Customs demanded that the M.D. & H.B. make Princes Stage a suffrage wharf with a bond of £50,000. The apprehension of any person, other than those

concerned with liners' business, could mean the forfeit of this Bond.

Regarding the ferries, there was one to Eastham from about 1509. Much later, the City of Dublin Co. ran a ferry, and in 1897/98 the Eastham Ferry and Gardens Co. took over. They bought a ship named NORFOLK and renamed her ONYX. She was very successful and RUBY, PEARL and SAPPHIRE were then built. These three did war service 1914-1918. They returned safely, and the service was run until about 1928 or 1929, when all three were worn out.

Rock Ferry and New Ferry operated from 1897 - 1898, but in 1920 a vessel wrecked New Ferry Pier. A service ran to Rock Ferry until about 1939.

Egremont Pier was badly damaged in 1932 by the tanker BRITISH COMMANDER, which parted her anchor off Guinea Gap, on a strong ebb tide. The pier was rebuilt but the coaster NEWLANDS wrecked it a few years later.

Editor's Note: The Stagemaster's story is such an interesting one, that space has been used up with only half of the report printed here. It is therefore proposed to serialize it into two parts, and the concluding portion will appear in our next issue.

N.R.P.

* * * * *

One road leads to London, one road runs to Wales,
My road leads me seawards to the white dipping sails.
One road leads to the river, as it goes singing slow;
My road leads to shipping, where the bronzed sailors go.
Leads, lures me, calls me to salt green tossing sea;
A road without earth's road dust is the right road for me.
A wet road, heaving, shining and wild with seagulls' cries,
A mad salt sea-wind blowing, the salt spray in my eyes.

John Masefield

SOCIETY NOTES

Our Hon.Treasurer is mindful that a number of members have not yet paid their subscriptions for this season, and being now overdue, trusts that these will be promptly paid. Local membership is £3.00, country membership £2.50 and combined man and wife subscription £4.00 per annum.

Correspondence should be addressed to the Hon.Sec. or the Hon. Archivist at Merseyside Museums. Articles or contributions to the Bulletin should be sent to the Hon.Editor, N.R.Pugh, 7 Dunbar Rd., Hillside, Southport PR8 4RH.

We welcome visitors - why not bring a friend to the meetings.

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

Start Point and Beachy Head
Tell their tale of quick and dead.
Forelands both and Dungeness
See many a ship in dire distress.
The Lizard and the Longships know
Oft the end of friend and foe.
And Wolf Rock and Seven Stones
Rest their feet on sailors' bones.

Cicely Fox Smith

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April - June 1978

COMMANDER DENHAM'S SAILING DIRECTIONS

The following contribution to the Bulletin has been received from our member Mr. Fred Reid of New Brighton, for which many thanks :-

I have been reading a copy of Commander H.M.Denham's Sailing Directions for navigating the Dee and Mersey - published in 1840. His prose style is, I think, at times very graphic, spirited and refreshing. I came upon the following nautical gems, which may be of interest.

Warning mariners of the danger of being trapped in the Liverpool Bight during a hard northwesterly, he writes - "then the distressed and despairing voyager clings to HOPE for 'tis too late to haul northward, and is only convinced of the appalling fact when he is in the breakers of the Burbo Bank in the Bight of Liverpool Bay."

He concludes with an apt comment - "Little does the merchant think of this in his calculations when stopping the insurance on learning that his cargo is off Point Lynas." "Why" the Commander exclaims, " 'tis only then that the risk commences!"

Here is another fragment of his advice to sailing masters - "When hard pressed and running with a flood tide towards the approaches at the close of a winter's day, run on!" he urges. "With the buoys like a handrail right and left, with leading marks, and my charts and a lifting tide, the mariner need not risk trailing over sandbanks under tattered canvas during a squally night..."

And here a warning to an apprehensive master - "He will forgive me whispering to his scared senses how even a forlorn hope depends upon the voice, as well as the countenance of the commander, and on the very tone in which - 'very well thus! - steady so! - now we have it, my boys' or how one faltering order or exclaiming 'starboard - port', and 'where are the lights? - what shall we do?' all in a breath".

"That may paralyze the hardiest crew, whose wistful alacrity brought the tottering bark to the threshold of HOPE. All now is dismay and fruitless anguish....."

And, concludes Mr.Reid "hairy stuff - thank God for the Navy!"

FEBRUARY MEETING

Here is the concluding part of the report of "The Liverpool Landing Stage" - a talk given to us in February by a former Stage-master, Mr. J.W. Thomas.

The Wallasey Corporation Ferries possessed both a sandpump dredger to clear any threatened silting, and also a coal barge. (TULIP and EMILY). The ferry made a large profit in those days, which assisted the rates burden considerably.

Mention was made of the hydraulic lift at Seacombe, which transported vehicles to road level. Some of the cart horses were

not too keen to enter it, and have the great steel doors closed behind them. One lift descending helped the other one on the haul up. But then came the Seacombe Floating roadway, which was a great asset, but no sooner had that proved its worth, than the Mersey Tunnel became operational. Our speaker said that the floating roadway had cost so much money that Wallasey could not afford to fall in with the Tunnel scheme, and so did not participate. The tunnel put the final nail in the coffin of the goods ferry.

Possibly the most progressive company using the landing stage was the Isle of Man Steam Packet Co. As we know, they lost ELLAN VANNIN at the Bar with all hands in 1909. Mr. Thomas expressed surprise that in spite of the Manx Government being one of the principal shareholders of the I.O.M.S.P.Co. they were allowing the new Manx Line to run a competing passenger and cargo service from Heysham to Douglas.

As for the old Liverpool and North Wales Steam Packet Co., they had taken over many small companies and were really an offshoot of the Fairfield Shipbuilding Company. At one time, they tried opposition against the I.O.M.S.P. unsuccessfully. They had connections with the Palace Steamship Co. of London, who owned LA MARGUERITE which was not doing too well on the English Channel crossings. She came to Liverpool and was possibly the best loved of all excursion steamers, and carried almost 3000 souls. Of course, we know much about her, and this writer sailed aboard her before she was superseded in 1926, by the immaculate ST TUDNO. Mr. Thomas was on LA MARGUERITE's last voyage, and described how fireworks were set off at Llandudno to celebrate the end of an era. The Pier staff brought the hoses out, for they were not amused.

In 1890, three ships of the North Wales Company carried 150,000 passengers, but support dwindled, perhaps because of faulty management, or because financiers came to have too much control.

In the busiest times the landing stage ever had, a typical Saturday would notch up 30,000 to and from the Isle of Man, 5,000 on other coastal voyages, and 7,000 on ocean going liners. Though this is within the life span of many of us, it seems almost breathtaking now!

As we know, the one o'clock gun was fired every day from Morpeth Pierhead, Birkenhead, and latterly Liverpool University

was responsible for it. But the MD & HB staff at Wallasey Cattle stage looked after the priming and the firing which was done electrically from Bidston Observatory. Each day black powder in canvas bags was rammed into the gun, with wads of paper and a detonator. Electric wires were laid, and six checks of the time were made. Any unsuspecting tugs lying at the wall nearby, might find themselves enveloped in a cloud of smoke and a mass of burnt paper. With a southwesterly wind, the report on Liverpool's Pierhead was very loud indeed. After the last war, a Naval Hotchkiss gun was installed and the blank charges were ordered from Admiralty.

Another memory was of the N.Wales Company's evening cruises, after the day's voyage. Passengers were brought from Manchester to Lime Street Station, carried by coaches to the landing stage, sailed to the Bar Lightship and returned by the same route for 2/6d return, or 12 $\frac{1}{2}$ new pence!

Then came the coffee break, and questions were invited. One member asked about an office on the stage designated the "Vigilant" Office, or something of that sort. It was no trouble for Mr. Thomas to reply to this one - though it was news to some of us. The persons in this office were there to fight any "white slavery". They met people arriving who might not seem to have any definite destination. Perhaps they had been invited to Liverpool by someone who didn't turn up on ship's arrival. Pretty Irish colleens might be lured over this way by rather doubtful characters. There were all sorts of possibilities and our speaker considered that the "Vigilantes" or whatever they called themselves did a very good, Christian job.

In answer to a question on Blackpool excursion ships, Mr. Thomas did not think that cruising to that resort ever paid. He mentioned GREYHOUND, MINDEN and several tugs which tried the run.

Mention was made of the one-legged diver at New Brighton who performed for the arriving ferry passengers in the summertime. The writer of this report, told how this man would mount a bicycle ride along a plank and plunge into the Mersey from a height of about 60ft. The pennies would then drop into the extended fish nets, to the cries of "Don't forget the diver".

A question was asked as to why the one o'clock gun ceased. With the dismantling of Wallasey Cattle Stage, the MD & HB staff was reduced and there was no spare labour to attend to its daily

preparation and maintenance. In these present days of radio, it is easy to obtain the time accurately, but it was not always so.

Ken Stuttard questioned our speaker on the possibility of the ferries continuance. Mr.Thomas was of the opinion that in proper hands the ferry service across the river could be made viable, but not under the Merseyside Passenger Transport Executive. It seemed a conspicuous fact that the retention of ROYAL IRIS and her catering facilities had not so far been questioned. In any case, no trading figures for the ROYAL IRIS are ever published, yet the running costs of operating cross river ferries are always painted in the worst possible colours.

Mr.Thomas then told us a wartime story of a large Naval draft arriving at the landing stage for embarkation. One of the matelots came up to the Embarkation officer to report sick. On being asked the cause, he said he had swallowed a toothbrush. Everyone was incredulous, but no chances could be taken, and he was told to fetch his hammock and kitbag. These were in a muddled pile of about 5000 items. At first slightly deterred, he searched until he found his property, and was then taken to the Northern Hospital. There was some consternation on the landing stage as nobody could see how a man could swallow a toothbrush by accident - he must have pushed it down. The Officer was emphatic that the matelot must go with the draft. The ship was held back for a time but sailed out into the river at 6 p.m. At 4 a.m. next morning, an ambulance arrived at the stage with the man. Oh, yes, he had swallowed a toothbrush, and the doctors at the Northern Hospital had used silver wire, and fished it up again. And now, the ship would have to increase speed to catch up the convoy, and the man was informed that the extra cost for this delay would be deducted from his service pay. He was lucky - the war was very soon over!

Regarding the new concrete ferry stage, we were told that this was moored in the furthest south position possible, and that the stage was guaranteed by its makers to give 25 years service (we might add "if allowed to do so"). It might even last 40 years. At the outset, there must have been doubts when it sank.

The reply to one question concerning the sluices at the rear of the old landing stage, showed many of us how wrong we can be in making our own conclusions. Mr.Thomas said that there were

22 sluices, which at one time were closed with a key before high water, and opened one hour before low water. The rush of water was to clear the accumulation of silt beneath the pontoons, for our old-time engineers were up to all sorts of ingenious dodges. And for best part of a lifetime, some of us had thought that these were sewers, discharging the effluent of a city, not by free flow but under the control of the Dock Board. The secret is out - these were not sewers at all, but were connected by pipeline to the dock system between Herculaneum and Salthouse Docks. What an ingenious idea - but it worried Kent Richardson with the realization that with the south docks now out of use and tidal, there is no such flushing action possible. Will Liverpool stages eventually go aground as did the New Brighton stage, where expense was deemed too high to be worth applying any other remedy?

We can see now, that in the last century our planners, engineers, architects and contractors were thoughtful, cautious men, and they must have had a good work force to carry out their practical schemes. The old landing stage was a fine structure, and there was great team spirit in its maintenance. We should be full of praise for these men of enterprise, vision and forethought.

This was a talk well delivered and with a wealth of local information. The vote of thanks was proposed by Gordon Ditchfield and carried with acclamation.

N.R.P.

LLANDUDNO SAILINGS

The Isle of Man Steam Packet Co's schedule for this summer, for sailings from Liverpool to Llandudno, and an optional cruise to Point Lynas is on Tuesdays, Thursdays and Sundays as follows:-

May 28th. June 8th, 15th, 18th, 22nd, 25th, 29th.
July 2nd, 6th, 9th, 13th, 23rd, 25th, 27th, 30th.
August 1st, 10th, 13th, 15th, 20th, 22nd, 24th, 27th, 31st.
September 3rd. (25 sailings in all)

Day excursion fare, Llandudno only £4.00, including cruise £5.80

Contract ticket for season, Llandudno . . . £40
including Point Lynas cruise £50

* * * * *

THE SAILOR AND HIS PARROT

Thou foul-mouthed wretch! Why dost thou choose
To learn bad language, and no good;
Canst thou not say "The Lord be praised"
As easy as "Hell's fire and blood"?

W.H.Davies

TO THE BREAKERS YARDS

AGNIC ex PERANG (1954)	BRITISH VENTURE (1963)
ANADARA (1959)	DOLABELLA (1966)
AXINA (1958)	EUMAEUS (1953)
ESSO ESSEN (1960)	KELLETIA
ESSO GHENT (1959)	WORLD FRIENDSHIP
ESSO KOLN	WORLD FAITH
GULF TRADER ex AUTOLYCUS	WORLD BANNER
UNION ARABIA ex CITY OF OXFORD	NORTHERN SCEPTRE (tlr)
MOBIL DAYLIGHT	SNAEFELL
NORDIC TALISMAN ex NAESS T'MAN	SIR WINSTON CHURCHILL (tkr)
PAPAJI ex CLAN MACLEOD (1948)	REGENT RELIANCE ex KADUNA
TEESFIELD	RENA K ex CRESTBANK (1957)
TEXACO PEMBROKE ex REGENT PEMBROKE (1965)	
BENLEDI ex PANDO CAPE ex BALLARAT (1954)	
BITAS ex ARGOSY ex ORIENTAL PROSPERITY ex ARGOSY ex SOUTHERN PRINCE ex MEDIC ex SOUTHERN PRINCE (1956)	
HELLENIC MED ex KINPURNE CASTLE ex SOUTH AFRICAN SCULPTOR ex CLAN STEWART (1954)	
PHILLIPS NEW JERSEY ex AMPHION ex LINCOLN (1958)	
MASTURA ex ASCANIUS ex AKOSOMBO ex ASCANIUS	
TAIYUAN ex ROSIE D ex TRIASTER (1955)	
WAN FU ex SPALMATORI SEAMAN ex LOOSDRECHT ex LANGLEECLYDE	

* * * * *

SHIPS FOR DISPOSAL

FREETOWN	OWERRI ex STENTOR ex MEMNON
OTTI ex MANO ex MENELAUS	OPOBO ex RHEXENOR ex MARON
OBUASI ex MACHAON	ONITSHA ex MENESTHEUS
EL KANEMI ex SILVERDENE (1956)	STRATHINCH ex ANTRIM (1962)
STRATHASSYNT ex TURKISTAN	LINCOLN CASTLE (paddler)
STRATHLEVEN ex JELUNGA ex MIDDLESEX	OSBORNE CASTLE (ferry)
SPEYBANK (1962)	OAKBANK (1963)
MARABANK (1963)	

NEW NAMES FOR OLD

AVONDYKE	ex SKIRBECK
ANNOULA II	ex MELAMPUS
AGIOS THOMAS	ex CLARITY
ANASSA	ex ADRASTUS
BOOKER VALIANT	ex TROPIC ex NOVA SCOTIA (1965)
CEDAR PRINCE	ex SAN BRUNO (1964)
CHI KONG	ex STRATHAROS ex BAHARISTAN
CARIBBEAN MEMORIES	ex BOOKER VENTURE
DOULOS	ex FRANCA C
DUNSTER GRANGE	ex CLYDE BRIDGE ex CLYDESDALE
FRANCA C	ex SOUTHAMPTON CASTLE
FREDDIE I	ex HAZELMOOR (1953)
FORTUNE STAR	ex AVONBANK (1961)
GULF FALCON	ex CITY OF AUCKLAND
KOTA CHAHRAYA	ex CITY OF OTTAWA ex CITY OF GLASGOW (1963)
LUGANO	ex TAMWORTH
LEONOR MARIA	ex FALABA
MARYS KETCH	ex ALFRED EVERARD
MOUNT OTHRYS	ex WELSH MINSTREL
MARIYOS HOPE	ex BALMERINO ex ARDGARVEL
MARIYOS STAR	ex MOYLE
MASHAALLAH	ex PORT AUCKLAND (1949)
NEW DEER	ex MAHRONDA ex CONCORDIA FOSS ex SAXONIA
OCEAN QUEEN	ex PENDENNIS CASTLE
OTAGOLD	ex CITY OF CAPETOWN ex CITY OF MELBOURNE
PYROGAS STAR	ex CITY OF CORINTH ex SALERNO (1965)
PAOLA C	ex GOOD HOPE CASTLE
ST HELENA	ex NORTHLAND PRINCE
SEAWAY SANDPIPER	ex TEMPLE HALL
STAR BAY	ex CLARKSPEY
SANIL	ex CLAN MACINTOSH
SEA SKERRY	ex HOVERINGHAM III
STAUNCH	ex VIGILANT (MDHC)
THERMOPYLAE	ex ANINA
UNITED VISCOUNT	ex STRATHLOMOND ex TAIREA ex ARADINA ex SALSETTE
VEESTAR	ex WILLOWBANK (1960)
WARRI EXPRESS	ex TEMERAIRE (1957)

* * * * *

MARCH MEETING

On 9th March 1978, Stephen M. Riley gave us an illustrated talk entitled "In search of Samuel Walters".

Before reporting on this admirable address, it may be as well to bring to mind the fine exhibition of Samuel Walter's works at Bootle Art Gallery, 6th April to 2nd May 1959. The showing of these pictures was staged by the Bootle & District Historical Society, a great deal of research for which was carried out by our member the late Fred Henry, and in a foreword Mr. A.R. Hardman, Director of the gallery, offered thanks to Edward Paget-Tomlinson and to Bram Hallam for assistance given. Possibly we may never see again such a comprehensive showing of Walter's work under one roof, for his pictures are treasured all over the world.

The Secretary of Bootle Historical Society, Mr.M.W.Devereux, wrote in 1959 - "Samuel Walters observed closely and painted accurately, with a deep love and understanding of his subject, and it is that quality in his character, and in his work, which has always appealed so strongly, as it always will, to men who know the sea and have felt its call".

Stephen Riley addressed us in January 1976 on "Marine Painting" mentioning and illustrating some of Walter's work. As our Chairman, Dr.Peter Davies said on this 1978 occasion, "Stephen requires no introduction to those present, for he was formerly with Merseyside County Museums, and is now at the National Maritime Museum, Greenwich."

Our speaker has been engaged in a huge jig-saw puzzle. Even now, some of the pieces are missing in regard to Walter's life story, and so the search took Stephen to the United States, where many pictures by this artist are hung and treasured.

The first transparency on the screen was a portrait photograph of the artist when in his forties (1853) showing a picture on the wall behind him, of the famous clipper ship JAMES BAINES. He gives the impression of self assurance. We know that he was an astute business man, and the most promising in the field of marine art in his day. He was married at Selby Abbey in 1835.

On the screen, we were treated to some sunlit scenes of Mystic Maritime Museum, U.S.A. This museum is especially noted for its collection of small boats, and is operated commercially by a Marine Historical Society. It has a vast number of visitors annually who pay for admittance.

Stephen found here some works by Walter's contemporaries, B.D.Metcalf and Duncan MacFarland. What is reputed to be the smallest full-rigged ship JOSEPH CONRAD lies afloat, which was once owned by Alan Villiers. There is also a fine Grand Banks schooner of 1923 vintage, and a typical whaling ship. At Mystic, youngsters are taught boat building and dory types are on sale. There is a workshop where figure heads are carved, and the grounds of the museum house replicas from former times of a sailor's church and a tavern which is extremely popular with visitors. The effort is to produce a marine environment.

We saw a slide of the Irish packet VICTORY, and on the reverse of the picture was some interesting writing by one James Murphy of Cork, 1880, who said that he remembered the launch of this steamer, and that he had paid ten guineas for the picture. Holyhead skyline is in the background.

North of Boston, we next visited Salem where the Peabody Museum is situated. The houses are a type which would once be occupied by the flourishing shipowners, much as those in Abercromby Square, Liverpool, would at that time.

In South Virginia Mariners Museum is a picture of a vessel named ELLEN BROOKES, which Stephen photographed. She was once stranded on Taylor's Bank, Mersey estuary, and was refloated.

Newport News Mariners Museum is the home of Walter's picture of BRUTUS, but what is most important is the typical Mersey sailing flat in the foreground, rich in detail - a type of vessel long since obsolete.

Next, in a view from the Staten Island ferry, we saw the impressive New York skyline and came to South Street Museum where can be seen afloat the one-time Liverpool ship WAVERTREE restored to something like her former glory, with typical painted ports. Also in the dock is PEKING, which served in Britain for so long as the training ship ARETHUSA. She only arrived in U.S.A. as recently as 1975.

Here, beautifully recorded on colour slides, were the results of Stephen's search.

It is pleasant to reflect that unlike many another artist, Walters enjoyed quite a measure of affluence. He had a long life, being born at sea between Bideford and London in 1811 and he died at 76 Merton Road, Bootle on 5th March 1882. He is buried in grave No.390, General Section, Anfield Cemetery, Liverpool. It is

strange that in a row of houses in Merton Road, No.76 was the only one destroyed by enemy action in that block.

Our evening's proceedings then dissolved into the coffee break.

The ensuing question time was lively as usual, Ken Stuttard inquiring where Walter's works could be seen. Various suggestions came of this, and Ray Pugh recommended all those interested to visit the reception area of Bibby Line's new offices on the 4th floor of Norwich House, Water Street, Liverpool. Here will be seen, handsomely displayed and floodlit, a broadside view of Bibby's ISTRIAN. The Manx Museum in Douglas I.O.M. has several of his works on show. We also learned from a Wallasey member that there are one or two of these pictures in the Earlston Road Library in his town across the Mersey.

In 1959, at the time of the Bootle Exhibition, Samuel Walter's pictures were known to be owned by the following:-

National Maritime Museum, Greenwich	54
Mariners Museum, Newport News, U.S.A.	15
Merseyside Museums, Liverpool	5
The Merseyside Libraries	3
Manx Museum, Douglas IOM	6
Mr. F.J. Walters, Southport	5
Peabody Museum, Salem U.S.A.	3
Mrs. Hawkesley, London	3
Mrs. Oakes, Southport	3

and there are many more scattered about the world.

The vote of thanks was proposed by Keith Griffin - "As an artist myself, I consider this to have been a fascinating talk. I have used Walters as a reference book, not for his style, but his infallibility. He can be replied on". After the passing of a century, surely this is a full measure of sincere recognition.

Stephen Riley is to be complimented on the success of his researches into the life story of a local man, who was able to portray those great days on the Mersey - the transition of sail to steam.

N.R.P.

* * * * *

I remember the black wharves and the slips,
And the sea-tides tossing free;
And the Spanish sailors with bearded lips,
And the beauty and mystery of the ships,
And the magic of the sea.

Longfellow

THE IRISH NAVY

In April a large Boat Show was held at Dun Laoghaire and the new patrol ship EMER anchored in the harbour. Illuminated at night, and dressed overall during the day, she lent colour to the show. Her crew mounted a guard of honour for the Irish Minister of Defence.

Her commanding officer, interviewed on Radio Eireann, confirmed that there are now six ships in the Irish Navy, with one building at Cork. Six cadets are training in EMER at present, but SATANTA (ex-lighthouse tender ISOLDA) is the main ship for cadet training. Seagoing crews number about 700 and recruiting is good, except for some shortages in the technical field.

EMER's crew are hoping to proceed to Kiel for the International Navy Week in late June, when fifteen to twenty navies will take part. On the way, a visit to Copenhagen is anticipated. Her captain would not admit to seasickness throughout his career, except on one occasion, and that was in a B. & I. cross channel ship!

Asked about tradition in the Irish Navy, he said that it was rather early for this to take effect as the force was only now approaching its fiftieth anniversary. The corvette era has now gone, but there are still some of the older men who look back nostalgically to the days of MACHA, CLIONA and MAEV (originally British Flower class ships).

MERSEY NOTES

Effluent disposal vessel MARINE SEAWAY ex BRIDGEMAN ex TRIPP (1939) laid up in Birkenhead for some months, was towed away by CHERRY on 8th April to be put on Garston beach for breaking up.

The vulnerability of the Shell Oil Buoy off Amlwch was demonstrated in late March, when the B. & I. container ship KILLARNEY fouled the floating hoses. She was on passage from Dublin to Preston. Fortunately there was no pollution but 1200 feet of hose had to be towed to Holyhead for repair, at a cost of about £500,000. The terminal was closed for five days, with Shell's LACONICA meantime holding off to discharge. In close proximity to Point Lynas Pilot Station, now served by fast launches, the Terminal has been declared a prohibited area. A notice to mariners says - "due to the strength and variability of the tidal streams vessels are urged to allow a wide margin for error in passing the terminal to avoid accidental incursion and resulting damage."

A recurring thought is of ships no sooner sold, than in trouble, under other flags. TASGOLD went badly aground in Malaysia in April. She was previously Ellerman's CITY OF CANBERRA (1961). Even worse was the case of MASTURA, ex ASCANIUS ex AKOSOMBO ex ASCANIUS which was recently sold to Saudi Arabs. In April she was at Dunkirk with damaged propeller and partly dismantled engine. Only fit for breaking up, she was towed to Blyth. So many ships we have known on the Mersey owned by liner companies have led lives very largely free of incident, until they fly flags other than the "red duster". Under efficient marine superintendants, they have fulfilled strict liner schedules, but when tramping, they are seen to crack up.

The British heavy lift ship STARMAN AMERICA loaded cargo in Manchester in March for Rijeka, Yugo Slavia. As often the practice, the deck pieces were welded to ship's structure and in heavy weather, her deck was punctured and even the starboard rudder head sheered off. She put in to Taranto.

The dismantling of New Brighton Promenade Pier commenced in February 1978 - another sad blow to a once popular resort. The ferry pier and stage have already disappeared. And now, with the demolition of the Tivoli Theatre, the laying bare of the Tower Grounds, we hear of the intention to demolish Cliff House and its clock tower in the Mariners' Park. New Brighton has an air of desolation, and it seems to this writer that first Wallasey Council and more recently Wirral Council by their sheer neglect, have supplemented the wrecking process of young vandals. A holiday resort which gave pleasure to many thousands is now a sham-bles. Its position is unique, it still has recreational potential but the authorities do not want to know! As we go to press, Seacombe Ferry Hotel has suffered a complete demolition - another landmark gone.

The M.D. & H.Co. have ordered a new general purposes tender for the Mersey. She will be the fourth to be named VIGILANT, the first having been built in 1876. VIGILANT (built 1953) and only recently laid up has been renamed STAUNCH. SALVOR, still in service was built in 1948 - both have steam propulsion. For economy reasons, conversion of either of these steamers was gone into, but found to be too expensive. The order for the new vessel went to Holland, and she has been successfully launched broadside into the Groningen canal.

By the time this Bulletin is in the hands of our readers, MANX VIKING ex MONTE CASTILLO will be showing her paces on the ro-ro service between Heysham and Douglas. This ship was built at Gijon in 1976 and actually launched with the name MONTE CRUCETE. She has variable pitch propeller and bow thruster. The engines are Pielstick and manufactured at St. Nazaire. A comparison of dimensions is as follows:-

MANX VIKING	2753 tons	length	334ft x 56ft
MONAS QUEEN	2998 "	"	342ft x 55ft
MONAS ISLE	2491 "	"	345ft x 47ft

In early May, Liverpool was visited by a Royal Naval flotilla in commemoration of the Battle of the Atlantic, 1939-1945. With a service at Liverpool Cathedral, this is an annual act of remembrance for the thousands of seafarers who gave their lives in the Allied cause. The British Navy's operational headquarters were at Derby House, and only after six years of unending toil, tragic losses and disappointment, did victory come and right prevail. The enemy's U-boat campaign was relentless and unrelenting from the first moments of conflict to the very last - our lifelines were ever at risk, our resources ever taxed. May we never forget. The flotilla this year was composed of Her Majesty's ships BRISTOL, ARROW, GALATEA and SALISBURY.

On 23rd March, our local Radio Merseyside told how a Canadian warship on a courtesy visit to Liverpool, found she could not dock safely owing to high winds. She steamed out again to the Bar anchorage to await moderation. The announcer laughingly ended the news item by adding - "And the name of the ship - the PROTESTER". Her real name was in fact H.M.C.S. PROTECTEUR. Why, oh why, does the media (and this goes for local newspapers also) so often get maritime information wrong?

Our famous floating crane MAMMOTH continues her daily tasks - what would the port do without her? She came from the Werf Gusto yard at Scheveningen in 1920, has a tonnage of 1542, length 163ft x 89ft. With a lifting power of 200 tons she has only a measure of self mobility, relying on tugs for all major movements.

ANNOULA II ex MELAMPUS loaded cargo in Gladstone Dock in February. She was one of the two Blue Funnel ships trapped in the Bitter Lakes for several years, as a result of the Arab - Israeli war.

The medium sized tanker ALMAK was launched at Cammell Laird (Shipbuilders) - Birkenhead in March, the first to go down the ways this year. She joined ALICE REDFIELD in the wet basin fitting out, which is of similar design.

The new P.S.N.C. cargo liner OROYA arrived in Huskisson Dock No.1 on 17th April to load for her maiden voyage to South America. She came from the Scott Lithgow yard on the Clyde, where her sister OROPESA is fitting out. How good it is to see the Furness group placing orders in the U.K. Good too, to see the regular stream of P.S.N.C. vessels loading at Sandhills - ORBITA, ORDUNA, ORTEGA, BANBURY and BENLAWERS. The last two, on charter, may soon be phased out, and ORCOMA seems to have forsaken the Mersey for the time being. As these notes are completed, it is announced that the Queen's Award has gone to the P.S.N.C. for meritorious service to industry - congratulations!

N.R.P.

I know not why I yearn for thee again,
To sail once more upon thy fickle flood;
I'll hear thy waves wash under my death-bed,
Thy salt is lodged forever in my blood.
Yet I have seen thee lash the vessel's sides
In fury, with thy many tail'd whip;
And I have seen thee, too, like Galilee,
When Jesus walked in peace to Simon's ship.
And yet, for all, I yearn for thee again,
To sail once more upon thy fickle flood.

W.H.Davies

APRIL MEETING

The "Members Exhibition and Slide Evening" was held at the Museum on Thursday 13th April. Paintings, drawings etc. were shown by Keith Griffin, E.P.Lewis, Dennis Boyes, Ray Pugh etc. The picture which particularly took my eye was of WANDERER, immortalized by John Masefield. She was depicted in a dismayed condition, with loose rigging trailing in the wind - the painter was E.P.Lewis.

We had rather a lengthy coffee interval whilst a council meeting was held in another room.

After this, our Hon.Secretary showed us some slides of barges, being excavated by the Museum people at Parr, near St.Helens, on the Sankey Boat Canal. Their names are not known but it is thought

that they were abandoned between 1870 and 1890, and that they were built around 1828/1830. There are three craft and measurements have been taken so that drawings can be made.

Then we had an illustrated talk by Mr. R.G. Loram, concerning a job completed in the 1960's by Land-Marine Ltd. This was the laying of an oil pipeline across the mouth of Ceuta harbour, N. Africa. We saw how a pipeline is cleaned or tested for obstruction by the use of a "pig". This is a double disc, the same diameter as the pipe, which is forced through by compressed air. We were amused by Ceuta's very antiquated fire engine, and also the eagerness of the Spanish work force to be included in group photographs.

To conclude the evening, Gordon Ditchfield showed us his colour slides of recent coastal cruising trips. WAVERLEY was shown on her sailings between Liverpool and Llandudno and Fleetwood. BALMORAL was also shown on her sailings from Penarth to Ilfracombe, St. Ives and Scilly last autumn, with landings on another occasion at Lundy Island.

Altogether, an interesting evening and well attended.

N.R.P.

WAVERLEY's GROUNDING - 15th JULY 1977

"One quality which is certainly not lacking in David Neill, master of WAVERLEY, is frankness." So said the Glasgow Evening Times after the occurrence.

In Captain Neill's report on the accident, which fortunately caused no injuries to passengers or crew, he said "We departed on the daily run from Anderston Quay, Glasgow at 10.34 on 15th July 1977, some four minutes late, and with two delays due to shipping movements in the river coupled with a strong flood tide, Kilcreggan was not reached until 12.37, some seventeen minutes behind schedule.

"The vessel had a particularly arduous commitment this day due to an American charter from Greenock and Dunoon that evening which entailed returning to Glasgow against an ebb tide on her normal public schedule, before returning to Greenock and Dunoon for the charter. I therefore decided to save every possible minute that I could, and cut to the northward of the Gantocks, close to No. 31 red can buoy, a manoeuvre seldom attempted in a paddle vessel due to the characteristic slowness of response to the helm. I have done this manoeuvre on several occasions with this vessel in favourable weather. It was accomplished without incident and the vessel arrived Dunoon at 1300 and departed at 1307 some 22 minutes behind schedule.

"After the cruise to Loch Goil, and having made up 15 minutes of the time, I decided to attempt the same manoeuvre again, which saves about ten minutes, but the vessel was slow to respond to the starboard helm, mainly due to the port list given to her by the passengers, awaiting disembarkation at Dunoon, all standing on the port side. I found myself bearing down on No.31 buoy. Rather than risk damaging the port paddle wheel severely by running over the buoy, I decided to order full astern, so as to back to the eastward and make another approach. I thought that having given a double ring full astern and with the tide fairly well up, I could just clear the northern tip of the rocks. This was an error of judgment on my part and I accept full responsibility for this decision to have kept steaming and run the buoy down would have caused less damage than grounding.

"She struck the ground at 1445 holing her in three places. When the extent of the damage was assessed I made an attempt to refloat, using her own power at about 1515 but this was unsuccessful. All passengers were landed via SOUND OF SHUNA and other vessels between 1530 and 1600 together with catering and engine-room staff not required."

In a less official account given to "Paddle Wheels", the bulletin of the Paddle Steamer Preservation Society, Captain Neill recounts:- "On returning from Loch Goil, despite ordering hard a starboard at the usual place for the intended manoeuvre, it was clear that the ship was not responding to the helm as she should have done. I called to the helmsman, from the wing of the bridge, "Is she going to make it?" The replay came back "Nae bother, skipper". But despite this assurance, a couple of minutes later, it was clear that she was not going to swing completely clear of the buoy. A quick look aft, told me that, if she stopped quickly and backed straight, I could get clear of the reef. I rang "stop" - "full astern" with an emergency ring, but it was not to be. She listed over, she went against the rudder and bump she was ashore by only 20/30 ft. I could never re-live that fateful two minutes. It was horrifying for me".

"I knew the tide was falling. I couldn't risk taking the ship off until the extent of the damage was known. There were seven hundred passengers aboard.

From this account, we must feel sympathy for Capt. Neill in his dilemma. It would seem that efforts to make WAVERLEY pay her way, caused programming difficulties and the schedule was timed

too tightly to make due allowance for weather and strong tides. Captain Neill has since resigned from the board of Waverley Steamship Co. WAVERLEY arrived at Newhaven in April 1978 and has since been cruising from the Thames, visiting also Southampton, Bournemouth etc.

As soon as I began to name a star,
Or judge a ship by rigging, mast or spar,
I, seeing more with eyes than with my mind,
Had fears that I would soon go beauty-blind.
But now, not caring if the ship that's seen
Is schooner rigged, a barque or brigantine,
I look beyond my eyes, to where she rides
Under a rainbow, beautiful; or glides
Before the wind

W.H.Davies

BLUE FUNNEL'S FAREWELL TO THE MERSEY

The ending of the Alfred Holt association with the Mersey after 112 years is a sad event. In May PROTESILAUS loading at Birkenhead, is the last true Blue Funnel ship to depart. The company which now operates the cargo service to the Far East is the amalgamation of two old rivals, and is known as Ben Ocean. The final departure will be by BENCRUACHAN in June 1978, which has twin cream coloured stacks. The old order changeth, indeed.

Ben Ocean took a long hard look before withdrawing from the Mersey. The cause is the extension of container traffic, and the increase in the bulk carriage of timber, whilst general cargo traffic has declined. Liverpool is remote from continental ports, and so what general cargo remains will be loaded at Hull. What we do not like admitting here is that this is just one more of the niggling disadvantages of the E.E.C. Liverpool is not a winner within the Common Market! At its peak, four Blue Funnel vessels would be loading together at Birkenhead in post-war years. There were eight sailings per month from the Mersey. Discharge from the Far East was at Gladstone Dock. The "China boats" were an institution - and now, from Duke Street Bridge, and Cleveland Street, not a Blue Funnel in sight!

* * * * *

Thursday 11th May was a memorable day for thousands of Merseysiders, who journeyed into the city during the evening to welcome the Liverpool football team back from Wembley. For the second consecutive year, Liverpool F.C. has brought the coveted European Cup to Anfield, and we feel proud that the team which bears our city's name is the first British team to triumph in this way. Strange though, that only in sport can Liverpool show Britain one way of imposing its will on the Europeans who otherwise have it all their own way. On this date also, the first A.G.M. of "Friends of the Ferries" was held, a Society formed to oppose the total closure of Mersey ferries.

But it was to the Museum for our own Annual General Meeting, the thirty-sixth to be held, that our members made their way amid the merry youngsters, with their red scarves and banners, there to welcome the open-top bus with their team.

Dr. P.N.Davies took the chair for the last occasion of his three year stint as Chairman, and before the main meeting there was a short period of Council deliberation.

At 7.30 p.m. after the notice convening the meeting, and several apologies for absence, the Hon.Secretary read the minutes of the 35th A.G.M. We then came to consider the annual report and statement of accounts for the year ending 31st March 1978. The Hon.Treasurer described the picture as a healthy one. Last year's schemes had succeeded and there had been no decline in attendances after deciding to dispense with reminder cards for a trial period. Postage costs decreased by 25% - a gratifying economy.

The cost of printing the Bulletin shown last year as £166 was for three issues paid for, whilst this year £186 represents all four issues paid for. One hundred pounds has been transferred to deposit account, and Mr.Tozer recommended that subscriptions should not be raised this year. There was an increase in current subscriptions of £51 over last year. Regarding arrears of subscriptions, it seems a very reasonable practice that if a member is three years in arrear, and perhaps nothing is heard of him, his name is deleted from the membership roster.

We then came to a domestic matter. It seems that it would be advantageous for the Society to possess its own kettle and crockery for the coffee break. This was passed in council and re-affirmed by the body of members. It may be an item where the cost is £50 or somewhat more, and this matter will be left in the

capable hands of Miss Sue Welsh.

There are no plans at present to produce Transactions, and it is felt that the Bulletin reports of meetings are covering this requirement at present.

Reverting to subscriptions, our Treasurer spoke of a matter which he keeps in mind where it may happen that some valued member, maybe through age or other reason, is under strain to pay the full amount. Should anyone be in these circumstances they are asked to approach Mr.Tozer privately, for he felt sure that suitable means could be found, and the matter would be treated in all confidence.

Our Secretary said that next season's talks may include one by Capt.Cris Daniel who sailed as first officer in the replica of Drake's GOLDEN HIND, and several other ideas are taking shape.

The work put into compiling the Bulletin is warmly appreciated by members, and the tendency may be to spend more of the Society's funds on it, and perhaps thereby attract a larger membership. There was a suggestion in council that the Bulletin might have a thicker cover, or even an illustrated cover for each quarterly issue. Keith Griffin very kindly offered to assist Ray Pugh with any design work necessary. The Bulletin is a co-operative effort, and the manner in which members rally round is much appreciated.

It is hoped shortly to announce the name of the new President of the Society, remembering those who previously filled this office and for whom we have respectful memory; Ronal B.Summerfield 1972-76, Sir Arnet Robinson 1962-72 and prior to that, Sir Ernest Royden. (see Society Notes, page 51).

Our officers now chosen are:-

Chairman:	R.G.Loram
Vice Chairman:	J.Lingwood
Hon.Treasurer:	T.D.Tozer
Hon.Secretary:	M.K.Stammers
Hon.Archivist:	Miss K.Lomas
Hon.Editor:	N.R.Pugh

Council members: K.Stuttard, D.W.Boyes, K.A.Griffin, F.Banks, D.P.Branigan, Miss S.Welsh, were voted back to office en bloc.

In handing over the chairmanship, Dr.Davies said that his three-year period had been full of interest. He was sorry that his attendance, compatible with his University duties had not been 100% but he had done his best and would certainly remain keenly active in the Society. But for the immediate future, Liverpool University had given him long term leave and Dr.Davies is going

to Japan to study the shipbuilding business there.

The Society thanks Dr.Davies for his services to the Society over a long period, and we shall be glad to see him on his return - presumably in February 1979.

In acceding to the Chair, Mr.Loram said that Dr.Davies had set him a high standard to follow. His thoughts drifted to the election of the Speaker in the House of Commons, and how, in a show of feigned reluctance, he had to be dragged to the bar of the House. But really, he did not feel that way and looked forward to his endeavours to emulate his predecessor. He could visualise the possibility of the Liverpool Maritime Museum getting under way in his term, and he believed that our Society has a definite part to play in its formation. Mr.Coney interjected that the Society should certainly be involved in the Maritime Museum project.

After the coffee interval, we settled down to view a film - "The salvage of EMBLEMATIC" made by, shown by, and commented on by Mr.Eric Knowles. This fishing boat was built in 1873 at Sunderland, and eventually came into the possession of the Eccles Brothers of Hoylake. She was of wood and suitable for deep water fishing in the Irish Sea. She was moored one evening by one of the brothers who hurried away to a temperance meeting. A gale blew up, severed her mooring and she floated along the edge of the embankment, settling into a hole made by the sea's ravages. Her hull was embedded in clinging clay, and efforts to refloat her being probably abortive, she was covered by concrete two feet thick. Local people at Leasowe knew she had been buried, and when plans were approved in 1973 to strengthen the embankment, Mr. Knowles waited for the bulldozers to locate her.

We saw the cold wintry seascapes of November 1976, of how she appeared, and by the creation of a lagoon, she was pumped out, strengthened by steel rods and finally floated clear of her clay tomb after 93 years. She was then towed to Hoylake, her former home port.

Liverpool Museum had become responsible for her, so Mike Stammers took up the story and told how it was intended to arrange crannage, and transport her through the Mersey Tunnel. Permission had to be sought from London for this. The M.D.H.Co. were averse to her entering the Mersey, and she was not allowed on Hoylake promenade or slipway. But during the delay, she split in two and remains an obstruction which the Museum has to clear, so as Mike said "they might still become owners of the largest half model in the country!"

It was only by stubborn efforts that she was refloated as she seemed to have a curse on her, and became known to the workmen as the "PROBLEMATIC". Mr.Knowles said that the curse also affected his photography in unusual ways.

We saw a slide of EMBLEMATIC's crew on deck during her sailing days - an ancient photograph. Mr.Knowle's illustrated talk was much appreciated, and provided a fitting conclusion to our A.G.M. and to the 1977/78 season.

N.R.P.

CLYDE HOLIDAY CRUISING

Caledonian Macbrayne announce that GLEN SANNOX will sail this summer (instead of QUEEN MARY II). Calling at Gourock, Dunoon, Largs etc., her sailings will cover:-

Sundays	-	Round Bute, the Kyles, Loch Ridden
Mondays	-	Tighnabruaich, the Kyles
Tuesdays	-	A.M. Rothesay P.M. Loch Long
Wednesdays	-	Brodick and Holy Isle
Thursdays	-	A.M. Round the Lochs. P.M. Round Bute
Fridays	-	Tarbert/L.Fyne, or Brodick, or Campbelltown
Saturdays (Sept.only)	-	Loch Long, or Round Ailsa Craig, or Tarbert/L.Fynne, or Round Bute/Arran.

GENERAL NEWS ITEMS

In April 1978 NEWFOUNDLAND COAST put in to Gibraltar to make steering gear adjustments, whilst on passage from Augusta, Sicily to Cork with fertilizer. Our older members may remember her as BRITISH COAST built by Robbs in 1934 and still going strong. Since her service in the British coastal trade she has been used in deep sea work, mostly between Canada and West Indies. She was in the D-Day invasion fleet, and in spite of narrow escapes, has proved a lucky ship.

A strike of Australian dockers over a sheep exporting quota, brought to light details of ships converted for this trade. Held up, were MASHAALAH, better known to us as the former PORT AUCKLAND (1949) and FARID FARES ex the Swedish Johnson Line's LIONS GATE of 1950. Eventually MASHAALAH got away with 25,000 sheep for the Persian Gulf.

With the closing of the Union Castle weekly passenger sailings from Southampton to Capetown, both the islands of Ascension and St.Helena will no longer receive regular calls. A firm named Curnow Shipping Ltd. have stepped into the breach and purchased NORTHLAND PRINCE which was built at Vancouver in 1963 and has been

trading with Alaska. She has been renamed ST HELENA and will connect the islands with Britain and South Africa. After complete overhaul by Vospers, she will carry 88 passengers. First intention was to base her at Ellesmere Port, but this was changed to Avonmouth.

The first vessel to berth at the Portbury Dock, Bristol on the settling of industrial trouble was the Norwegian KIWI ARROW with a cargo of British Columbian timber.

The French cadet training cruiser JEANNE D'ARC ex LA RESOLUE was in waters off Somalia during the "invasion" of the horn of Africa by Cuban troops, under orders from Moscow in March. She is somewhat unusual in having a very large helicopter deck abaft the bridge and funnel. Her armament includes the Exocet guided missile, and only four 3.9" guns. She was built in 1963, has a complement of 809 and a speed of 26½ knots (according to Janes Fighting Ships).

American pilots on the Panama Canal have threatened to close the Canal as a protest against President Carter's alleged declaration that the Canal will be handed over to the Panamanians by the end of the century. This follows negotiations to this end, as foreshadowed in Mr. Lingwood's talk to the Society in September last. Since this announcement, the U.S. Senate has endorsed the President's proposal.

HMS ARK ROYAL is to be phased out of our Navy at the end of 1978. This will leave the smaller HERMES as the only traditional "flat top".

HAWARDEN BRIDGE was a John Summers' coaster we knew well in the Mersey some years ago, when she was reputed to have sailed for the West Indies. A report came in March that she had been found drifting in 26.02N 79.05W with nobody on board. A United States Coastguard cutter took her in tow for Miami. Her 2 life-rafts were missing, her hold was empty and dry, but the engine room was flooded. There was no radio on board and her magnetic compass was missing. She was built by Scotts in 1940. U.S. Coastguards are trying to locate her owners. Surely there will be a sequel!

But there has been no sequel in the case of CHANDRAGUPTA, an Indian bulker of over 21,000 tons. She had a full cargo of wheat from Portland (Oregon) to Iran. On 5th January this year, she was abandoned in heavy weather at 37.00N 165.20W but no trace of the ship or the 69 people on board was ever found

So much has appeared in the daily press about the AMOCO CADIZ and the terrible pollution her stranding caused on the Brittany coast, that little will be said here. In the aftermath it was of interest and some concern, that the Danish HENRIETTE BRAVO was loaded with a cargo of 2,800 tons of polluted seaweed from Brittany. This was to be dumped at sea, but she developed a heavy list whilst making for Mounts Bay, Cornwall, to shelter. The French Navy tug CENTAURE and Smit's POOLZEE stood by her and rescued all her crew, but the ship sank about 30 miles from the Lizard. That brings some of the filth much nearer our shores, and after all, we did have the TORREY CANYON.

KRITI SUN was a tanker struck by lightning off Malaya in October 1975. A vessel of 65,000 tons she was reported as a total loss, but has now been rebuilt with a whole new fore part. She will trade in future as HAWAIIAN SUN.

The cutting in two of ELENI V ex MARKAB ex SCOTTISH PTARMIGAN by the French ROSALINE off the Norfolk coast has received much press coverage. It happened in thick fog and caused horrible beach pollution. The "V" is probably not a Roman numeral but the initial of her owner N.J.Vardinoyannis and her signal letters happen to be SWIZ. Of 12,680 tons she was built in 1958 by John Brown's for a Clan Line subsidiary.

LINCOLN CASTLE, the last coal burning paddler steamer in daily use on the Hull/New Holland ferry service, has ended her days. She made her last trip in March 1978, when it was found that she would need a new boiler at a cost of £150,000, and at 37 years old, her owners (British Rail) said that they would part with her with reluctance. _____

THE LOSS OF EYOSHI MARU

The following story is told, from first hand experience, by our Vice President Malcolm B. Glasier. Unfortunately space does not permit of its presentation in full here, the original script being most colourful and descriptive. It has, however, been printed unabridged in "Dog Watch" - the journal of the Victoria Ship Lovers' Society of Australia, to whom credit is given for this reprint:-

s.s. LYCAON of Liverpool left Hakodate on 3rd October 1927 bound for Miike, a coaling port of considerable importance in the Shimabara Gulf, lying on the western fringe of the Japanese coast. She passed the long stone breakwater about noon, and proceeded to

do battle with a stiff southwesterly gale which thrashed the waters of the Tsugaru Strait into a state of surprising violence.

The gale was the snarling aftermath of one of the severest typhoons that had swept over the Japan Sea that season. It reduced LYCAON's speed by several knots, and in the high, steep, and troublesome sea, gave her engineers hectic moments as they endeavoured to curb the violent "flogging" which she was wont, in her light draft, to inflict upon herself.

On 4th, the weather began to moderate, and by midnight, with a light northwesterly breeze, a confused swell was the only evidence of the storm's passage. At nine o'clock in the morning of 4th the look-out man on the forecastle head struck two bells to denote an object seen on the starboard bow, and the bridge officers noticed a small junk or sampan several miles away. Closing her, they found that she was no ordinary fishing junk, but just a bare open sampan with neither mast nor sail, and with several people aboard, who were desperately waving a red cloth or flag to attract attention.

Bringing LYCAON up alongside the boat, four Japanese seamen climbed slowly, wearily up the ladder. Each as he gained the steamer's deck made a low pitiful obeisance, and muttered incomprehensible words of fervent gratitude. They were very near complete collapse.

The ship's doctor took charge of them, gave them stimulants, hot tea, brandy - they were not fit for food - and later sent them to the fore cabin where blankets and bedding had been prepared for them. There, they fell into deep exhausted slumber.

Twenty minutes after the little boat was sighted, it was lying on LYCAON's foredeck, and the steamer was proceeding swiftly on her course again. Late in the day an attempt was made to ascertain something of the circumstances which had led to the desperate plight of the four men. But it was only through the pilot, who came aboard off Kuchinotsu, and spoke good English that the full story was learned.

These four men comprised the crew of the EYOSHI MARU, which was a wooden two-masted schooner of 99 tons register, built in 1913. Not long before, she had been fitted with a powerful auxiliary engine, and it seemed that this had contributed in part to the unhappy loss of the vessel.

After leaving her loading port in the Inland Sea, she passed through the Shimonoseki Straits into the open sea on 30th September. The wind came in fitful gusts and the sea was steep and

rough. The sky was overcast and there was a dark ominous gathering of clouds in the southwest, interspersed at the base with vicious flashes of lightning. Perhaps it was an error to have proceeded, but they thought they might slip across the Korea Strait before the storm loosed its full fury.

She had barely lost the lee of the Japanese coast when a blinding squall, the wild demoniac prelude to the approaching typhoon, bore down on her with appalling swiftness. The little craft cowered under the onslaught, and she was left bare in the trough of the sea. The schooner was at last almost submerged, her crew clinging to the rigging, powerless, despairing. At nightfall, one last effort was made to keep EYOSHI MARU afloat. By superhuman efforts, the mate managed to start the engine. They staggered into the teeth of the wind towards Tsu Shima, but it was too late - the schooner could fight no longer. With the racing engine, the seams started in that old oak hull, and the hungry waters found entrance. They managed to launch the sampan which somehow had remained secure, when everything else had been swept away - they boarded it without food or water. Throughout the night, they held on to the sinking schooner by the trailing log line. But on the crest of a towering wave the mate had to use an axe to sever the line, and prevent the schooner hurtling down and crushing them into the sea.

Thereafter, they suffered indescribable hardships. A Japanese steamer passed by without seeing them, and that drove them to complete despair. But next morning, they saw LYCAON's smoke, and it was a long time before they could arouse the strength to try and signal. At last they raised the flag, waved it desperately and were observed and rescued.

The four men were handed over to the harbour police the next morning in Miike. Nothing was seen or heard of them whilst LYCAON was bunkering. But on the morning she left at 6.30 a.m., all four were standing on the quay, waiting to wish the vessel "bon voyage". It was a cold dismal morning of incessant drenching rain. They had been standing there since dawn. Each of them stood there holding a quaint Japanese umbrella over him. As the ship pulled off the quay they bowed repeatedly almost to the ground, and held a hand up in benediction. They were still there, when the ship left the dock gates and the rain obliterated everything in a grey, impenetrable mist.

I do not believe, says Malcolm Glasier, that men ever saw the wings of death overshadow them and hover over them, in more awful form than these four seamen did, and live to remember it.

NATHANIEL HAWTHORN, U.S. CONSUL IN LIVERPOOL

In a March 1977 talk from Radio Eireann, John Ryan described research he is doing on Irish emigration in the last century. At one time, one ship per month was being lost with passengers and crew. The name of Nathaniel Hawthorn has cropped up, for he it was who advocated some things, condemned others, complained of the lack of sanitation, the prevalence of terredo worm in ships' timbers, mildewed canvas and rotten spars.

John Ryan stayed in a Stratford-on-Avon hotel a few years ago, and the boots told him that his room had once been occupied by Nathaniel Hawthorn. Then again, some old charts were bought in a London back-street bookshop, and with them was an engraving of Nathaniel Hawthorn.

Could this be the same Nathaniel Hawthorn who was author of novels and essays, including "The House of Seven Gables" - yes for shurr it was! He was born at Salem, Mass in 1804, and later became United States Consul at Liverpool.

Two million Irish emigrants were embarked in what Hawthorn called the "famine ships" from the Mersey, little knowing what was in store for them. Strange then, that this boy from the backwoods of Maine should become Consul, and have visions of hell, when a thousand souls were crowded on a leaky ark for at least a seven week passage. But there was nothing he could do about it. When he died, he was buried at Sleepy Hollow, Concord, far from Liverpool and the Irish connection.

N.R.P.

SOCIETY NOTES

It is with great pleasure that we can announce that Mr. J.J. Gawne, Chairman of the Pacific Steam Navigation Company, based in Liverpool, has accepted the Presidency of our Society.

As we have already related in this issue, his Company has this year won the Queen's Award for meritorious service to industry. The P.S.N.C. is an old-established Liverpool firm with offices at Wheelwright House, Sandhills, close to the loading berth in Huskisson Dock. We also remember that they were formerly housed in what is now Albion House, James Street, and prior to that on the ground floor of Cunard Buildings, where the present Custom House is situated.

It is understood that Mr. Gawne, a Blundellsands resident,

takes a keen interest in Sea Cadet activities, just as did our previous President, the late Ronald B. Summerfield.

Fresh in our memories are the Silver Jubilee celebrations when Her Majesty The Queen and Prince Philip visited Merseyside on 21st June last. At the reception held on board ROYAL IRIS after the review of mercantile vessels including the P.S.N.S.-chartered BANBURY, both Mr. & Mrs. Gawne were presented to Her Majesty.

Mr. Gawne is the Honorary Consul for Chile in our port, and in January 1977 was honoured with the Order of Bernardo O'Higgins for meritorious services to Anglo-Chilean relations. The order was presented by the Chilean Ambassador at a Ceremony at the London Embassy. General O'Higgins was, of course, the liberator of Chile from the Spaniards.

We look forward to welcoming Mr. Gawne to the Society in the autumn, when our new season commences.

It is hoped that all members have pleasant summer holidays, and that if these are spent by the sea, they will report anything in the maritime sphere deserving of mention. Salty coasters trading to unusual places, the names and numbers of colourful fishing boats - all are grist to the mill and add to our knowledge of the sea scene.

And please do not forget the wonderful opportunity we still have to cruise along the North Wales coast or to the Isle of Man. Full details can be obtained from the Isle of Man S.P. Co., 40 Brunswick Street, Liverpool. The sea air is wonderful - the company great.

Our monthly evening lectures re-commence in September, and we can look forward to Mike Stammers describing his recent visit to the Falkland Islands and what he found there.

All inquiries regarding the Society and membership should be sent to the Hon. Secretary, Liverpool Nautical Research Society, c/o Merseyside Museums, William Brown Street, Liverpool. Communications regarding this Bulletin may be sent to the Editor, N.R. Pugh, 7 Dunbar Road, Hillside, Southport PR8 4RH, Merseyside. Printing is by the Express Typewriting and Duplicating Service, Queen Insurance Building, 10 Dale Street, Liverpool 2.

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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

On stormy nights when wild north-westerners rave,
How proud a thing to fight with wind and wave!
The dripping sailor on the reeling mast
Exults to bear, and scorns to wish it past.

A.H. Clough 1819-1861

Vol. XXII No. 3

July - September 1978

THE ALL-BUT-FORGOTTEN DONKEYMAN

Sunday mornings on Irish Radio often produce interesting sidelights on maritime affairs. In July, Sam McCourtrey, with broad Ulster brogue, described his early childhood in Belfast as the son of a donkeyman in the Head Line steamship DUNAFF HEAD.

It seems that a donkeyman was a petty officer - he was the boss of the trimmers, firemen and greasers. The trimmers were those who took the coal, surprisingly enough, in wheelbarrows, for the firemen in the stokehold to feed the furnaces. In that ship, there were always two firemen to keep nine fires going, and stoking had to be a methodical business. In bad weather, though dripping with sweat, firemen could be

drenched with cold spray and sea water which came down through the fiddley.

Then there were the greasers who squirted oil from long cans at the engine's moving parts. This took forty minutes, and then had to be started all over again. A greaser could graduate to storekeeper, where he kept tally of engine room spares etc., but still had to oil the engine.

The name donkeyman originated because when working cargo in port, this individual worked the donkey engine on deck, and an important cog in the wheel was Sam's father.

After a long voyage, Sam remembered that his father would drink with the carpenter, the bosun and his engineroom pals. Sometimes they would finish the evening in the McCourtrey home, and he would hear the singing downstairs. Invariably his father would have one of the four children brought down to be shown to the carousing seafarers, and the recitation of the ten commandments was always called for. It was never anything but the ten commandments. The men would applaud, say "what a smart kid" and each would give a shilling and a Guinnessy kiss. Mother stood at the bottom of the stairs and took the shillings, for which each child got one penny in the morning.

But, said Sam, all this left him with a legacy. He may now find himself in a party of friends and the subject of what ones father did for a living crops up. The shopkeeper, the solicitor, the accountant all describe what their fathers did before them, but Sam waits until the end, with a smile upon his face, for his father was a donkeyman.

S.S. GREAT BRITAIN. PROGRESS REPORT

Our member, Mr. H.V. Coney, has made a recent visit to Bristol, and reports :-

"The skyline across the River to the drydock is enhanced by the new funnel, incidentally built by and financed by a well-wisher from the Warwick area. This, with the foremast has now been erected. The whole of the upper deck is being relaid in stages prior to the installation of the replica of the original engine.

The building of the engine is being undertaken by a number of well known British engineering firms.

Above the waterline, the whole of the bow section has been rebuilt and the splendid scrollwork replaced, together with the bowsprit.

Below the waterline, work is proceeding on the keel and hull plates by a special process and the application of preservative coating. The propeller has been installed due to the splendid effort of production by the Stone Manganese Company, Dock Road, Birkenhead, as a gift. This propeller is exactly in the form of the original.

The original rudder has now been placed in position.

I could tell of the remarkable progress made already below decks, to receive replicas of cabins and the original pump gear for bilges, etc.

Due to a very substantial financial gift from the City of Bristol (Avon) Council, the cost of the deck timber and masts has been assured.

The Museum and souvenir shop bring in good results. Mention must be made here of the splendid gift of the portrait in oils of GREAT BRITAIN by our own council member Keith A. Griffin. It is displayed in a prominent position, and I was assured that copies are bringing in a good revenue.

The care of visitors has now been improved. The seating is modern and very comfortable in the coffee bar - this alongside a huge car park makes a visit to the "ship" a very worthwhile outing to young and old alike. It is indeed a worthy tribute to that remarkable man Isambard Kingdom Brunel."

To make this periodic visit, Mr. & Mrs. Coney took the "inter-city" from Lime Street Station, Liverpool at 9.20 a.m. arriving Bristol direct at 1.5 p.m. And, as they say, in complete comfort, away from crowded and dangerous motorways.

A surprise was to be in store, for immediately in front of them at the GREAT BRITAIN turnstile, was the millionth visitor. The Chairman of the project, Mr. Richard Goold Adams, and the Director, Commander Joe Blake, met the lucky man and his wife. They were Mr. & Mrs. Leonard Wenham of Maidstone who were handed

glasses of champagne, and presented with the gift of a silver medallion bearing the image of GREAT BRITAIN. This little ceremony was to the delight of dozens of school children and their teachers. The taking of photographs marked this milestone in the preservation project.

Mr. Coney further remarks that despite the weather this year, attendance to view the ship has remained constant, and as the outline of the deck improves, the scheme will become more obvious to people using the main Hot Well Road. Where there used to be a large timber storeyard, a wide open area is ideally situated for onlookers. Also, he noticed that a ferryboat has now started to work to and fro.

* * * * *

The people along the sand
All turn and look one way.
They turn their backs on the land.
They look at the sea all day.
The land may vary more;
But wherever the truth may be -
The water comes ashore,
And the people look at the sea.
They cannot look out far,
They cannot look in deep.
But when was that ever a bar
To any watch they keep?

Robert Frost.

* * * * *

LOWESTOFT MARITIME MUSEUM

The Duke of Edinburgh opened Lowestoft Maritime Museum on 12th June. Naturally there is much material of antiquity in the fishing industry. The museum has come into being through the activities of Lowestoft and East Suffolk Maritime Society (founded 1959). In preparation for the museum, members visited similar ones at Anstruther, Buckler's Hard, and Exeter. Perhaps these places have not had the political wrangling which has bedevilled for so long Liverpool's attempts at such an institution.

* * * * *

THE OLDEST SQUARE-RIGGED VESSEL IN COMMISSION

From the Winter 1978 issue of "The Cape Horner" edited by our Vice President Malcolm B. Glasier, it is learned in an article by Capt. W.T. Harris, that GAZELA PRIMEIRO is the vessel in question. She is a barquentine of 300 tons built in Portugal in 1883 for the Greenland and Newfoundland fishing grounds.

Her owners are Philadelphia Maritime Museum of which Richard K. Page is Director. They acquired her in 1970 and she was sailed across the Atlantic from Portugal by a volunteer crew. Then until 1975 she was open to the public in Philadelphia, when the museum staff prepared her for "Operation Sail" 1976. Five training cruises were carried out, with U.S. Sea Cadets. She is now back at her berth in the Museum's basin.

GENERAL NEWS ITEMS

The motor tug HENDON built last year by Dunstan's of Hesse for Lawson Batey & Co., Newcastle, has been purchased by The Alexandra Towing Company. She has taken up duties at Swansea.

A new lifeboat was placed on station by R.N.L.I. in June at Moelfre, Anglesey. Name - HORACE CLARKSON.

In Bulletin Vol. XXII No.1 it was said that FAIRSKY ex HMS ATTACKER had gone to the breakers. It is now known that she has had a reprieve, and is a floating hotel/restaurant in the Philippines.

ANANGEL PRUDENCE went ashore in the mouth of the Mississippi in May, and blocked channels. Five tugs finally got her off, loaded as she was with North Sea oil from New Orleans. She will be better remembered as the British ORISSA built by Lithgows in 1956.

HMS WORCESTER ex EXMOUTH, training ship, went to Belgium in July for scrapping. She was built in 1904 by Vickers, Barrow in Furness, to resemble a wooden wall of the previous century. She was managed by the Thames Nautical Training College, who moved to shore premises.

The name WINGA may remind some members of Glen & Co., a Scottish shipowning firm. The Indian ship RADIANT ex WINGA, 2234 tons sank after a collision in February 1978 on passage from Port Okha to Cochin. Builders - Hall Russell, Aberdeen, 1957.

GALWAY BAY ex CALSHOT (tender) still serves Inishmore, Aran. NAOMH EANNA is temporarily laid up at Galway. Crew on strike.

Helicopters seem to hover continuously around the North Sea oil rigs, bringing in personnel and spare parts. But Shell have on charter the Swedish ferry STENA GERMANICA to transport men and supplies between Aberdeen and the Brent Field. This may take some of the pressure off the overworked airfield in Shetland too. In that area Shell have six platforms to service.

Seaport '76 Foundation of America has built a full scale reproduction of John Paul Jones first sloop - PROVIDENCE - in fibreglass; and she sails well.

The Swedish Lloyd passenger/car ferry PATRICIA which has been laid up at Gothenburg since last autumn has been sold to Greeks. She last ran between Spain and Southampton.

For the summer months Sealink's car ferry LORD WARDEN is operating a new service between Fishguard and Dun Laoghaire, with a capacity for 971 passengers and 120 cars. The passage takes $5\frac{1}{2}$ hours.

The motor trawler ST LUKE ex BOSTON LIGHTNING ex ADMIRAL BURNETT was hauling in nets 170 miles east of the Tyne in May when there was an explosion. It is presumed to have been caused by a mine, and in response to distress signals, 12 vessels and aircraft from Britain, Denmark, Germany and Holland proceeded. All hands were saved, but the trawler sank.

In the southwest approaches, the new "Island" class ships have been in use on fishery protection. HMS GUERNSEY arrested the Spanish trawler VISITACION DE SOTO and escorted her into Plymouth, where the master was fined £1500 and £700 costs for illegal fishing.

The Spanish trawler GOIZALDE ARGIA was escorted into Milford Haven by the "Island" class HMS LINDISFARNE for alleged illegal fishing off Lands End, an instance where a Nimrod aircraft photographed the suspected boat to substantiate the claim. The Royal Navy has responded to the criticism of the "Island" class. It is said that these 17 knot trawler type ships are proving highly efficient, and two more are to be built, owing to recent extension of fishery limits. Sixty percent of their lives is spent at sea and although this is hard on crews, they are popular and good sea boats. It has been found that only 25% of trawlers investigated could exceed 15 knots.

A WARTIME MEMORY

On 27th December 1940, the Isle of Man Steam Packet Co's VICTORIA was mined northwestwards of the Mersey Bar, in the area known as Zebra Flats. She was made powerless, and before naval vessels arrived on the scene, the passengers, few in number, were taken aboard the Fleetwood trawler MICHAEL GRIFFITHS and put ashore safely in Douglas. HMY EVADNE stood by VICTORIA until she was towed back to the Mersey by HMT DOON and HMT HORNBEAM.

Browsing through wreck reports, I came upon the sad end of this trawler on 31st January 1953. The official inquiry was held at Fleetwood Town Hall 27th-29th April 1954. This steam trawler was built at Beverley in 1919.

She sailed from Fleetwood on 29th January 1953 but put back with a defective pump. Repairs made, she was last seen by trawler AIGRET on the night of 30th off Skerryvore. The wind was northwest nine with snow squalls and a very rough sea.

WYRE GENERAL and VELIA picked up a distress call next morning - "All ships - MICHAEL GRIFFITHS - we are seven to eight miles south of Barra Head - full of water - no steam. Am helpless - some ship please come and help us".

Nothing more was seen or heard of her or her crew of fourteen men. Barra and Islay lifeboats searched, also HMS TENACIOUS and two aircraft. Trawlers SATA, WARDOUR and BRACONBANK joined in, but it was on 7th February 1953 that the first of two life-buoys from the casualty was washed ashore at the entrance to Lough Foyle. One more instance of the danger of the fishermen's calling, and the sadness of the sea.

N.R.P.

SHIPS TO THE BREAKERS

ARMAR ex TINTAGEL CASTLE (1954)
AEGIS GRACE ex MINCHBANK (1958)
ANGLO MAERSK (1963)
PETER MAERSK (1964)
BRAMORA
ARIANTA (1959)
ATHELVISCOUNT (1961)
CHERRY KING ex VITRINA (1959)
VALL COMET ex NICHOLAS BOWATER
HOVERINGHAM III ex GAIST
TONG HOCK ex CLEMENTINE ex ANNA MAERSK (1949)
EVROS ex BRITISH GLORY (1957)
ESSO ALSACE
BENALBANACH ex PANDO GULF ex WOODARRA (1957)
ADY ex DUNBLANE ex REDCAR (1956)
AUCKLAND STAR (Lairds 1958)
ESPEROS ex KING JAJA ex TYRIA (1955)
BENGLOE (1961)
GULF TRADER ex AUTOLYCUS (1949)
KERMIA
KOPIONELLA
NOSTOS ATHENE ex ANTONAKI ex PAOLA COSTA ex PETER MAERSK (1949)
GULF ORIENT ex ANTILOCHUS (1949)
GULF VOYAGER ex IDOMENEUS ex LAERTES (1949)
ARCA (1959)
ESSO PANAMA (1959)
POLA MONIKA ex CEDARBANK (1955)
WORLD FAITH (1964)
READY (Trinity House) (1947)
HMS MAIDSTONE (1938)
MARY ELIZABETH ex ARISTEIDIS (1963)
ASPASIA ex LAOMEDON (1953)
FREDDIE I ex HAZELMOOR (1954)
GOLDEN CITY ex KAVO ASTRAPI ex NORTHUMBERLAND (1955)

MYSTIC MARITIME MUSEUM U.S.A.

Our member Miss McKee is pondering the possibility of a short "flying visit" to what is more a shipping complex than a museum. Would any other member(s) interested in this project please let Miss McKee know, c/o the Editor.

EXETER MARITIME MUSEUM

Recent acquisitions of interest are :-

MISS ENGLAND (on loan from Science Museum) built 1929 for Lord Wakefield and piloted by Sir Henry Segrave, who at 92 mph won the Championship of the World at Miami.

IBIS - a boat said to be constructed of tin, which was used in an expedition led by Licut. Boyd Alexander in 1905. She sailed up the R.Niger, across Lake Chad and down the Nile.

A TONGAN OUTRIGGER CANOE presented to HRH Duke of Edinburgh on the Jubilee Royal visit to Tonga last year.

JOHN PLAYER'S HERO - an elegant 35ft Victorian steam launch, restored to its original glory, which now carries Museum visitors around the basin.

JOLIE BRISE, built 1913 as a Le Havre pilot cutter. She became an ocean racer and won the first Fastnet Race in 1925.

* * * * *

SHIP DISPOSALS (not yet renamed)

ACHILLES	(1972)	to British
AGAMEMNON	(1972)	to Greeks
BARON RENFREW	(1970)	to Greeks
CAPE SABLE	(1968)	to U.S.A.
CUNARD CHIEFTAIN	(1973)	to Italians
CUNARD CARRIER	(1973)	to Phillipines
CITY OF WELLINGTON	(Lairds 1956)	
FORRESBANK		
HAVERTON	(1968)	
OLIVEBANK	(1962)	
OXFORDSHIRE	(1971)	
PATRICIA	to Greeks	
OCEAN BRIDGE	(1970)	

* * * * *

I travelled amongst unknown men,
In lands beyond the sea;
Nor, England! did I know till then
What love I bore to thee.

Wm. Wordsworth

NEW NAMES FOR OLD

REGGAN PROSPERITY	ex HOBART STAR ex BUENOS AIRES STAR ex HOBART STAR (1956)
ANEMI	ex EL KANEMI ex SILVERDENE (1956)
AGATE	ex WELSH TRIDENT (1973)
ARABIAN UNITY	ex BARENDRECHT
BENVANNOCH	ex CITY OF RIPON
BURTON BARBER	ex KENTUCKY ex ALBI PIONEER ex C.BURTON BARBER ex MANTHOS M ex CANTICK HEAD(1958)
ELSTAR	ex OTI ex MANO ex MENELAUS
GOOD TRANSPORTER	ex SPEYBANK
GOLDEN ALLIANCE	ex ATHERSTONE
EUROPE	ex OWERRI ex STENTOR ex MEMNON
ELSEA	ex OBUASI ex MACHAON
EMERALD EXPRESS	ex GLENLYON
MOR	ex LINDINGER AMBER (1972)
PETRA	ex LINDINGER BRILLIANT (1972)
MERCANDIAN CAIX	ex LINDINGER CORAL (1972)
SLEMISH	ex BRILLIANT (coaster 1958)
O'SHEA EXPRESS	ex CLEARWAY ex SPEEDWAY (1970)
LYDIA	ex HELEN MILLER (1969)
ORIENT EXPRESS	ex FLINTSHIRE
WINSTON	ex ST ROGNVALD (1955)
SIMONBURN	ex CITY OF PRETORIA
SIDERIS	ex ANTENOR (1972)
PANSEPTON	ex FREETOWN (1964)
MYRN	ex CITY OF GLASGOW ex CITY OF HEREFORD
LEVANT	ex GIMLEVANG (1958)
R B GIANT	ex MULUS IV (barge)
LADY M.S.CROSBIE	ex CORTES ex BALTIC VANGUARD
WORLD FIELD	ex EDENFIELD ex DEWDALE ex EDENFIELD
PELASGOS	ex LUNE FISHER (1962) (1965)
HALKIS EXPRESS	ex VICTORE (1963)
SEA PRINCESS	ex KUNGSHOLM

THE VARIED FORTUNES OF A CARGO LINER

For Ellerman and Papayanni Lines, William Grays of West Hartlepool turned out the good ship ANATOLIAN in 1955. She was a single screw steamer with triple expansion engine, and in November of that year commenced trading to the Mediterranean mostly from Liverpool, and continued thus until 1963 when she was switched to Ellerman's

Indian service as CITY OF DURHAM. After twelve months, she reverted to her original name - ANATOLIAN.

In 1966 she was chartered to the Cunard Steamship Co. for service to St. Lawrence Seaway, and became ASCANIA, with a red and black Cunard funnel. At the end of that seaway season she returned to Ellermans as ANATOLIAN once more.

Then in 1968 she went again into Cunard's Canadian trade as ASCANIA. When the Lakes season ended she reverted to ANATOLIAN but shortly afterwards was sold to Cypriot owners and became AGIA SOPHIA. Then in 1971 she became FULKA managed by the Gulf Shipping Corporation, and in 1973 that name was changed to KHALID.

Finally in 1975 she was under the ownership of Arabian Gulf Trading Company and flew the flag of Sharjah, with the name GULF UNITY. And with that name, she reached Gadani Beach, Pakistan, to be broken up in February 1978. Demolition is probably complete by now.

Ten name changes must have kept dockyard painters busy with pots and brushes. Craig Carter, editor of "Sea Breezes" is thanked for these details, taken from the "Freighting World". They indicate just one story behind our regular feature of New Names for Old.

EXPLORATION AT PICTON LIBRARY

If you have ever wondered, dear reader, what was happening in the world around the date of your birth, the micro-film unit on the third floor of our wonderful Library in William Brown Street will supply the answers.

Both "Daily Post and Mercury" and "Liverpool Echo" are recorded on film, available free of charge, in hand operated projectors for the asking. Maritime news was well reported in times past and although I never heard any parental complaint that I failed to arrive on schedule, the White Star liner TEUTONIC was three days late in arriving from New York. This was caused by a "terrible Atlantic hurricane" which caused several smaller ships to founder. The Welsford liner IRADA was wrecked at Mizen Head.

Nellie Wallace featured at the old Empire Theatre. But at the Royal Court, there was rather a nasty accident. The pantomime "Humpty Dumpty" was being staged. Miss Delahunt and another actress were tripping towards the footlights when a trapdoor

opened, and they fell into a deep cavern. There was great confusion in the theatre and rumours spread that both had been killed. Actually, they both suffered concussion and were removed to hospital.

Lloyd George spoke at Sun Hall, and Sir Oliver Lodge denied that he was to disperse fog by electrification. A German had invented an aerial torpedo which could be launched from airships with devastating effect. Krupps could produce these weapons in number.

King Edward and his gracious Consort kept the Christmas just after my birthday in their charming home at Sandringham. Mr.J.M. Astbury K.C. and M.P. for Southport had recovered from an illness sufficiently for him to travel to the Riviera for his Christmas vacation.

As the result of a special "hotpot fund", ten thousand meals were distributed to the homes of the less well-to-do on that Christmas Day.

Besides the accident at the Royal Court, there was another one at Seaforth Sands Railway Station at 11.36 p.m. The last but one train from Dingle that night, crowded with passengers, crashed into the buffers. It was said that the cause was greasy rails, and 22 people were injured.

The "Liverpool Echo" cost one halfpenny. Surprising as it may seem, unemployment on Merseyside was so bad that the "Daily Post" and "Echo" offered to publish "employment wanted" advertisements from skilled workers residing within ten miles of the city centre, free of charge. Now, there's an idea!

N.R.P.

CANAL AND RIVER NAVIGATIONS

.....is the title of a comprehensive book on waterways by E.W. Paget-Tomlinson, M.A. There are many line drawings by A.J.Lewry, colour plates by C.V.Waine and maps showing all canals and waterways by R.J.Dean. The format of $11\frac{3}{4} \times 8\frac{1}{4}$ " with 361 pages in a good hardback cover make it a substantial volume, and we know that the author put much work into its compilation. The price applicable to the first thousand copies is £13.50 post free, from Waine Research Publications, Mount Pleasant, Beamish Lane, Albrighton, Wolverhampton. WV7 3JJ.

THE TUBULAR LIFEBOATS. 1850 -1939

This is the title of "Papers on Lifeboat History No.4" by our Bristol member Grahame Farr. It is a most interesting booklet, dealing extensively with tubular lifeboats used at Liverpool, New Brighton and Rhyl, and as the introduction points out, they were a strange phenomenon differing from any other type.

The booklet is well illustrated and can be obtained, price 60p including p. & p. from the author and publisher, Mr. Grahame Farr, 98 Combe Avenue, Portishead, Bristol BS20 9JX.

In regard to the research which went into this study, acknowledgment is made for help given by Messrs. M.K.Stammers, E.W.Paget-Tomlinson, E.W.Moxey and Captain Colbeck. So far, no photograph of the Liverpool tubular has been found and if anyone knows the whereabouts of any photographs of Magazines, Liverpool or Formby boats in the pre-R.N.L.I. period, Mr.Farr would like to know.

To turn away from lifeboats, Mr.Farr remarks, as a supplementary to Mr.Concy's progress report - "GREAT BRITAIN now has her poop decked over, a funnel and the mainmast in place. A replica engine is being built, and decking of the poop will enable much more to be done in the dry space below decks." So, it is felt that on this subject, we are very well informed.

N.R.P.

MERSEY NOTES

The new buoyage tender VIGILANT built in Holland for the Mersey Docks and Harbour Company arrived at Liverpool on 18th July. Capt. G. Summerfield.

ALICE REDFIELD sailed from the Mersey for Havre on her maiden voyage 19th June, leaving ALMAK as the only merchant ship fitting out at Birkenhead.

From Bram Hallam, I hear that two French tugs - ALERT and AGILE - have arrived in Liverpool, and may shortly be seen on barge work. CHERRY ex CHERRYGARTH may not be with us for very much longer.

POLYTHENE was a coaster often seen in the Mersey a few years ago with the I.C.I. funnel markings. She sailed from Shoreham in

June this year for St.Vincent W.I.

In May it was sad to see OBUASI and OTI laid up in Sandon Basin, as a result of the shipping recession, which has hit many firms badly, including Ocean Fleets. They were soon sold, however, and OTI ex MANO ex MENELAUS was renamed ELSTAR. She sailed for Cork to load milk powder for Vera Cruz, and when leaving that port, went on soft mud near Cobh. She refloated with her own power, apparently undamaged.

The modern frigate ACTIVE F.171 made a visit to Liverpool on 17th May, fresh from supervising the fleet of vessels attending the wreck of ELENI V. The forepart of the tanker was finally blown up, to seaward of Lowestoft by a team of divers from HMS PLYMOUTH on 30th May. DECCA RECORDER stood by to survey the area after the explosion, which was seen on television. A fleet of tugs attended the salvage operation for spraying duties and towage, including :-

GUARDSMAN	LADY SARAH
IRISHMAN	LADY ALMA
SCOTSMAN	RALPH CROSS
STAR PEGASUS	CRAGSIDER
CALSHOT	MOORCOCK
ROMSEY	KINLOSS
EGERTON	CAPT. ANDY (U.S.)
SUN KENT	HECTOR READ
SUN XXV	MISS NATALIE

It will be remembered that the stern half of the tanker was towed to Rotterdam and discharged of the cargo. In July, this part of the tanker was towed to Bilbao for breaking up by SMIT HOUSTON.

PHOTINIA of Stag Line has been a frequent visitor to the Mersey, both in the role of bulk carrier, and for a time, as a cable layer. Anchored off Milwaukee this spring, she dragged her anchor in a sudden storm and went aground. Her crew of thirty-three men was rescued by helicopter, but when the bottom damage was assessed, she was abandoned to the underwriters.

The three masted topsail schooner ESTHER LOHSE was in the Mersey, and docked at Birkenhead on 10th May. She has been used in the television serial "The Onedin Line". A lady on the dockside

seemed very disappointed, as she had thought whilst watching TV that the schooner was a much larger ship.

The Sail Training schooner MALCOLM MILLER embarked a female crew in Morpeth Dock on 12th June and sailed.

Cammell Laird's new construction hall was opened by Princess Anne on 5th July, when she laid the keel of a further SHEFFIELD class missile destroyer. Ships can now be built under cover, up to 135,000 tons. Although the present ship-building climate is so bleak, things are expected to improve in the 1980's. It is good to know, that the British Government has decided, after all, that warships will continue to be built at Birkenhead.

MARY ELIZABETH, the subject of a long drawn out dispute, sailed away from Gladstone Dock at the end of June, to be broken up at Bilbao. She was brought out of dock by the tugs ALBERT, ALFRED and CROSBY and a Spanish tug took over at the Mersey Bar. So, when is a ship a factory? What never? Well hardly....

With the closure of Western Shiprepairer's yard Birkenhead in July, formerly the shiprepairing side of Cammell Lairds, there are no plans for the future. About a dozen apprentices who were serving their time have been offered work with the Mersey Docks and Harbour Co. The large Princess Graving Dock, close to Woodside Ferry will lie idle. After all the excavation work which went into its construction, it has never been fully utilized.

Some of the most palatial shipping offices in Liverpool nowadays are those of the United Arab Shipping Company, above the Old Hall Street entrance to Moorfields Railway Station. Fortunately for a number of redundant shipping clerks, this company has been able to offer them employment and make use of their long experience in the industry. A large shipbuilding programme is now ending, and the Kuwaiti fleet totals 58 large modern vessels, employing many British officers. The firm was born in Liverpool only 15 years ago.

The 55,000 ton tanker ALVINUS was launched by Cammell Lairds on 19th July, and has joined ALMAK in the wet basin.

The Pacific Steam Navigation Co. are preparing for a removal. Their new loading berth will be on the south side of Vittoria Dock, Birkenhead (middle and west) which used to be occupied by the Blue Funnel Line. At the time of writing these notes, it is not known if the offices will also move across the Mersey. There will be larger shed space and container stacking facilities, and whilst the berths are rail-served, the M.53 motorway is quite near.

The P.S.N.C.'s move is back to the Birkenhead they left in 1904, and will be very close to the date - 6th September 1838 - or the 140th anniversary of the firm's founding. Bram Hallam reminds me that the P.S.N.C. was once known as "the Birkenhead Navy" and that Pacific Road is a reminder.

The long awaited arrival of MANX VIKING ex MONTE CASTILLO has come to pass. She left Leith after labour troubles, a fire, and difficulties over hull modifications, on Saturday 29th July and arrived Douglas at 7 p.m. on Monday 31st. After storing, she is making some cargo-only trips from Heysham to Douglas, and should be carrying passengers regularly soon.

It would seem apparent that the delay in operating MANX VIKING has put a strain on the Steam Packet Co. this summer. Quite often, their six vessels have been kept at full stretch.

The Saturday of the Spring Holiday was notable for a freak sea fog which lasted throughout the night and right through the daylight hours. It covered the Mersey channels from Formby Float to New Brighton's Tower Buoy, but left the river clear with three mile visibility. Even the big golf tournament promoted by Colgates at Royal Birkdale was affected by swirling summer fog. Throughout the period, it should not go unrecorded that Port Radar did wonderful work in guiding vessels between the line of buoys, warning them of other ships in their path, and giving that little bit of encouragement which means so much when things are "as thick as a bag". Pilots and masters made complimentary remarks, for they do a good job at Seaforth.

The Wallasey-based Mercantile Marine Service Association, which has fought to absolve Captain Lord of CALIFORNIAN from blame in the TITANIC disaster, has had notable success. They have successfully obtained a provision in the Merchant Shipping Act 1970 to ensure that no similar case can occur where a witness is left without right of appeal after censure by a court of inquiry. From the time of the TITANIC sinking until his death in 1962, Captain Lord always declared that he was blameless, and that CALIFORNIAN was not "that other ship". He said that he personally would have jumped into the sea to rescue survivors had he only known that they were there.

The German cadet training barque GORCH FOCK was seen under full sail approaching the Mersey Bar on Sunday 28th May, for a short stay in Nelson Dock.

N.R.P.

My bully boys of Liverpool, I have you to beware,
When you sail in a packet ship, no dungaree jumpers wear,
But have a good monkey jacket all ready to your hand,
For there blows some cold nor'westers on the Banks of
Newfoundland.

There was Jack Lynch from Ballinahinch, Jim Murphy and Sam
Moore;

It was in the year of sixtytwo those poor boys suffered sore,
For they'd pawned their clothes in Liverpool, and they sailed
as they did stand,
And there blows some cold nor'westers on the Banks of
Newfoundland.

Anon.

UGANDA AND HER CRUISING

The 25 year old turbine liner UGANDA is maintaining a continuous programme of cruises throughout the year. She leaves the U.K. in October and works 11 - 14 day cruises from Mediterranean ports with air connection to Britain. There is a refit period in March at Malta, and she returns to the U.K. in May. She is chartered by the National Trust for Scotland for one cruise in June or July. In 1977 the itinerary was Glasgow/St.Kilda/Kirkwall/Gothenburg/Oslo/Sunderland. In 1978 it was Glasgow/Rhum/St.Kilda/Reykjavik/Thorshavn/Aalesund/Dundee, though the weather prevented a landing in Iceland which had been keenly

anticipated. However, there were compensations, for we had a wonderful time in the Faeroes, and the writer voyaged to the northern fishing port of Klaksvik, where a tasty lunch was served in the Seamens Hostel to a party of 180. The ferry DUGVAN took us there in two hours, and other parties visited islands in the group. After a warm welcome at Aalesund, sailing up the deep fjords to Oie was a never-to-be-forgotten experience, in warm sunshine. Our sea passages however were sometimes grey and misty, some days with never a ship, nor even a seagull visible.

Next year's cruise will commence on 9th July and Trust members will be able to apply for berths in November 1978. Cabin and dormitory classes account for 1100 berths, and this is primarily an adult cruise. The itinerary is to be Glasgow/St.Kilda/Scapa Flow/Amsterdam/Kristiansand/Dundee. Fares not yet fixed. Membership of the Trust costs £5 per annum, and entitles free entry to "stately homes and castles" open to the public both in Scotland and the remainder of the U.K. The editor will be pleased to give any further details, and can vouch for excellent organization by the Trust, and within the orbit of the "P. & O. Navy".

N.R.P.

PEOPLE AND PLACES

There has been an interesting series of features broadcast by our local Radio Merseyside at 11 a.m. on Sundays and 6.30 p.m. on Wednesdays. The presenter has been Mrs. Gin Freeman, and by the questions asked, the programme has been informative about our Merseyside district and its people.

The first programme concerned the Dock authority, and the Managing Director of the Mersey Docks and Harbour Company, Mr. Fitzpatrick was the first to be interviewed. He spoke of our beautiful Dock Office on the waterfront which must be one of the best known buildings in this country. It was built in 1907 and is now the subject of a preservation order.

Mr. Ron Broughton, Assistant Marketing director, spoke of showing visitors around the docks and the preconceived ideas borne in mind. Some have asked to see where the slaves were tied up at Albert Dock, but he has to disillusion them for the slave trade ended in 1807, and Albert Dock was not built until 1825.

Some humour came when Dolly Mollineux was interviewed, for she works in the Canada Dock canteen, and said that the dockers

do not carry their "butties" any more, though they can bring in their own sandwiches to eat there if they wish. There is pic and chips or sausage and chips for 30p, salad for 28p. The dockers get a good cup of tea in a nine ounce cup and saucer. She remembered the rat-ridden nissen huts but nowadays hygiene is all important. The canteen is scrubbed out twice each day, for Port Health department have a large say. She said that she found dockers respectful to the women workers and careful to guard their language.

Also from Canada Dock came Policewoman Barbara Holland, one of five on the strength of the M.D. & H.C. She said the women police did basically the same job as the men, and were there to search females when occasion arose. She was rather inclined to dismiss the fact that she had recently rescued a would-be suicide from the Mersey. Because of this rescue, she got the nickname "Mrs. Webb" but others called her "fish and chips" because she was always in the paper.

The second "People and Places" programme took place on board MONAS ISLE on the first trip to Llandudno of the 1978 season. It was an excellent advertisement.

Mrs. Freeman first spoke to Captain David Hall, who has been with the Manx Company for fifteen years, but hails from the northeast coast and is from a seafaring family. He said that he knew many of the "regulars" and that it was always nice to see people enjoying themselves, and the more that came the better. His record request was by Scott Joplin.

One of these regulars - Raymond Brandreth - was next interviewed, and spoke of having made over 2000 sailings since 1946, when his mother first brought him on the ships. The late Mrs. Nellie Brandreth is still well remembered, and after her death a few years ago, was buried on the sea-facing slopes of Caldys Hill. Raymond considers that the advertising of these present Llandudno sailings has been neglected on Merseyside. "Where" he asked "is there a large poster even at the Pierhead?" He would like to see much livelier patronage.

Being on the maiden voyage of MONAS ISLE in 1951 was one of Raymond's memories. Without having had any really exciting incidents, he has been in fog, gales and warm sunshine aboard the ships. He derives the greatest satisfaction from meeting people, and finds seagoing a pleasant change from work in a toy shop.

His record request was "Good Night Vienna" sung by Jack Buchanan.

Next we had the radio operator Barry Byrne, who was making his first sailing to Llandudno. In answer to the question why a radio operator is necessary, he stressed that he is there for the safety of life at sea, and not basically for telegram work. Every ship of over 1600 tons must carry a radio officer. None of his family in Ireland has ever been to sea, and he was attracted not by the sea, but by the prospects of an interesting job. He qualified in April 1975 and joined the I.O.M.S.P.Co. two months later. It had taken him three years to qualify, and now his duties were being constantly updated, and it was necessary to continue studies. As well as normal watchkeeping, he is responsible for servicing navigational aids, V.H.F., echo sounder etc. He chose a David Gates record.

In coming to sea to unwind as reporter for the Liverpool Magistrates' Court, Miss Josie Grice considered she would rather spend money on a sailing contract than a holiday, if forced to make the choice. For thirty years she has been official reporter for the courts - the work is never boring, or depressing, because there is always a humorous side. She expressed herself much concerned about the increase in crime, and is puzzled as to the answer to the present wave of vandalism and football hooliganism, much of it mindless. But, she said, it has a more serious aspect, for respectable people have lost their freedom, and she knows many that dare not go out at night. This is quite intolerable. She thinks that the sea is the only place where one can relax, and that the regulars are sensible folk who will leave you alone if you wish it that way, and if you wish company, then you need not be alone. Occasionally she brings a Solitaire outfit with her. For musical choice, it was "Fingals Cave" - the Mendelssohn overture.

And now the interviewer called on your Editor to be next on turn. His parents spent most summer holidays in Douglas, whence he was taken as a baby in 1909. He was also there when the war broke out in 1914. He said that the "regulars" can be looked upon as a social club, and it is always sad to part in September. As on this first sailing of the season, one or two faces are missing, and we remember the old folk who have passed on during the winter months.

During the interview, the piercing sound of the Mersey Bar Lightfloat's fog signal kept sounding. Ray Pugh spoke of the

changes which have come over our port in recent times - a whole new pattern of things. The big ships are no longer seen from the Pierhead for they dock at Seaforth, and New Brighton which could be a vantage point, no longer has any attraction for visitors. We no longer have passenger liners, but very large cargo ships are for ever on the move.

In the evening sunlight, the German sail training barque GORCH FOCK was seen under full sail. Your editor gave details of her, and was asked how he knew. So he gave credit to the daily reading of "Journal of Commerce" and "Lloyds List". He also spoke of the Liverpool Nautical Research Society and its activities - surely some excusable "plugging". For record choice, it was "The Skye Boating Song".

The Chief Engineer - Don Nelson - considers himself a Liverpudlian, although born in Blackpool and has been with the I.O.M.S.P.Co. for ten years. To the question as to why he went to sea, he replied that he had to, with a name like Nelson. But, he had a struggle and did two years at Riversdale Tec, one year in a Glasgow shipyard and 18 months at sea.

He served in the Persian Gulf and recalled his mother's welcome when she saw the results of that sweat bath, and his reduced figure. He confessed to being an Evertonian, like Billy Butler, and preferred short sea trips so that he could attend matches. Exciting experiences? Well, nothing noteworthy. There was the chap who tried to jump over the "back end" of the ship, but crew stopped him. As a suicide preparation, he carried a suitcase full of coal - but he didn't succeed. Then there was the drunk half way up the mast, brandishing a bottle, but they got him down alright. No, nothing ever happens to Don, no ma'am.

Rob Thompson of Prenton, another of the regulars, made a spirited plea regarding the retention of the remaining Mersey ferries. Timely remarks, when the media appear to be in such haste to see the end of cross-river traffic, except through the mouseholes.

The pleasant and forthright presentation of these programmes on local radio by Mrs. Freeman has won widespread appreciation on Merseyside, and she has the art of putting people at their ease. Each one interviewed must have considered it a privilege to participate. It was also well needed publicity for

these sailings. There are still many people on Merseyside who want both Irish Sea and Mersey cruising to continue, and see no comparable substitute in motor cars.

N.R.P.

MUSEUM NOTES

From our Hon.Secretary we hear that progress on the planning of our new and long-awaited Maritime Museum continues fast. As many members will have already learned, the Museum has published a development plan which outlines a scheme for a major maritime museum project, which will be both a local and national attraction.

The report envisages the construction of a new waterfront building, or the conversion of part of the Albert Dock warehouses. The County Council has sanctioned the formation of a development team of researchers, architects and designers, to produce a costed scheme by the end of 1978. Once this is approved, detailed planning can begin in 1979. The development team already occupies the former Pilotage Office at Canning Dock.

Any member who wishes to see a copy of the outline plan, should contact our Secretary. Any ideas or criticisms would be most welcome. It is hoped that the Society will give the new plans their full backing, because this is the best hope of actually achieving a maritime museum at this time.

As a result of our researches on the collections, we find we have a number of gaps which we would like to fill. For instance, we have a very poor selection of shipping company china, catering equipment and furnishings, from the old style passenger liners. If anyone knows of the whereabouts of such items, we would be interested to hear from them.

We would also like to hear of any historic local boats. Are there any sailing gig-boats left for example? One brave individual David Keenan of Southport, has rescued one of the last wooden Mersey flats - OAKDALE - and hopes to rig her. She was built in the early 1950's as a dumb flat at Runcorn, and has spent a number of years on the Leeds and Liverpool Canal, as a youth club at Lydiate, and later sunk at Burscough. She is now lying in Brunswick Dock. She was not built as a sailing flat, but it is certainly an attractive idea to rig her. Sailing flats disappeared in the early 1940's before any sail preservation societies existed. Today such bodies preserve Thames barges, Humber keels and sloops, Norfolk Wherries and Severntrows. Should we not make the effort

to form a Mersey Flat Revival Society, and put those tanned sails back on the Mersey?

The Maritime History Department has a new assistant keeper, Miss Gill Sweetnam. Gill is a graduate engineer who has been working at the Science Museum. She has also worked on underwater excavations, and is a keen sailing enthusiast.

Mr. John Eames of Liverpool University will be running two one-day synods on Nautical Archaeology at the Museum on Saturdays 7th and 21st October.

Country member and former Chairman, Mr. Peter Welsh and Mrs. Anne Welsh send their regards to all members. Peter is now millwright for the Pentre Voelas Watermill, and for a mill owned by Lord Mostyn in North Wales.

As reported elsewhere in this issue, Edward Paget-Tomlinson's long awaited "Complete Book of Canals and River Navigations" has just been published by Waine Research of Wolverhampton price £13.50. It is hoped to review this volume in a later issue. If you think this is expensive, then consider your Secretary's history of the Liverpool Black Ball Line - "The Passage Makers" to be published in October by Teredo Press, Brighton at about £22.60 !

JOTTINGS FROM THE MERSEY RIVER FRONT

One noticeable feature these days is that the Pilot flag is hoisted at the Dock Office, Pierhead, for the headquarters has now been moved from the former Pilotage Office on Canning Pierhead.

Has anyone noticed the new flagpoles on the Cunard Building?

The new tender VIGILANT having arrived to commence her duties in the port, we see for sale - the former VIGILANT now renamed STAUNCH, SALVOR, and the floating crane BIRKET (1942).

ARNET ROBINSON (No.3 Pilot Cutter) has been on charter to Trinity House, working at Felixstowe.

AESTUS, the surveying launch, was recently lifted out of the water by MAMMOTH and placed on the dockside for overhaul. Carriers Dock is now the main site for the buoy stores of the M.D. & H. Co.

Isle of Man vessels will no longer have their winter lay-up berth at Bidston Dock, it is said, as this dock space has been utilized for the export and import of motor cars by such Italian

vessels as DORA BALTEA, PO, the French LE MANS, and several others Citroen and Fiat cars arrive in vast numbers.

At long last, there is a sensible connection between the ferry and Manx stages at Liverpool, the initial absence of which caused resentment against the M.D. & H.Co. and M.P.T.E. Manx and North Wales passengers can now catch their ferries to the Wirral side, without having a long detour up the floating roadway, the bus terminal, so missing the half-hourly ferries.

The lack of thought now shown by the authorities in this modern age is quite alarming. Waiting for friends, or to board Manx ships at the new landing stage, can be very unpleasant as we have experienced in this most inclement summer, and even more so in winter. There are no facilities at all for shelter or seating, and the traveller is expected to endure all that the heavens can mete out. Our Victorian planners were far ahead of their modern counterparts. They did not leave us cold and wet before we even boarded a boat to Douglas, Llandudno etc. The nearest toilets of a rather primitive kind are on Princes Parade. Oh, for the old landing stage!

On one sailing, when passing New Brighton we saw the Promenade Pier half demolished amid what is left of a former popular resort. One voice was heard to sum it up - "politics".

Remarks have been passed on the Manx boats, showing a distinct fondness for the traditional passenger ships, of which only MONAS ISLE and MANXMAN remain. Enthusiasts are making special efforts to sail in either of these ships, perhaps in anticipation of the time when all the fleet is composed of car ferries, and diesel at that - grim thought!

But by and large, we are an obdurate crowd, and like Mrs. Mopp of revered memory - "It's being so cheerful that keeps us going".

N.R.P.

SOCIETY NOTES

Inquiries regarding membership should be sent to the Hon. Secretary at Merseyside Museums. Correspondence regarding the Bulletin, short articles etc. may be sent to the Editor, Mr.N.R. Pugh, 7 Dunbar Road, Hillside, Southport PR8 4RH.

The Society holds monthly meetings from September to May at 7.30 p.m. usually on the second Thursday in the month.

Subscriptions are due at the commencement of the season, and no doubt our Hon.Treasurer will be ready to accept offerings at the September and subsequent meetings, or by post. Price for interval coffee and biscuits is tenpence. For security reasons we are required to vacate the Museum by 9.30 p.m.

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

With one consuming roar along the shingle
The long wave claws and rakes the pebbles down
To where its backwash and the next wave mingle,
A mounting arch of water weedy-brown
Against the tide the off-shore breezes blow.
Oh wind and water, this is Felixstowe.

Sir John Betjeman

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October - December 1978

STEAM LAUNCH WATERLILY

In 1866 John Thorneycroft, shipbuilder, constructed for his own use the fine steam launch WATERLILY, 40 x 7ft beam. She was built at Chiswick and could make 8 knots. In 1914 she was converted to internal combustion drive and her speed increased to 10 knots. Her hull was said to have been of Swedish wrought iron, but any repairs to plating have had to be in steel.

Until quite recently she has been in use on the Thames, but it was decided to offer her to the National Maritime Museum for permanent exhibition, as she was when built.

It was very fortunate that her original engine was

traced, refurbished, and a Windermere "kettle" installed. The preservation work has been done at Porchester and Woolston by apprentices of Vosper Thorneycroft Ltd.

It is interesting to note that the Windermere Steamboat Museum has the steam launch DOLLY built in 1850, with dimensions 41 x 6'6", also ESPERANCE built in 1869, 65 x 10ft and BRANKSOME of 1896, 50 x 9ft. It is the last named which has the Windermere "kettle" which boils a gallon of water in ten seconds, for quick "cuppas".

The Thorneycroft apprentices have rebuilt WATERLILY with great enthusiasm.

AN IRISHMAN ON FRENCH CANALS

John Ryan's dissertations on nautical matters on Radio Eireann have been quoted before, and are well worth listening to. On 10th September he spoke of his pleasure in hearing about the redevelopment of inland waterways in the Irish Republic, for theirs, like ours over here have been let to go into disrepair.

But his story now was of a journey he made in his own yacht in the summer of 1978 to sample French inland navigation. He started from Dun Laoghaire and spoke of his frustration at having to shelter for some days in a Welsh creek. Eventually Le Havre was reached and they said farewell to the salt sea. Le Havre, now one of the largest European ports, handles a great deal of the traffic destined for Paris and the French hinterland.

He was facing a 900 mile trip in all. After the Seine, he sailed the Marne as far as Epernay, the Somme to Lyons and the Rhone to Avignon. It was all smooth sailing, but not level sailing. There was a stairway of locks, which at the halfway point took him to 1000ft above sea level. There was a three mile tunnel, when on emerging, he felt as if he had been a guest of Charon on the River Styx. But after that, it was all downhill so to speak, and now with the promise of Mediterranean sunshine, he and his crew celebrated with glasses of champagne.

At the end of the trip, they certainly felt three weeks older and much wiser in the ways of negotiating locks, and also in understanding French rural life. They had negotiated 200 obstructions, and although they passed through 33 locks on one particular day, they had only covered 30 miles.

French locks open at 7 a.m. and close at 7 p.m., so there is no

night travel. It is customary for crews to assist the lock keepers in their duties. The large extent of France's river and canal system made John feel very small, and as he described it - "like a tadpole in the Amazon".

The mean speed of the yacht was equivalent to that of a man walking, or the rate of Hilaire Belloc on his "Road to Rome". They never knew where they would spend the night - perhaps in the middle of nowhere, tied to a tree, or right in the centre of Paris and its boulevards. One has to be fond of the peace that water brings and content to travel hopefully yet indifferent of arrival.

N.R.P.

CASTAWAY AND WRECKED

Fascinating - is an overworked description for some books, but it certainly applies to a book of old photographs and related press cuttings, carrying the above title. The author is Rex Cowan who has had access to the Gibson collection of old negatives of wrecks in the area of Falmouth and the Scillies. The publishers are Duckworth & Co.Ltd. The Old Piano Factory, 43 Gloucester Crescent, London NW.1 and the price £1.95 nett, U.K. only. Nineteen wrecks are portrayed, accompanied by newspaper reports from the "Cornwall Advertiser" or Lake's "Falmouth Packet". How wonderfully clear are pictures taken with the old plate cameras around the turn of the century and before.

In 1889 the Cunard Line's s.s.MALTA became a total wreck at Cape Cornwall, fortunately without loss of life. But one of the worst wrecks was THOMAS W. LAWSON, a seven masted steel American schooner, and the largest sailing ship in the world in 1907. Eighteen men were lost and there were two survivors. She carried 6,000 gallons of oil.

A cliff-top photograph in a howling gale, which reproduces at 12 x 9" shows the wreck of CITY OF CARDIFF in 1912, with a survivor in breeches buoy above boiling surf. The book has 64 pages, and is difficult to put down for any ship lover who gets his hands on it.

N.R.P.

White is the sail and lonely
On the misty infinite blue;
Flying from what in the homeland?
Seeking for what in the new?
The waves romp, and the winds whistle,
And the mast leans and creaks;
Alas! he flies not from fortune,
And no good fortune he seeks.
Beneath him the sea, luminous, azure,
Above him the sun's golden breast;
But he, a rebel, invites the storms,
As though in the storms were rest.

Mikhail Y. Lemontov
(1814-1841 translation)

* * * * *

SEPTEMBER MEETING

The first meeting of the 1978/79 season was "Ships of the Falkland Islands", the speaker being our Hon. Secretary, Michael Stammers, who has journeyed there this year. Our new Chairman Mr. R.G. Loram presided, and we were pleased to welcome some new members and also visitors, which brought the attendance to about forty. At this time of year we assemble in daylight, but emerge at 9.30 p.m. in darkness.

Mike said that his trip seemed a long time ago although it was only during our 1978 spring - this might be due to so much having taken place regarding the Liverpool Maritime Museum project after his return.

For passengers travelling to the Falklands there is no longer a sea link. One flies via Rio de Janeiro and Buenos Aires to obtain the necessary visa, and throughout the visit, the tricky relations between the Falkland Island authorities and the Argentine Government were in evidence. The final stage of the flight is from Comodoro Rivadavia, on the Patagonian mainland. This was demonstrated on a blackboard map before switching over to colour slides on the projector.

The Falklands offered a haven for the many ships damaged whilst rounding Cape Horn, and making for home with cargoes of nitrate, grain and timber, whilst at one period ships were involved in the U.S. gold rush and put in for repairs. Many ships could not be made seaworthy, and so never left again, but became storage hulks, mostly for wool

awaiting market. Mike said that nowhere else can one see such a variety of old discarded ships. Some never even reach Port Stanley harbour, for there are 300 small outlying islands as a hazard. There are over 200 recorded wrecks.

The expedition which Mike was invited to join, was sponsored by South Street Seaport Museum, U.S.A. which has been in existence for ten years. They salvaged the Liverpool ship WAVERTREE, not from the Falkland Islands but from Buenos Aires, where she was used as a sand barge. The expedition members also crossed the Andes to see the hulks in the neighbourhood of Punta Arenas, south Chile.

In Buenos Aires, we saw LIBERTAD, a fine full rigged training ship, rather spoiled though by having a steamer-type bridge and wheelhouse, forward. Across the harbour was the Laird-built PRESIDENTE SARMIENTO (1898) also used in sail training some time ago, though she has a triple expansion steam engine. Her active period was 1898 to 1938, and she has since been well looked after.

Another well preserved vessel is the Laird-built URUGUAY of 1879 which was used in exploration. An excursion up the River Plate showed it to be a treasure house for the marine archaeologist.

As to Falkland environment, sheep ranching is the mainstay of the islands, linked by small schooners with Port Stanley on the east side. The weather was pleasant during Mike's visit, with temperatures up to 70 degrees F. The slides showed a hilly but not mountainous terrain, with sandhills and scrub. The coastline is attractive, with a handsome breed of penguins seen on the beaches.

The Anglican bishop there, claims that he has the most extensive diocese in the world. There are a few dozen Royal Marines stationed there to maintain the British presence.

At Port Stanley, there are but two places to stay - a hotel, and a guesthouse which could take four. It is a closely knit community, and so everyone is known. We saw the Globe Hotel, one of the four local pubs where similar hours for opening are observed as apply in Scotland. They open for only one hour midday on a Sunday.

One strange memorial to a ship which has regained life, is one of the masts of GREAT BRITAIN, mounted horizontally on stone

supports standing in the town.

Falklanders have had little respect for maritime history though its relics are all around them, and Mike thought a new awareness had appeared.

Peat is used for fuel - they have electricity and bottled gas. There are not many trees, but a few near the Governor's house are called the "forest". A handsome memorial including bronze figures, is to the fallen in the naval "Battle of the Falkland Islands" in the First World War.

On a slide of the three main jetties, we saw a Danish coaster which brings in stores, and returns with wool four times each year. Close to her was the hulk of EGERIA of the 1850's. Then at Government jetty was a typical small schooner (PENGUIN) of the type conveying sheep. The crews of these schooners also do maintenance work on the smaller islands. The principal inter-island vessel is the Dutch motor coaster MONSOON of 200 tons.

Welsh preservationists have learned with keen interest, of the Portmadoc schooner FLEETWING, which has been there since 1911. As we could appreciate, even as her timbers rot, she has beautiful lines. These schooners had the reputation of being fast and seaworthy, and able to trade to Newfoundland and the west coast of South America. She was built about 1870 and seems very small for these long hauls.

Visiting yachts do arrive in these remote islands, and we saw the modern sloop JENNY WREN from Antigua, whose crew had also come to view the many wrecks. By a recent law, a licence is now required before artifacts can be removed.

The main purpose of the American-sponsored expedition was to make a study of a ship named CHARLES COOPER, which was on passage from the east coast of the U.S.A. to California, and never got away from Port Stanley again. The ship is roofed as a warehouse, and this has been a protection to her as well as her stored contents. She was found to be in a sorry state by the expedition, particularly on the seaward side. A complete detailed plan was made of her, but it was found impracticable for her to be moved to the U.S.A.

With an old capstan lying on the beach foreground, we viewed the Swansea copper ore barque CAPRICORN. Then the three masted barque LADY ELIZABETH, built in Sunderland in 1876. She was used as a store until the 1930's - towed into a cove and scuttled, just as GREAT BRITAIN was.

To reach the site and view the U.S. "down easter" ST.MARY, it was necessary to use two land rovers. This class of ship came after the clipper era and they were of steel or iron, of about 2000 tons gross. The land rovers frequently got bogged down, and there are no roads outside the "capital". ST.MARY left New York in 1890 for California. She had a collision in the Atlantic and to make repairs, headed for Port Stanley. The carpenter on look-out reported broken water, but the mate refused to believe they could be in any danger, pressed on and the ship struck. The Captain was heart-broken, as he had lost a ship in the previous year, and committed suicide. Maine Museum was especially interested in this ship, and wanted some planking from her. In fact they have had a 40ft section of her side transported by the British research ship BRANSFIELD, to be displayed in Augusta.

The last Liverpool pilot schooner GEORGE HOLT lies under water, and had been brought out there for sheep transport between the islands. Mike is pleased to have obtained a blue print of her hull though, as a result of his travels.

The figurehead of the Liverpool ship GARLAND has been well preserved indoors. Mike found great interest in JHELM, a wooden barque built in Liverpool about 1870, of 400 tons. She has until quite recently been used as a storage hulk, but her forward half is in a very sorry condition. A corrugated iron roof aft has protected her. She was built of African hard woods and Baltic pine. She could not be transported in one piece, and to bring her in sections for setting up, would probably make the cost astronomical. The beautiful skylight over the Captain's apartments in the poop, with its carving and moulding, and the painted deckhead, demonstrate the true craftsmanship of the time.

The Spaniards abandoned the Falkland Islands in 1820 and British settlers arrived 1840/50 for sheep rearing. But with its population so loyal to the Crown, has Britain been weak in the face of Argentine claims, and should there not have been greater development earlier?

The very colourful and individualistic houses reminded this reporter of Thorshavn and a Faeroes visit in July. There, the style is unmistakably Scandinavian, but in the Falklands there is a truly British atmosphere even in the way wood, corrugated iron etc. are put together. Brick buildings are rare but not unknown.

Our Vice Chairman Mr.Lingwood proposed the vote of thanks. He described our Hon.Secretary's exposition as fascinating, and said he had a personal interest, as his company, the Pacific Steam Navigation Co. once had close connections, which had left their mark. John Smith, the Falkland historian, has produced a set of postage stamps for the Government, and depicted P.S.N.C's ARABIA entering Port Stanley. Of the original paintings, twenty have been donated to the Royal Marines, and now hang in Chatham Barracks.

Mike's slides, the quality of which was commended by our Chairman, contributed to a most enjoyable evening, and Mr. Lingwood's vote of thanks was carried with acclamation.

N.R.P.

WITH GREAT SORROW

We regret to report the death of Mr.D.B.Cochrane, a long serving member of the Society. He was prominent in the Preston Branch of World Ship Society, and had a deep knowledge of north west coastal shipping.

* * * * *

They lit the high sea-light, and the dark began to fall.
"All hands to loose topgallant sails" I heard the Captain call.
"By the Lord, she'll never stand it", our first mate Jackson cried.
"It's the one way or the other, Mr.Jackson", he replied.
She staggered to her bearings, but the sails were new and good
And the ship smelt up to windward, just as though she understood.
As the winter's day was ending, in the entry of the night,
We cleared the weary headland, and passed below the light.

Robert Louis Stephenson

* * * * *

THE PENTLAND FIRTH

Herbert Coney has been up to the Pentland Firth again this summer for "another look", as he puts it. He describes this stretch of water as famous or infamous, according to ones outlook. It is known to navigators world wide, and treated with respect, if not fear.

He stayed with friends at Thurso whose bungalow windows look out upon the Firth. On Monday evening 21st August a westerly gale commenced to increase, and next morning the sight was something to remember as huge heavily-laden tankers with oil from Flotta, and other North Sea fields, were forced down to three or four knots.

"One morning a sea mist around noon cleared and we saw a German warship steaming at very fast speed to the east of South Rondaldsay. Little did we know the cause of the hurry, for later on it was made known to the world that a Russian submarine had been forced to surface, and a small fleet of vessels - tugs, frigates and supply ships hastened to the spot. NATO aircraft began to circle and photograph this unusual sight. A Russian tug put a line aboard the submarine but this broke and it was fortunate that the weather eased down. The tow rope was made fast again, and a fresh course was made for Murmansk."

"It must be remembered" writes Mr.Coney, "that the northern coastline of Scotland and the Orkney Islands produce a funnel effect, and the "fetch" of wave power from the Atlantic, produces a sheer bursting pressure wave of water back from both shores. This causes an upsurge of water some two miles from the rocks on each shore of the Firth, and a terrific line of surf roars along to the east, making it impossible to steer in this kind of weather."

"The new activity in shipping, largely due to the oilfields, is especially noticeable at Scrabster - a new concrete quay has been constructed. The new ST OLA loads cars, lorries, concrete mixers and earth moving machines for Flotta. A full complement of passengers is assured."

Mr.Coney saw the departure of the new Faroese car ferry SMYRIL, 2430 tons. She has a speed of 18 knots and connects her home port of Thurshavn with Seydisfjord (Iceland), Bergen (Norway) and Scrabster. She can carry 110 cars. As well as passengers maintaining the oil rigs, there are also scientists and ornithologists who visit these shores to view the tremendous seabird population.

Another of our members with close acquaintance with the Firth is Dennis Boyes, who was on patrol there in an asdic trawler during the last war. He says "On a calm sunny day the Firth can be quite pleasant, and the approaches to the Orkneys picturesque. But how different during a winter storm. Seas drive in from the North Atlantic on one side, or from the North Sea on the other, and currents are produced through the inter-island channels. These join forces to make the Firth a very rough spot indeed. To anyone who has experienced these conditions, the word 'turbulent' sounds most inadequate. The cliffs round the

shores of the islands are battered by heavy seas, and look very forbidding."

The remarks of both these contributors were of interest to your Editor, who only made his acquaintance with the Firth last year. The morning was fine, with a light westerly breeze astern of the good ship UGANDA, as she ploughed her way past Cape Wrath towards Kirkwall. But the surface of the sea was immensely troubled. As seen from the compass platform, atop the wheel-house, it looked as if strong sea currents were meeting huge obstructions deep down below, the water rising in maelstrom form. No wonder small vessels lose their ability to steer.

N.R.P.

THE OUTWARD BOUNDER

Give a gay hurrah - for we're outward bound!
Our stun'sl booms are buckling
'Neath a press of sail,
While our port lee rail
Is lost in the wave crests' foaming.
We've spent our pay and left our gals
On the shores that we're swiftly leaving,
But our hearts are alight
For the ocean's might,
And the pride of the morning's dawning.
Aloft and aloft she's spruce and trim,
As her figure-head leans to the 'scending.
But now, from on shore,
They'll not see her more -
Save a glint on the west'ards edging.

E.E.Lear (member)

TO THE BREAKERS

1978 must surely be unique for the vast number of ships changing hands, either to breakers or re-use. Firstly, for those we shall see no more:-

AEGIS GRACE ex MINCHBANK (1958)

ATLANTIC ENTERPRISE ex GOMBA ENTERPRISE ex RICHMOND QUEEN ex
SOMERSET COAST (1957)

HMS BLACKPOOL

CAPISTERIA (1960)

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Irish Fishery Protection vessel EMER, which had arrested them off the Blaskets. Another Spanish trawler, PLAYO DECEROSA had been held for six weeks in Cork until the bond was paid for illegal fishing.

Capt. W.T.Hughes RNR, the oldest Cape Horner, died in June at the age of 97. He served for a long period in the Cunard Line, and previously in the sailing ships FIRTH OF DORNOCH, FIRTH OF CROMARTY, JAVA and SILVERSTREAM. It seems incredible that he retired as commander from the RNR in 1925 and left the sea in 1930.

With casualties amongst flag-of-convenience ships being prevalent, one wonders if seagoing personnel are now as amply qualified as they were. It was alleged a few months ago that a 22-year old student at Bremen Nautical College bought a master's certificate for the equivalent of £12, outside the college. A minority of radio operators in these ships are quite obviously below standard, and one wonders sometimes if they are trying to introduce their own form of morse code. Mentioning this to a radio officer, he jokingly remarked that these "cowboys" do their training by postal course! I am still wondering if there could be any truth in this.

It is understood that the guided missile destroyer HMS DEVONSHIRE has been paid off, and transferred to the Egyptian Navy. Our famous flat-top HMS ARK ROYAL has also ended her days with the British Navy, or as I should say more succinctly, as a unit of the N.A.T.O. Command.

The Bibby Line is to receive financial aid from the Government, in the present difficulties of cash-flow, which many ship-owners are suffering. The increase in fuel costs and the world-wide recession have caused other British firms to make similar application. Lloyds List reports that Reardon Smith, Turnbull Scott, Stag Line and London and Overseas Freighters are included. No improvement is expected before 1980.

Expected legislation may require all tugs to have crew accommodation above the waterline. The Humber tugs LADY MOIRA and LADY DEBBIE have been built with this in mind.

As a reflection of the shipping recession, all B.P. radio officers have been invited to apply for redundancy.

SOKOTO is the name chosen by Ocean Fleets, for the third Polish-built ship, similar to SHERBRO and SHONGA.

The former Houlder group motor vessel SHAFTESBURY sank earlier this year off Angola, as JAL SEA CONDOR (Built 1958).

Two firms who were formerly coaster owners have developed their business into container carrying. James Fisher of Barrow, and Onosimus Dorey of Guernsey appear to be weathering the shipping storm very well. The latter firm had a new PERELLE launched by J.W.Cook - Wivenhoe, this autumn - one of three.

No longer will we see Blue Funnel ships wearing the Dutch national ensign, for Nederlandsche Stoomvaart Maatschappij of Amsterdam have gone out of business. If trade revives, their activities may re-start.

Ocean Fleets have been compelled to reduce both their office staff, and sea-going personnel as a result of the recession, or what was called in the inter-war years, the "slump". Redundancies have also taken place at ODYSSEY, their Birkenhead engineering works, but rumours that the AULIS cadet training establishment at Aigburth was to be closed down, have been discounted.

UNITES STATES, the crack American liner which won the Blue Riband of the Atlantic in 1952, has been laid up at Norfolk Va. since 1969. Her average speed between New York and Le Havre was 35.59 knots, although it was thought that she was capable of more. She is now being re-furbished, and it is proposed to put her on cruising between Los Angeles and the Hawaiian Islands.

In a previous issue, it was reported that the coaster HAWARDEN BRIDGE had been found drifting in the Atlantic. The last report was that the Miami Coastguards were to have her towed out to deep water and sunk, so it appears that her last owner was not found.

SEA PRINCESS ex KUNGSHOLM is being converted for Australasian cruising under P & O colours. She is replacing ARCADIA, which was built in 1953.

For the German tug STURMVOGEL, towing two obsolete Danish tankers from Europe to Taiwan breakers proved a heavy task. PETER MAERSK and ANGLO MAERSK built 1964 and 1963 respectively had been laid up at Sonderborg, Jutland since 1975. When off Port Elizabeth, the wind rose to westerly, nine, with thirty foot high swell and heavy sea. The South African tug CAUSEWAY ADVENTURER took PETER MAERSK in tow for a while, but later, the tow was reconnected. This was early September.

Sealink's NORMANNIA lies at Newhaven, believed sold.

N.R.P.

* * * * *

How pleasant to sit on the beach,
On the beach, on the sand, in the sun,
With ocean galore within reach,
And nothing at all to be done!
How pleasant the salt anaesthetic
Of the air and the sand and the sun;
Leave the earth to the strong and athletic,
And the sea to adventure upon.

Ogden Nash

* * * * *

NEW NAMES FOR OLD

AL AKBER	ex HOWTH TRADER ex HAWTHORN ex HARGLEN ex IRISH HEATHER (1952)
ATHOUB	ex CLAN MACINNES. ATHARI ex ENUGU PALM (1958)
ALEXANDRA	ex BEN HIAANT ex WEARFIELD (1964). AZZA ex EGORI
ABDULLAH	ex PORTELET (1961). AQUAMART ex SARNIA
ARAPAHO	ex SETO BRIDGE. AENEAS ex CUNARD CARRIER
BEN AIN	ex GRETCHEN WESTON ex DEBEN (1966)
BENDAMA	ex SILVERAVON
CITY OF TEMA	ex CITY OF PATRAS ex SILVIO (1968)
CARMILA	ex ILLYRIC (1960)
DIAMONDO	ex WESTBURY
ELSA S.K.	ex LENIO ex BAMENDA PALM
EUROPE II	ex OPOBO ex RHEXENOR ex MARON (1960)
EASTERN ENTERPRISE	ex CITY OF WELLINGTON (Lairds 1956)

EVPO WAVE ex DAPO WAVE ex CAPE NELSON
 EMERALD EXPRESS ex GLENLYON (1962)
 FENCHURCH ex CITY OF ISTANBUL ex MEDITERRANIAN (1968)
 GOLDEN LAGOS ex OLIVEBANK (1962)
 GLEN PARVIA ex IONIC (Lairds 1959)
 GIANNIS ex CAIRNROVER (1972)
 GIORGIOS ESAKIROGU ex OXFORDSHIRE (1971)
 HIND ex IBADAN PALM. HUMBER ex AUTHOR (1958)
 JAGUAR ex STENA TIMER (1977)
 KELETT ISLAND ex STRATHANGUS ex SERBISTAN (1966)
 LYDIA ex KIRSTEN SKOU also LYDIA ex HELEN MILLER
 MYASSA ex GEORGINA V. EVERARD (1955)
 MATSAS SALVOR ex SMIT SALVOR ex CLYDE (tug 1957)
 MYKONOS ex NZ AORANGI ex MAJESTIC (1967)
 MALDIVE SEAFARER ex AEGIS BOUNTY ex FIRBANK (1957)
 NORTH WESTWARD ex WESTWARD HO ex VECTA (floating cafe)
 NAWD ANITA ex DELIGRAD ex NOORDZEE (tug 1949)
 ORIENT EXPRESS ex FLINTSHIRE (1962)
 SIMRI ex AMBER (coaster 1956)
 SEA GLORY ex BORDABARRI ex BARON WEMYSS (1960)
 STENA SAGA ex PATRICIA (1967)
 TOPLOU BAY ex PELINEON ex KONSTANTINOS G.CHIMPLES ex HUDSON
 TRADER ex SPINANGER (1958)
 TIBURON ex SVITZER ex ATLANTIC (tug 1959)
 VARDIANI ex VERGSTAR ex MIGUEL DE LARRINAGA (1970 SD14)
 HISPANIOLA ex MAID OF ASHTON (floating cafe)
 SAINT KILLIAN ex STENA SCANDINAVICA

SQUARE RIGGED SAILING SHIPS

is the title of a book by David R.McGregor, and how absorbing it is. There are photographs and plans at every opening - some never reproduced before. On page 22 are three photographs taken by Malcolm Glasier on board MONKBARNES in 1923. She had left Birkenhead for Sydney with 3000 tons of rock salt, which shifted off Capetown. Malcolm was then third mate, and although he kept the camera in the pocket of his oilskins, results were good.

This is a well bound compact volume, published by Argus Books Ltd., 14 St.James Road, Watford, Herts. and was first introduced in 1977. Price £4.95 in U.K. only. The book was found with pleasure in the fine library of UGANDA, whilst taking shelter from the elements in northern latitudes this June.

OIL SLICKS ON RATHLIN ISLAND

In September 1917, the four funnelled armoured cruiser HMS DRAKE was sheltering in Church Bay, Rathlin when she was torpedoed and sunk. And there the wreck has lain, until in 1962 the Fleetwood trawler ELLA HEWITT, seeking shelter contacted the cruiser and sank. Then another 15 years has gone by and oil has been rising, to the consternation of the local people. Thousands of seabirds have perished and catches of fish have had to be dumped back in the sea. The fuel tanks have at last corroded.

So this autumn, HMS LAYMOOR and 4 tugs took out a ton of explosives to finish this menace. A column of water rose 200ft into the air as the locals watched. But the "plans of mice and men gang 'aft aglay" and it was found when the site was surveyed, that the wreck was now only ten feet below the surface and a danger to navigation.

BRITISH VESSELS LOST AT SEA 1939 - 1945

In 1947, when details had been collated, H.M. Stationery Office published two blue books at a cost of five shillings each. One listed all His Majesty's ships lost, in all sizes and classes, and the other dealt with the daily toll of Merchant Ship losses. These books have been much sought after, as only a limited number were produced.

Now these two excellent and highly detailed books have been combined into one bound volume - reprinted exactly as they first appeared, but in smaller format. The price is £3.95 and the publishers are Patrick Stephens Ltd., Bar Hill, Cambridge, CB3 8EL.

This volume is a mine of information, both sections fully indexed. Why not see if your loved one will put it on their present list, specially for you this Christmas!

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One day I wrote her name upon the strand,
But came the waves and washed it away:
Agayne I wrote it with a second hand
But came the tyde, and made my paynes his pray.
Vayne man, sayd she, that doest in vayne assay,
A mortall thing so to immortalize,
For I my selve shall lyke to this decay,
And eek my name bee wyped out lykewize.

MERSEY NOTES

In our last issue it was incorrectly stated that a Spanish tug was used to tow MARY ELIZABETH to Bilbao. The Alexandra Towing Co. completed the whole job, and their WATERLOO did the sea towage to Spanish breakers. This error is regretted.

ORTEGA arrived in Vittoria Dock in September, as the first P.S.N.C. ship to load in Birkenhead in recent times. She has been followed by ORDUNA, and the OROPESA will be loading for her maiden voyage in November.

SNAE FELL of the Isle of Man Steam Packet Co. and sold to a firm of ship breakers, had been laid up in Birkenhead since the summer season of 1977. She was towed away at 3 a.m. on Thursday 24th August 1978 by the elderly tug GEORGE V of Newcastle. MONAS ISLE left Liverpool at 10⁴⁵ that day for Llandudno and came in sight of tug and two tows, seaward of Colwyn Bay, a Fleetwood trawler having been added to the payload. Very little headway was being made, and the tug was far older than her tows, having been built in 1915. Her steam engine was replaced by diesel in the 1950's. It is understood that SNAEFELL was anchored in Plymouth Sound for a day or two, but finally reached Blyth by the southerly route. She departed with much regret by the Manx ship enthusiasts, as this means that only MANXMAN and MONAS ISLE remain of the popular traditional turbine vessels. The turbine, which has served sea transport so well, may soon be a rarity as a prime mover. We shall have to get used to the hoots and barks of compressed air whistles, in place of the sonorous two tone steam whistles which most Manx steamers have used in the past.

The winter lay-up of the Manx ships commenced on 5th September with MONAS ISLE; MANXMAN and MANX MAID following later. This was a return to Morpeth Dock, where they berthed close to the laid up Moss ships MELITA and MAKARIA. There seems a preponderance of the letter "M" around these parts, and it was no surprise that MOUNTWOOD soon joined the party.

Does anyone remember ENGLISH PRINCE ex BEECHMORE built at Burntisland in 1954, and a frequent visitor to the Mersey? Under the Cypriot flag as MARI she sailed from Rijeka on 7th August 1978 for Alexandria with timber. She had only covered a

short distance when fire broke out, and she became a total loss.

H.M. Submarine SEALION docked at Birkenhead on a courtesy visit on the sunny Friday afternoon 6th October. Her bow tug which met her off the Egg Buoy was MAPLEGARTH, and when docking CEDARGARTH held the submarine's stern to the flood. The black berets now worn on the casing by mooring parties are hardly as smart as the old type navy caps.

Pilot Cutter ARNET ROBINSON was observed back in the Mersey on 21st September, following her loan to Trinity House at Harwich.

On this day, a problem arose in Laird's wet basin. ALMAK was preparing for sea trials, but ALVENUS, not yet possessing a funnel, was berthed outside her. ALMAK wanted the outer berth and to make this manoeuvre both ships had to be towed out into the Mersey, so as to re-berth conveniently. It must have been a costly operation with two pilots, gangs of riggers and six to eight tugs involved. I wondered how John Laird would have dealt with it, but then ships were not so large in his day. It was noticed that ALVINUS has a very tall tower crane temporarily welded to her deck, similar to those seen on building sites.

IOULIS KEAS ex ROYAL DAFFODIL was aground at Laurium, Aegean in July and sustained serious bottom damage on rocks. She was refloated and reached Piraeus for drydocking. Her present owners are Kastriani Shipping and Tourist Co. of Keas, a subsidiary of Grecomar Shipping Agency. She had a few mishaps on the Mersey, including the undignified one when she was moored to a Seacombe promenade lamp-post. It is hoped she survives this grounding.

It was in 1917 that the Cunard Line took over their new Pierhead building. Although the Great War still raged, they had about 50 more years of Transatlantic passenger traffic to look forward to. But now in 1978, to adapt to the big changes which have taken place, they removed on 9th October to a portion of Liverpool's Cotton Exchange Building, to be called Cunard House. Decorating and furnishing has cost £250,000 for a staff of 160. A wise provision is the installation of their own electric generating plant, to guard against public mains failure. Cunard have moved into the new centre of Liverpool commerce - Old Hall Street, in close proximity to "Liverpool Daily Post and Echo", Royal

Insurance, Littlewoods, the Stock Exchange and Atlantic Tower Hotel. The area is served by Moorfields Station for commuters, but bus passengers and shoppers are not well catered for here.

Saturday 30th September may be remembered as a day of north-westerly gales and driving rain. BEN MY CHREE was the morning boat from Liverpool, leaving at 1030 and arriving Douglas 1550. On this day, the south boom of the concrete ferry stage parted from its mooring and fell into the Mersey. The northern boom was also found to be unsafe, and the ferry service was suspended until 11 a.m. next day. On Monday night, MAMMOTH (floating crane) brought a spare boom, raised the other one from the river, and all was made good, within 2 days.

It never ceases to be a matter of wonderment to voyagers from Liverpool, that the foremast of s.s. PEGU, wrecked on the revetment off Hightown in October 1939, should still be standing upright. Her grounding was probably a combination of darkness, the dimming of navigation lights and weather. Parts of her engines and boilers can also be discerned at low water, and she is well out of the channel.

N.R.P.

Come with me where the winking waters
Beam as bright as washing-day,
And Old Man Neptune's darling daughters
Round their father's garden play.
Come with me where the briny billow
Is sweet as the grass upon the hill,
The sun will smooth your shingle pillow
And the terrible tongue of the clock is still.

Charles Causley

OCTOBER MEETING

The Voyage of the Golden Hinde (II) was the title of a most interesting lecture by Mr. Christopher St. J.H. Daniel of the National Maritime Museum, on Thursday 12th October. The replica of Sir Francis Drake's ship was built at Hicks' yard, Appledore and launched in April 1973.

The colour slides were most attractive, and our speaker said

that he had taken 2,000 photographs appertaining to this project. First we saw a portrait of Sir Francis, who was born in Devon in 1542. Later, he went to Kent and learned his seamanship sailing across to the continent. In 1560 he returned to the West Country and met Hawkins, who was attempting to trade with the new world.

Mr. Daniel showed us "Theatrum orbis terrarum" or a map of the world in 1570 as envisaged by Abraham Ortelius. A vertical line running through the Azores was used by the Pope to apportion all newly discovered lands, westerly to Spain, easterly to Portugal. The English and French were unwilling to adhere to this arrangement, believing the seas to be free to all, and God's gift.

The Spaniards were trading in the Caribbean and bringing home spices and rare metals. There was a peaceful relationship between the English and Spaniards at this time, and our ships bartered supplies. They often loaded English wool, proceeded to the West African coast to embark slaves, and thence sailed to the Spanish main. But a fracas occurred when English ships, seeking shelter, occupied an anchorage used by the Spaniards, who, on their arrival fired on the English.

Drake knew of the Pacific, for he had seen from a height on the isthmus, the broad ocean beyond. He swore that he would enter those seas, and knew also that the Spaniards were using Acapulco on the Mexican coast.

In the winter of 1577, Drake persuaded Queen Elizabeth to let him prepare an expedition to sail from Plymouth. By devious means, a Portuguese pilot was acquired, and the fleet arrived at Port St. Julian, Patagonia. Drake decided to reduce his fleet, and changed the name of his ship from PELICAN to GOLDEN HINDE. In very bad weather, some ships turned back, but Drake pressed on and may have discovered Cape Horn. Thence northward, he sailed; 400 years before our time. There were some rich pickings in the Pacific in the way of precious metal, but he found that there was no way back to England by a northerly route. Short of provisions, he put in to the Californian coast and spent a month replenishing stocks, and claimed the country for his Queen as "Nova Albion". Fearing Spanish revenge, he returned home via the East Indies and the Cape and had been away three years.

It was 1580 when he arrived off Plymouth, and wily man as he

was, he inquired if the Queen were still alive. She was, and he arrived at Deptford in 1581 and was knighted. The fortune brought back, enabled the Queen to equip her ships and soldiers for further exploits. The Spanish ambassador said that Drake was a pirate and should be executed.

Coming back to modern times, we were reminded that the National Maritime Museum is situated very close to where this history was made, and we saw comparative views ancient and modern. Research was commenced, but it was found that GOLDEN HINDE's logbook had vanished, and also every trace of the ship, except a table and chair. It could be that everything else was consumed in the Great Fire. There were no plans available, but a group of American business men became interested and wanted a positive recreation of Drake's ship.

Mr. Daniel was on holiday at Appledore, and visiting Hick's yard, found the replica of an English galleon on the slip. She was not an exact replica of Drake's ship - how could she be? The launch took place in April 1973 and the Museum granted our speaker one year's sabbatical leave to stand by her.

Mark Myers, a U.S. artist came over to work on the ship and actually settled in Devon permanently. There were problems with stability and she had to be ballasted heavily. On 17th August 1973, she sailed into the Bristol Channel. Even our old friend Alan Villiers did not think she would get across Biscay, and could not see her reaching San Francisco.

We were treated to some wonderful views of the ship, with her Cross of St. George at the main, and the crest of Sir Christopher Hatton on the after castle. She entered Brixham harbour and fired a broadside, using mostly soggy copies of the "Times". There was a cloud of smoke, and some commotion in the town, as windows were broken and there was a premature birth in the town hospital!

They went on to London and fired another broadside in approaching Tower Pier. It was now September and too late to attempt the crossing of the Atlantic that year, so they wintered at Dartmouth, largely because they could not now cross the bar at Appledore with present draught.

One of the guns exploded when it had been fired five times, but the gunner recovered. It was actually the following September (1974) when GOLDEN HINDE (II) sailed from Plymouth in heavy

rain, and after a call at Falmouth had favourable winds right down to Lisbon. The American sponsors wanted her to arrive in San Francisco at 1 p.m. on a certain date in March 1975. The plan was to sail across to the Barbadoes, Panama, Hawaii and beat up to destination.

She had red papal crosses on both topsails, and the reason for this was that she had stood in for the SANTA MARIA in a B.B.C. film about Columbus.

The captain of the replica was Adrian Small, who had sailed under Villiers, and whom our speaker said "lived in another century". He was portrayed in a group on the poop, including the black cat mascot.

Mr. Daniel said the trip was no holiday; everyone worked and the "tarring down" looked a very sticky business, especially as facilities for getting cleaned up afterwards were very limited. On the ocean passage the guns were stowed below, just as Drake's were. This gave plenty of space on the gun deck for bunks. The poem says "Drake he's in his hammock" - but hammocks had not been invented at that time.

The Captain had a very narrow cabin in the poop and this housed the radio, which normally did not work. There was a very small chart table. The mates had the "great cabin" and with blue bunk curtains and swinging lanterns, it looked comfortable.

Much observation was carried out for navigation purposes with a cross staff of the time, and modern astrolabe. The fighting top was no use for look-out as the sail obscured vision, so the look-out man sat on the yard.

The voyage to Lisbon took 6 days, and then 33 days to Barbados. By the time they reached there, they were somewhat hungry and dirty, but made all that good. QUEEN ELIZABETH II was in the harbour and made the crew very welcome on board. She had satellite navigation and could find her exact position at the touch of a button. "They asked how we managed" said Mr. Daniel, and we replied "well we have this piece of wood, and do this..." However, for all her sophistication, two weeks later, QUEEN ELIZABETH II was on a reef.

One of the slides showed a tidal rip off the entrance to the Magdalena River, Colombia. To the left, the pea green water from the estuary, and to the right the dark blue sea, with almost straight line definition.

They called at Cartagena and anchored off Nombre de Dios where the Spaniards used to anchor. Then into the deep bay of Portobello, where Sidney Wignall has been diving in a search for

any Drake remains. Here there is jungle, old fortifications and one is right back in the past. At a hill fort Mr. Daniel watched the sun come up and was impressed with the silence - not a sound broke the stillness.

Thence to Panama, and they were dragged by a huge tug, being considered a navigational hazard. Fourteen days were spent at Balboa, and our speaker had memories of crocodiles' eyes in the weeds of the swamps, and of his water ski-ing. Then there was old Panama City to explore, with remains of 1675 - several times knocked down and always rebuilt.

Orders were received not to proceed to Hawaii, but to make for Acapulco, where they made the ship spick and span, and a new radio fitted. Thence to Manzanillo for stores and on to the last leg of the trip intending to beat up the coast to the latitude of San Francisco. There were reports of bad weather to the north, and soon this hit them. Lifelines were rigged and life jackets worn, and the colour slides showed the sea's venom. The only casualty was the bosun who broke a rib. GOLDEN HINDE behaved very well in such heavy seas, and one fine morning they headed in through the Golden Gate, amongst a vast armada of small craft. It was estimated that 250,000 people took part in the welcome perhaps made more dramatic by an understanding of what the little ship had survived the night before. This was brought home to the welcomers by the knowledge that a water tower ashore had been blown down by the wind.

There was a banquet with the Mayor of San Francisco and the Lord Mayor of Plymouth present. The American mayor was envious of the chain worn by the Devonian Lord Mayor, and remarked that he couldn't see why he should not have one like it. To which a voice at the back of the hall called "Cos I guess you'd keep it!" The delivery crew stayed for a month in San Francisco, and the cat found a home there, minus its tail, lost in an accident on the voyage.

After the interval there were numerous questions from Messrs. Stuttard, Raine, Davies, Coney etc. until time ran out.

We heard that the Americans specified the time of arrival as "1 pm on 16th March" which might have been a tall order, but they were ahead of schedule, and the crew was anxious to complete the trip.

The vote of thanks was proposed by Dr. Peter Davies, whose opinion was that this was one of the finest talks the Society has had. The audience amply showed their appreciation of a talk so clearly enunciated. In his opening remarks, Mr. Daniel had said

that our Society had experts on Drake and on Panama, and jokingly that he thought perhaps he should go home again! We were very glad he stayed to tell us such an interesting story.

N.R.P.

UNDER THE WHITE ENSIGN

A few reservist veterans who served in Royal Navy trawlers in the last War, figured in a BBC TV production of "Look North" on Monday 16th October. The venue was HMS DEE in Princes Dock, Liverpool, and the occasion was to publicize a new book on mine-sweeping by Mr. Paul Lund. In the presentation, making a very good screen portrait was our council member Dennis Boyes. He served as telegraphist in CAPE WARWICK, whose work included the hunting of drifting mines.

An interesting type of ship loaned to the Royal Navy was the American coastguard cutter, of which we had ten when desperately short of escorts. With flush deck, high freeboard, tall mast and funnel amidships, they were stately in appearance. Turbo-electric propulsion gave them the moderate speed of 16 knots. The first seven, as named during R.N. service and which survived hostilities were:- BANFF, FISHGUARD, GORLESTON, LANDGUARD, LULWORTH, SENNEN AND TOTLAND. CULVER was torpedoed in North Atlantic in 1942 - HARTLAND and WALNEY were sunk by gunfire from shore batteries at Oran in the same year.

SOCIETY NOTES

We do not have any news of whether SNAEFELL has come under the oxy-acetylene torch at Blyth, nor do we have any authentic detail about KING ORRY at Rochester. Definite news about the fate of both ships would be welcome.

There are two ships of which you perhaps expected news in this issue - MANX VIKING and WAVERLEY. The former, at time of going to press is believed to be only carrying cargo between Heysham and Douglas. The latter is now laid up for the winter and may cruise in Bristol Channel next year, and on the south coast, but not from the Mersey.

We look forward to the usual good attendance at our Christmas Social evening in December. For those unable to join us in our hot mince pie and sherry celebration, the officers of the Society send their warm greetings. They hope that all members, far and wide, will enjoy a quiet and peaceful Christmas with ample warmth and sustenance.