

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
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Liverpool, L3 8EN

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There's magic in the voices of the waves -
Loud in storms or whispering in caves.
Listen to that age-old melody :
The everlasting music of the Sea.

Patience Strong

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CHURCH OF OUR LADY AND ST NICHOLAS

Our "Sailors' Church" at the Pierhead with its old gilded sailing ship weather vane, is a well known landmark. On the same site was built a "chapel of ease" to St.Mary, Walton in the 14th century. The main body of the church as many of us knew it prior to the bombing in 1940/41, was built in 1774. The beautiful ornate tower was added between 1811 and 1815 to the design of one Thomas Harrison.

Between 1949 and 1952, the main body of the church was rebuilt in sandstone, Edward C. Butler being the architect responsible for toning the finished fabric of the building in with the style of the surviving tower. St.Nicholas Churchyard is now a pleasant oasis, and the church a fitting place for meditation, in the midst of what has become a traffic-marred area. And yet, some

hundred or so years ago it could not have looked very much different, when it dominated barques and schooners working cargo in Princes and Georges Docks.

An architectural gem is the 165 year old clock tower. If stones could speak, what a story could be told, of troopships leaving with their human burden in several wars; of those moonlit nights in 1941 when Liverpool burned, and the pinnacle of St.Nicholas stood firm amid the hurling shrapnel.

N.R.P.

NEWS FROM GREENWICH

Stephen Riley who has addressed the Society on several occasions, is now Research Assistant, Ships Dept., National Maritime Museum, Greenwich and he kindly keeps us informed of happenings there. He writes "You may be interested to hear of the latest gallery to be opened in the East Wing at Greenwich. On Wednesday 17th October, Sir Nicholas Cayzer, Chairman of British and Commonwealth Shipping Co., opened a permanent exhibition entitled "Living at Sea 1845 - 1975". The displays are centred on three models to the same scale 5/16" to 1 ft (1 : 38.4), of GREAT BRITAIN, 1843, WINDSOR CASTLE, 1959, and for purposes of scale comparisons, the paddle tug RELIANT, 1907. WINDSOR CASTLE model is over 20ft long and features cutaway sections revealing cabin and public room interiors. Similarly the 8ft GREAT BRITAIN model, recently built for the Museum by Bassett Lowke, has several cutaway areas and the engineroom skylight removed. The graphics surrounding the models outline the development of passenger and crew accommodation at sea, and include specially commissioned models of cabin interiors in a variety of vessels. There is Charles Dickens' "stateroom" on board the Cunard paddle steamer BRITANNIA in 1842, complete with Mr.& Mrs.Dickens, and an equally superb model of the saloon of Devitt and Moore's MACQUARIE, 1875. To illustrate accommodation on board a more modern ship, there are models of a seaman's and an officer's cabin on board O.C.L's ENCOUNTER BAY."

It certainly sounds very interesting and worthy of a visit.

* * * * *

The steam whistle's warning is heard in the morning,
LA MARGUERITE starts on her run;
With paddle wheels turning and stern wash a'churning,
Another day's travels begun.
Past lighthouse and fort, with coastline to port,
Llandudno - a pause at the pier -
Then on to the Straits where the ship terminates:
Again to the Mersey to steer
The work is complete of old MARGUERITE,
From Merseyside she has gone,
But people who met her are slow to forget her,
Her memory still carries on.

V.A. Shaw. 1926.

NOVEMBER MEETING

The mention of Taylor's Boatyard, Chester stirred up nostalgia for this reporter who first knew of it about 1947. Our member, the late Leslie Speller had a cabin cruiser and attendant dinghy on the River Dee, named LION and THE CUB respectively. After enjoyable summer sailing up to Farndon, whose shallows prevented further navigation, LION like many another craft, would wait at Chester's weir for the highest autumn tide to cross the barrier and lay up at Taylor's for the winter. Being craned out of the water, facilitated any necessary repairs in the close season.

One year, having crossed the weir, we entered the canal before laying up and made a trip to Ellesmere Port. With a speed restriction of three knots, it was very enjoyable and we were able to admire the beauty of the Mollington viaduct which carries the Rock Ferry/Chester railway line. Only those who see it from the canal can appreciate this fine structure. But sadly LION had to be put in the good care of Taylor's and we must necessarily forsake the Dee, and take to our firesides in the dark days.

These thoughts came back when Mr. D. Jones addressed our gathering at the Museum on Thursday 8th, the title of his talk being "Boatbuilding". Mr. Jones had started as an apprentice with Taylor's and learned his craft there; much of it from white-haired Arthur Howard, who sat on the front row, and threw in a few remarks from time to time.

What had been the maintenance yard of the Shropshire Union Canal was taken over by Taylors in 1926. At that time grain floats 70ft x 14ft were built there, and wooden Dee salmon boats were still being built.

We were shown the moulds, fashioned out of thin timber, used in shaping various craft. Also we saw the comparative moulds used to built a Flint salmon boat, requiring to be fast and deeper drafted, and a Chester boat of shallow draft. Some boats have centre boards but the average top-river boat does not. One of these latter is being built for our Museum at the moment.

Now, by means of the blackboard, Mr. Jones commenced to show us how they start to build such a boat. There are the technical drawings showing the moulding lines for the various sections along the hull, the waterline, centreline and buttock lines. Usually an actual size drawing is made on a white floor, and superimposed on this, is the profile showing stem, deadwood and sheer.

In the course of the lecture, quite a number of questions were asked as we proceeded, and promptly answered by our speaker. We were given technical explanations of the two common forms of wooden boat - clinker and carvel types. We learned about the "clenching" of copper nails and how by drilling, to avoid split timbers and resulting leaks.

We were taken from the laying of the keel to the seat risings, which are like top stringers. Where the thwarts are to be, a knee of oak is built in for strength. In salmon boats, the mast is self-supporting and there are no stays.

Regarding oars, ash is too heavy and so they use lightweight pine. One third of the oar's length is blade, and at the other end one third is covered in leather. Oars are made by hand and fashioned by a draw-knife, similar to what most of us know as a spoke-shave. Ken Stuttard asked if there is any formula as to the length of oars used in different sizes of boat, but there is no rule about this.

Just to make sure that he was on the right track, our speaker, after making some particular point, would say "that's right, isn't it, Arthur?" It always was, for Mr. Jones had

learned his lessons well, and created a store of experience.

The question of escalating costs was mentioned and some interesting facts revealed that in 1926 a salmon boat named BETTY cost £24.15.0d including a spare set of oars. Arthur put in 224 hours on the job, and the total hours were 417. At that time, Arthur was paid £2.12.0d per week. Between 1929 and 1933, prices were about the same, and a salmon boat then costing £22.10.0d would now realize £3000. As late as 1953, a salmon boat fitted with an 8 h.p. motor cost £275.

Mr. Jones then showed us the various tools he had brought along. 6" adzes were rather too large for salmon boat work, but suitable for work on narrow boats. Then we saw a "dubbing" adze, clamps, paring chisel and a rue punch. Braids were once the principal makers of the adze, but unfortunately these are no longer procurable. We were shown caulking mallets, spun oakum (which used to be teased from bales) and the cotton used in seams, as in narrow boats. There are three grades, plumbers, ordinary and best Navy.

After the coffee break, we did have time for a few more questions, before Ken Stuttard made the vote of thanks for what had been a most interesting lecture on the real practicalities of the boatbuilder's art.

With more and more pleasure craft on the River Dee, which has some magnificent stretches around Eccleston, Churton Bank etc. we hope that Taylor's yard finds work for many years to come.

N.R.P.

FASTNET YACHT RACE - 1979

The final toll was 17 lives and 21 yachts lost. The total participating crews numbered 3000, and there were 305 boats. The course from Cowes, round the Fastnet Rock, southwest of Ireland, and back to Plymouth is a gruelling 605 miles, and it was on the run home that the quickly mounting storm broke. The race was inaugurated in 1925 and except for the war years, has taken place every two years with no previous deaths.

One yacht which came through unscathed was BLIZZARD, the largest British boat. A reasoned assessment of the tragedy, given

in "Lloyds List" says that masts, rigging and rudders proved the commonest failures. Masts have to be lightweight and are under great strain. Rudders too need to be of light weight in racing, and being mostly of the spade type, with no bottom support, are apt to be weakest where the post passes into the hull.

The human element comes into the picture too, as crews tired after 48 hours of hard sailing, and preparatory "tuning up" tend to lack concentration. Many abandoned boats were still seen afloat in the aftermath.

* * * * *

When they gave out brains, I thought they said trains and I
missed mine;
When they gave out looks, I thought they said books and I
didn't want any;
When they gave out noses, I thought they said roses, and I
ordered a big red one;
When they gave out legs, I thought they said kegs and ordered
two fat ones;
When they gave out ears, I thought they said beers and ordered
two long ones;
When they gave out chins, I thought they said gins and ordered
a double.....

.....Brother, am I in a mess?

* * * * *

DECEMBER MEETING

Our annual get-together which we call the Christmas social took place at the Museum on Thursday evening, 13th December when rather more than forty members attended.

It was, as usual, a very happy occasion with wine flowing on arrival, before the buffet repast providing many appetizing delights, with coffee to follow. The fruit cakes made by Mrs. Stuttard, the mince pies by Mrs. Coney, and all that went before were much appreciated. There were plenty of helpers with the serving and washing up, and Mike and his assistant Jill are to be congratulated on the success of the evening.

It was some time after 8.30 p.m. when we gathered to see coloured slides of Bremerhaven Maritime Museum, with a

commentary by Martin Heighton. Bremerhaven is not a large port, but with its population of about 160,000, it has a superb museum. The project started as recently as 1975 and £6m was required, most of which was found by the central Government. The cost to run, is £ $\frac{1}{2}$ m per year.

The location is at the mouth of the River Weser, and the town is in close proximity, with its Solumbus Centre flats. The area includes the old harbour entrance, and the surrounding park even contains a marine zoo.

The new Museum building is in contrast to what is being done in Liverpool, for there is much green grass in evidence. Making for interest is the fact that the pilots board ships close beside the Museum.

In the basement of the building is a large artificial pool with radio controlled models of life-like shipping. This is a great attraction with the children. Although there is a charge to enter the main museum building, the park is free and contains many interesting objects such as buoys, anchors etc. There is little or no vandalism and the special guarding of exhibits is unnecessary, which tempts this reporter to point a finger at our own educational system and lack of parental guidance. The park also contains some cargo handling gear and a mock-up play ship for the children, which although only of decking and ribs, provides imaginative young folk with the idea that they are aboard a real ship.

The basin contains the sailing ship SEUTE DEARN and although this is a great attraction, we gained the impression that more could be done to authenticate a trading vessel under sail. Other vessels on show are the salvage tug SEEFALKE, an Elbe Lightship, and the harbour tug STIER, which we saw out of the water, with her Schneider propulsion unit below the wheelhouse.

Mr. Heighton, who accompanied Mike Stammers on a visit over there, said that it was possible to make a trip of about 3 days from Harwich to Bremerhaven, and there was much to see. Our commentator is thanked for his interesting description.

To round off the evening, Council member Keith Griffin showed us colour slides of many of his oil paintings, which have a world wide reputation. They all represent painstaking and extremely fine workmanship. Keith also showed us some of the seascapes, cloud formations and how waves break, which have helped him in his work. Some of the pictures were:- TORRENS rounding the Horn, TAMAR

with the agent's boat on a long swell, and with MONKBARNs in background. Then there was Erikson's PENANG, NORMAN COURT in Chinese waters, Shaw Savill's INVERCARGILL, Alan Villier's MAYFLOWER, TARANAKI, WITCH OF THE WAVE, TRUE BRITON, ARISTIDES, TIMARU which once embarked 500 souls on passage to New Zealand, and GREAT BRITAIN as originally rigged. We saw a deck scene on board MARLBOROUGH HILL with crew knee deep, at the braces. There was CHRISTIAN RADICH and LOCH ETIVE, to complete our colourful round-up of the ships Keith is bringing back to life on canvas, from all the research it is possible to make. And so ended our Social with Christmas greeting all round, and special thanks to our willing helpers.

N.R.P.

NEW NAMES FOR OLD

AL ZAHER	ex LORD WARDEN
AEGEAN SKY	ex SOMERSET (1962)
ALKES	ex ALICE REDFIELD (Lairds - 1978)
ARION	ex NILI ex JAMAICA QUEEN ex NILI
ARIADNE	ex TOR HOLLANDIA
APOLLON	ex LISIEUX
APHRODITE	ex LEINSTER
AEGEON	ex ARTEVELDE
AGAPITOS	ex ST PATRICK
ARIANE	ex BON VIVANT ex FREEPORT II ex ARIADNE ex PATRICIA
ABBEY	ex ANDWI
BON ENTENTE	ex DECCA SURVEYOR ex BRITONIA
BRAMBLELEAF	ex HUDSON DEEP (R.F.A. - Lairds - 1976)
BALDER LONDON	ex HUDSON PROGRESS (R.A.F.A. - Lairds - 1976)
CAPTAIN CONSTANTINOS	ex KONINGEN WILHELMINA (1960)
CAST PETREL	ex EDEN BRIDGE
CHIOS AEINAFIS	ex GREENLAND (1962)
DIAMANT CAPTAIN	ex ILORIN PALM (1960)
DAPHNEMAR	ex ILESHA PALM (1961)
ELLION HOPE	ex OCEAN TRANSPORT (1962)
EXPRESS APOLLON	ex HIBERNIA
ENAMEL	ex MULUNGUSHI ex MINNESOTA (1960)
ECO MUNDEGO	ex CITY OF MILAN
FERTON	ex XILENO
FRIS AEGEAN	ex CALAVITTORIA ex MENDOZA STAR ex CHATHAM (1960)

GARNATA	ex MONTE GRANADA
GOLDEN STAR	ex AQUAMART ex SARNIA
GIANNI R	ex NORTH LOCH (tug - 1959)
HONG QI	ex HUNGSIA ex DEMODOCUS ex GLENROY ex DEMODOCUS (1955)
IRVING TEAK	ex ESSAR (tug - 1976)
ITALIS	ex AMERICA ex AUSTRALIS ex AMERICA ex WEST POINT ex AMERICA
KOTA CANTIK	ex CITY OF TORONTO
KOTA CAHAYA	ex CITY OF OTTAWA
KOMOVI	ex STRATHDYCE (SD14 - 1977)
KATY	ex BOOKER VANGUARD (1963)
KOTA JADE	ex CITY OF VALLETTA ex ATHENIAN (1966)
LEON	ex ANGLEGARTH (tug - 1960)
LETO	ex OIA ex QUEEN OF THE CHANNEL
MARIANNA VI	ex AUREOL
MYRNA	ex CITY OF GLASGOW ex CITY OF HEREFORD (1958)
MYRINA	ex ROBERT MIDDLETON (1938)
NEPTUNIA	ex DUKE OF ARGYLL
NAZIH	ex BARAKAT ex PALACIO (1961)
NEWBURN	ex AFGHANISTAN
PRINS VAN ORANGE	ex GOLDEN MOON ex RASA SAYANG ex DE GRASSE ex BERGENSFJORD
POSEIDONIA	ex INNISFALLEN
PATRIS	ex BLOEMFORTEIN CASTLE
REEFER PRINCESS	ex TONGARIRO (1967)
RIVIERA	ex VENUS ex VARNA ex OCEAN MONARCH
SUNHERMINE	ex INISHOWEN HEAD
SOUTH FOUNDATION	ex BRITISH PROSPECTOR (1971)
SALVAGE CHIEF	ex DISPENSER (1943)
STASIA	ex VANCOUVER CITY (1970)
SALVISCOUNT	ex LLOYDSMAN (tug - 1971)
SEKAVIN I	ex ZETLAND (tug)
SEKAVIN II	ex DALGRAIN (tug)
SEKAVIN III	ex KERSE ex CARRON ex FLYING WITCH (tug - 1960)
SAPPHO	ex SPERO
SIMONBURN	ex KURDISTAN
TOLETALA	ex MONTE TOLEDO
TURBIA	ex SAINT ANNA ex ST GRIGOROUSA ex HOEGH FAIR (1957)
TRINITY SPLENDOUR	ex CLAN MENZIES (1958)
WILHELM WESCH	ex ILRI ex NEWFOUNDLAND ex ILRI (1971)

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THE SEA BIRDS' WAY

A seagull with a broken wing I found upon the kelp strewn
shore.

It sprawled and gasped; I sighed "Poor thing - I fear your
flying days are o'er;

Sad victim of a savage gun, so ends your soaring in the sun".
I took it home and gave it food, and nursed its wing day
after day.

Alas for my solicitude, it would not eat but pined away.
And so at last with tender hands I took it to its native sands
"I'll leave it where its kindred are, "I thought" and maybe
they will cheer

And comfort it": I watched afar, I saw them wheeling swiftly
near.....

Awhile they hovered overhead then darted down and - stabbed
it dead!

When agonized is human breath, and there's of living not a
chance,

Could it not be that gentle death might mean divine
deliverance?

Might it not seep into our skulls to be as merciful as gulls?

Robert W. Service

PRESERVATION IN TEXAS

The Galveston Historic Foundation is doing restoration work with old parts of their city, and have procured an iron barque of 409 tons to tone in with the scenery. She is ELISSA built by Alexander Hall, Aberdeen in 1877, and her history has been told in "Lloyds List".

She is known to have docked at Galveston in 1883 and 1886 when trading in the Mexican Gulf, with coal, sugar and wheat. In 1897 she was sold and renamed FJELD, and in 1918 was converted to auxiliary schooner with a small engine. In 1936 she was re-engined and sailed as a motorship until 1961. For a time, she was used to smuggle cigarettes from Yugo Slavia into Italy. In 1970 she was abandoned by her crew opposite to the breaker's yard at Perama, Greece.

In some way, she survived, and was bought for forty thousand dollars in 1975, and spent seven months on a Greek slip. There were problems when it was found that the hull

was of Lowmore iron, well nigh indestructible. A way had to be found to weld steel to iron, and this successfully accomplished, she was towed to the Royal Naval Dockyard at Gibraltar in 1978. In the spring of 1979, she completed the trans-Atlantic tow to Galveston, and at 102 years old, she must be a credit to her original builders in Aberdeen.

TO THE BREAKERS

AZZA ex EGORI (1957)
ARISTIDES XILAS ex RUYSDAEL (1957)
ATHINA ex STRATHIRVINE ex DONEGAL (1957)
EDWARD WILSHAW (cable ship - 1949)
GLOBAL UNITY ex ESPERIS ex IRISH HAWTHORN (1958)
IOANNIS ANGELICOUSSIS ex ORAMA (1964)
NAVIERO ex KODIAK VICTORY (1945)
NAUSIKA ex KURK B ex KAINIS ex IONIC STAR ex GLYNAFON (1953)
PATRO (1960)
POLA ex AGIS ASTERIADIS ex PERENE ex TROUTPOOL (1956)
RETAINER ex CHUNGKING (R.F.A. - 1950)
SYNERGASIA ex ELSE SKOU ex BENNY SKOU (1951)
THOMAS K ex STALO ex JALAGOVIND ex JERSEY DAWN
TUCURINCA, TETELA, TURIALBA, TELDE, TENADORES and TILAPA

FOR DISPOSAL

ADVENTURER, CASTERBRIDGE ex BULFORD, FRONTIER, and trawlers
CASSIO, ORSINO, OTHELLO, ROSS ILLUSTRIOUS, ROSS IMPLACABLE and
ROSS VANGUARD

THE WANDERINGS OF AUXILIARY SLOOP SEA LOONE

On 14th September 1979, a small yacht slipped triumphantly into the Mersey after almost one and a half year's absence, thus putting 15,000 miles of the Atlantic and Caribbean under her keel. Visiting Birkenhead's Morpeth Dock I was impressed by the weather-beaten Bermudan sloop's substantial rigging and deck fittings.

Her skipper Roy Starkey (33) who is a needy graduate marine biologist, had only sailed in dinghies before starting to build his dream-ship in ferro-cement about 7 years ago. It was a truly home-made project on a shoe-string budget, and completed almost single handed. For instance he acquired a quantity of pitch pine from a demolished church.

What he wanted was a durable sea boat with shapely lines. After examining potentially suitable designs he produced drawings. SEA LOONE is 33ft LOA x 10'6" x 6'3", and he installed a 10hp Lister diesel engine. Although teaching himself navigation, he admitted learning a lot more by practical trial and error after leaving the Mersey in 1977, with one day's trial sail experience, and a supply of basic provisions. His companion is Miss Jean Edmunds, who was totally inexperienced but became first rate crew.

Spending the summer cruising in the Irish Sea, they wintered in Milford Haven and found jobs there. In the spring they sailed leisurely southward for the trans-Atlantic tradewind crossing, and explored the Caribbean. Mr.Starkey described in colourful terms the teeming kaleidoscopic variety of marine life seen among the coral reefs.

They were dismayed off Santo Domingo, but eventually reached the U.S. Naval Base in Puerto Rico. He refitted and found a buckled and discarded mast - repaired and stepped it. Gratitude was expressed for the generous hospitality and help given by the U.S. navy.

During their passage home via the Azores, they were struck by the Fastnet gale about twelve hours before it reached the ocean racers. Snugging her down, they went below. Mr.Starkey reported no problems and when it subsided resumed the course homewards in easy stages. Consumption of fuel did not exceed twenty gallons. The electronic navigational aids soon broke down and he relied on his compasses, sextant, log and lead line, charts and reference books. "They were" he declared "adequate for good landfalls and pilotage."

A fisherman's gill net aroused my curiosity. Said Roy, "That was very useful, for it provided plenty of fish to vary our diet. We had good catches of mullet in Milford Haven and sold them to pay for our berthing charges."

FRED REID

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The Irish Naval service is expanding so fast that the Hawlbowlne Base in Cork harbour is no longer large enough. Spike Island, the former British base, is to be used and a causeway may be built for better communication.

MERSEY NOTES

LA PERLA ex FERDINAND DE LESSEPS (1952) is a Greek owned passenger vessel, flying the Cypriot flag. She was chartered to the Cruise Club of Wallasey for three winter cruises to North Africa etc. On the first of these, at Christmas time, 60 passengers walked off the ship at Tenerife, and were flown home, dissatisfied with the services and food. Prospective passengers for the second cruise were assured that things had been remedied by the owners. However, on the ship's return to Liverpool early on Saturday 19th January, she was arrested in Alexandra Dock, pending the settlement of claims for compensation in consequence of trouble on the first cruise. The third cruise was cancelled in consequence, and at the time of writing these notes, that is where matters stand.

Wind powered electric generators are being used on the Shell single buoy mooring off Amlwch to provide energy for tanker-discharge.

POLYTHENE (of I.C.I.Ltd.) well known on the Mersey and Manchester Ship Canal some years ago came to grief in Hurricane David in August, in the Caribbean. She had helped to tow a small vessel - LITTLE STEPHEN - to safety in Dominican waters, but she herself later dragged anchor and went aground.

The coaster WORCESTERBROOK met her end in April 1979. On passage from Algiers to Oran in ballast, she had an engine room fire and was beached on the North African coast where she became a total constructive loss. Built in Holland in 1958 for Comben Longstaff & Co. of London, she often visited the Mersey, and later became ELLEN B, ADAMASTOS and SPARTAKOS, which was her name at the time of the fire.

The small coaster GLENETIVE ex WIB, after loading steel on 23rd October, left Mostyn and went aground on a sandbank in the River Dee about teatime. The crew of five abandoned ship and took to the sands, whilst West Kirby and Flint lifeboats arrived on the scene. Later the crew returned to the ship, and waited for her to refloat, which she did before midnight. Assistance was given by coastguards with lights on shore. The ship was built at Malta Dockyard in 1970, and is of 199 tons.

In our last issue, mention was made of how UNITED VANGUARD ex LYCAON, once well known in the Mersey, drifted ashore on the coast of Burma. It seems that she had called at Colombo and was going

to load timber at Bassein. Her grounding was on the Buffalo Rock, and she is presumed to be a total loss.

To promote a new British Leyland car model, the Norwegian luxury liner VISTAFJORD is expected to visit Douglas Bay and the Mersey in September 1980. This will pleasantly remind us of the times when Liverpool was a common venue for such vessels. Cameras at the ready!

The small coaster POLARLIGHT with rock salt was aground on 21st November in fog, on a rubble bank at Mostyn. The crew abandoned her when water entered at the stern and flooded the engine room and accommodation. Tug AFON LAS came from Holyhead, but on the ebb tide, the vessel refloated. She was then towed for beaching and pumping out by the fishing boat GARDELWEN. A later report said that POLARLIGHT in tow of AFON LAS reached Tail of the Bank on 25th. Her former name was WIGGS.

KATY ex BOOKER VANGUARD sailed from Birkenhead on 26th November. She has traded to Guayana since she was built at Burntisland in 1963. Her signal letters rather reminded one of a haughty reproof - MHEM.

Tugs THUNDERER and CHIEFTAIN left Glasgow 19th November for Liverpool towing a dock gate. The former had engine trouble and put in to Greenock.

In November 1979, construction work began at the Pierhead in connection with the Dublin hydrofoil service which the B.& I. Line are to run from Princes Stage in the spring of 1980. The craft has been built at Seattle and is to be shipped across the Atlantic. The channel crossing from Liverpool to Dublin will take three hours, with a fare between ship travel, taking 6 hours, and plane flight taking little over an hour.

Oil fuel tanks are being constructed on the grass plot in front of the River Room Restaurant, and waiting rooms and offices have been quickly erected on Georges Stage. The speed with which this project has been attacked is in sharp contrast to the lethargy shown in providing ferry passengers with bare means of shelter in these past few years. This is just one more instance of the disregard, almost contempt, the authorities have for their own commuters, and local people who must travel for their livelihood.

A cast iron plaque was unveiled on Friday 19th October

1979 by Norman St. John Stevas, Minister for the Arts, in the old Pilotage Office building, Canning Pierhead. This was to inaugurate the first phase of the £1¹/₂M Liverpool Maritime Museum project, as the nucleus of a multi-million pound scheme. 300 acres of redundant dockland south of the Pierhead have been leased to the Merseyside County Council by the Mersey Docks and Harbour Company, and this is the first part of the south docks area to be re-vitalized. The long term development will be to create a maritime museum of international importance, either in the historic Albert Dock warehouses or in a new building to be designed and erected for the purpose.

Again on this day, the M.D. & H. Co's managing director, Mr. Fitzpatrick, was interviewed on Radio Merseyside about the building of a Mersey dam to produce hydro-electric power. Not by any means a new idea, he thought a working party should be set up to consider the scheme in detail. The cost would be very high, but given the finance he thought the scheme could be completed by the late 1980's. It would seem that all ships would have to lock into the estuary, which would be kept at more or less a constant height. River berths would then be possible without the need for enclosed docks.

In January 1980, MONAS QUEEN came off the Liverpool-Douglas service to undergo her annual overhaul at Govan, and BEN MY CHREE replaced her. LADY OF MANN, her running mate on the winter service, is also to proceed to the Clyde later. It seems that the old joke of "who painted the Mona Lisa?" and the reply "Cammell Lairds do all the Manx boats" now falls flat on its face. Vessels' refits are also done in Manchester these days, even if it does mean cutting the masts to get under the bridges. The sight of Western Ship Repairers yards and cranes completely idle these days is a very sad one indeed.

In the new I.A.L.A. international buoyage scheme, most white lights have been changed to green, on starboard hand buoys, entering a harbour. There is dissatisfaction in the pilot service that many of these green lights show up badly, and that the shape can be seen, before the light is visible under certain conditions.

It comes as a surprise that on 15th January, B. & I. Line announced that they had sold INNISFALLEN, for service in the Mediterranean. MUNSTER is to commence a new B. & I. route

shortly - Rosslare to Pembroke, but presently is running
mate with LEINSTER, Liverpool/Dublin.

On the sunny, mild afternoon of 26th November, I watched
SUERTE leave Birkenhead in ballast for the Clyde. Unmis-
takeably a former Ellerman Line ship, she turned out to be
ex CITY OF GLOUCESTER built by Denny's in 1963. Her funnel
is now blue with large yellow circle. She later returned to
Birkenhead to load East African cargo on the same berth as
when she was British and not Greek owned.

N.R.P.

* * * * *

Those mammoth passenger ships have pretty well gone
Like QUEEN MARY and NORMANDIE scarcely one of them left
Each with a spellbinding aura that sparkled and shone
Without such ocean monarchs the world seems bereft.
Have you ever seen ANDES emerge from the mist
Wraithlike, poignantly graceful, bewitching the eye
Bearing down powerfully, her clean hull kissed
By waves that affected her no more than a sigh?
Then treasure the memory as you file into the jet
Pondering ruefully the changes that progress has cost
Time-lag and tension wearily closing the net
How tragic if shipboard indulgencies were to be lost!

John Vincent (RMSP)
(in Furness Withy's "The Log")

* * * * *

JANUARY MEETING

Although a cold raw evening on the slopes of William
Brown Street, we were not faced with emerging into a snow-
storm on this January night, as we were last year. We
remember how the snow glistened with the rather eerie orange
glow from the sodium lights above.

But, forgetting the winter without, we met our friends
once more in warmth and light, in the lecture room of the
educational block of the Merseyside Museum. From the fix-
ture card, we were expecting a lecture on "The Tenth Cruis-
er Squadron" which was largely comprised of passenger liners
converted into armed merchant cruisers in the 1914-18 War.

However, there had been a hitch which we were unaware of, in the absence of "meeting reminder" cards, and in the event our speaker, Mr. K. Longbottom, gave us a fully illustrated and most interesting lecture on "Riverside Station". We were treated to views on black and white slides of the Liverpool waterfront, docks, railway stations, engines and carriages used, and of course the many fine liners served by this rail link. It was so much appreciated, that it only whets our appetite the more, to hear Mr. Longbottom's talk on the "Tenth Cruiser Squadron" in his lucid style, at a later date.

And so we were given to understand that our lecture was to be a mixture of ships and railways. Liverpool was for a while Britain's No.1 port for the North Atlantic passenger trade, but gradually the liners started to wander to the Solent. The first slide was of the very handsome CITY OF PARIS (her sister was CITY OF NEW YORK). Causing the shift to Southampton, were frequent delays at the Bar, and also occasional inability to get alongside Princes Stage where there was then insufficient depth of water.

We saw Princes Parade at the turn of the century, and some pictures showed the Overhead Railway in 1893. Passengers were conveyed from Lime Street Station to the landing stage by horse buses, privately owned by the several shipping companies concerned.

This was in contrast to Southampton, where the London trains could go almost alongside the ship for convenience. And so Mr. Lister, the Chief Engineer of the Mersey Docks and Harbour Board was asked to design a riverside station, to facilitate passenger handling only, freight not being concerned. He certainly made a very fine job of a two-platform station on land between Princes Dock and Princes Parade. It took 2 years to build and was completed in 1895, the first ship to use it being White Star's GERMANIC on 10th June. The rail communication to Edge Hill Station, on the Liverpool/London main line, was over a dock bridge, across the Dock Road, through Waterloo Dock goods station, and up a rather steep - 1 in 80 - narrow tunnel.

Tank engines were used, though in the past most traffic had been rope-hauled. We saw two "condensing engines" with prominent pipes over the boiler. These were said at the time to "consume their own smoke"! These were the days of TEUTONIC, MAJESTIC, LUCANIA and CAMPANIA and the traffic amounted to four or five boat trains per week. Cunard Line were inclined to go in for speed, but their rivals White Star went more for size, and built

OCEANIC, the first ship to exceed GREAT EASTERN in tonnage.

Then came CARMANIA and CARONIA, the former as a trial ship for the steam turbine in 1905. AUSONIA and ANDANIA were on the Canadian service. We must not, however, forget the Allen Line's VICTORIAN and VIRGINIAN which were also turbine ships.

Then the Tyne-built MAURETANIA and the Clyde-built LUSITANIA appeared in 1907, and with a fast turn round being required, this pair did not dock in Liverpool. They swung to a buoy in the Sloyne for their victualling and bunkering. We saw a rare photo of the two Cunarders passing each other in the Mersey - on perhaps a unique occasion.

The L.N.W. Railway now produced some very fine rolling stock. The carriages were of an American pattern, with end doors and twelve wheels. Tank locos were still used for the Edge Hill to Riverside haul, and it was considerably later that main line locos came right through to Riverside.

OLYMPIC only came to Liverpool once and she could be visited at a charge of sixpence per person. Her sister was the ill-fated TITANIC and a third vessel of the type was to be called GIGANTIC, but the name was changed to BRITANNIC. This ship never ran commercially as she was sunk in the Mediterranean in World War I.

Other famous liners using Liverpool were EMPRESS OF IRELAND, sunk in collision in the St. Lawrence, EMPRESS OF BRITAIN, which became MONTROYAL. These were Canadian Pacific ships, and there were CALGARIAN and ALSATIAN of Allen Line. By 1914, AQUITANIA had joined MAURETANIA and LUSITANIA to make a trio for a short time. Mr. Longbottom told us that when the war started, the beautiful AQUITANIA was converted in Liverpool into an armed merchant cruiser. Whether this was wise or not was soon decided, for on sailing she had a collision at the Mersey Bar with Leyland's CANADIAN, came back to dock and was laid up.

On the outbreak of war, LUSITANIA was on the other side of the Atlantic, and on orders, scurried back to Britain, with the German cruiser, DRESDEN, on her heels. LUSITANIA too was laid up for a time.

In 1915 trooping commenced from Liverpool and we saw a slide of AQUITANIA and LUSITANIA at Mudros.

Mr.Longbottom reminded us of a severe railway tragedy when Scottish troops were on their way to Liverpool, and there was a collision near Gretna Green. The carriages caught fire and the death roll amounted to 210. Five officers and thirty other ranks survived, and not needing hospital treatment, actually embarked but may have been taken ashore again, as they were still very shocked.

AQUITANIA acted as a hospital ship in the Gallipoli campaign. We saw a photograph of the American liner GEORGE WASHINGTON crowded with G.I's, reminding us of the song "The Yanks are coming". There was a large U.S. Army base at Knotty Ash, and our speaker told of an occasion when American troops arrived aboard a liner as the war was ending, and without disembarking, sailed right back again to New York. Here they were given a ticker tape welcome as heroes returning from the front!

When the war was over, VATERLAND visited Liverpool once and was the largest liner to come here. IMPERATOR became Cunard's BERENGARIA and she made a call at Liverpool, this reporter remembering her departure.

Riverside Station was far from finished as regards traffic, and in the 1920's averaged 7 weekend arrivals of boat trains. Britain's shipyards were booming. Slides reminded us of the many ships using the Mersey in those post war years - ADRIATIC, BALTIC, CEDRIC, CELTIC, SCYTHIA, SAMARIA, FRANCONIA, LACONIA, CARINTHIA, MONTROSE, MONTCLARE, MONTCALM, LANCASTRIA, VOLTAIRE, VANDYCK etc.

Our speaker gave us a full description of the shipping scene leading up to the Second World War and its aftermath. He spoke of such vessels as EMPIRE CLYDE, EMPIRE HALLADALE, the two remaining Duchesses of C.P.R. which became EMPRESS OF CANADA and EMPRESS OF FRANCE. Also, EMPRESS OF SCOTLAND, EMPRESS OF AUSTRALIA ex DE GRASSE, and the new Cunarders SYLVANIA, IVERNIA, SAXONIA, and the yacht-like AUREOL.

But jet planes were taking more and more passengers swiftly across the Atlantic. The last occasion on which Riverside Station was used was 27th February 1971 when a draft of troops left for Ulster.

The Station has now been levelled and is a car park - a roofed space with a history. Princes Parade and some of the baggage rooms still exist, even though Princes Landing Stage has gone, and we only have the remnants of the great passenger facilities at Liverpool. Southampton may have taken the cream of the New York

traffic, but Liverpool remained the main gateway to Canada. West African traffic also remained, as did Booth Line's Brazil service, and the Pacific Steam Navigation's service to South America.

After thanking our speaker for a most interesting talk, and in closing the meeting, our Chairman Mr. Loram made reference to the formation of a "Friends of the Maritime Museum" body, which it is hoped to form. It is hoped to obtain the involvement of members.

N.R.P.

1980 SUMMER CRUISES TO LLANDUDNO

On Tuesdays and Thursdays at 1045 and Sundays at 1115, a steamer will leave Princes Stage for Llandudno, and optional afternoon cruise along the north Anglesey coast, on the following dates:-

May 25th

June 5th, 15th, 19th, 22nd, 26th and 29th

July 3rd, 6th, 17th, 22nd, 24th, 29th and
31st

August 10th, 12th, 17th and 19th

18 sailings in all. Time of return from Llandudno is 1715 but there is one solitary exception - 26th June at 1800. Contract tickets for all these sailings, subject to alteration without notice - to Llandudno £52, including cruise £65. Booked singly - Llandudno day return £5.50, cruise £2.50.

GENERAL NEWS ITEMS

In a TV documentary on the AMOCO CADIZ disaster which fouled the French coast so badly, there was the startling statement that a VLCC, comparable to size, is not as strong as a hen's egg. Yet these vessels, not always competently manned, are still a grave danger. They have proved vulnerable to various stresses both in hull and machinery. They are difficult to stop, or to hold to anchors. There are far fewer VLCC's in service under the British flag nowadays, but quite a large number under flags of convenience. The economics of operating these mammoth tankers must have been attractive to shipowners, who have had second thoughts on maintenance costs, explosion risks, insurance etc.

James Fisher & Co. of Barrow in Furness have now acquired a larger ship than LEVEN FISHER to import irradiated nuclear fuel into Britain from Japan. She is PACIFIC SWAN, of 4527 tons and completed by Swan Hunter last year. At present she appears to use the Cape route and not via Panama.

In November, the Danish coaster LONE DANIA was in difficulties in the Minches, and in very high seas the Barra Lifeboat COLBY CUBBIN III and the Islay lifeboat HELMUT SCHRODER OF DUNLOSSIT went to assist. The casualty was loaded with marble chippings. The Islay lifeboat capsized and although there were no injuries, the radar and one engine were put out of action. The Barra lifeboat had a rope round her screw and two of the crew were injured. Other ships on the scene were HMS HERALD, SAPPHIRE, and ESSO SAIMAA. The coaster was saved after an anxious time, and reached the Mersey.

Also in November, the chemical tanker LUCOR WICKLIFFE ex DELCHIM CEVENNES sailed from Birkenhead to Antwerp. Thence she departed for New York, but had a crankcase explosion in the English Channel necessitating repairs at Falmouth.

In December the Dutch salvage firm of Smit Tak Ltd. lifted the centre section of BETELGEUSE on to the pontoon barge GIANT I at Whiddy Island. It will be remembered that this French tanker blew up some months ago with loss of life. It is thought that this 5400 ton mid-body is the heaviest load ever put on board a submersible barge. The stern section will present an even greater problem, which will not be tackled until the summer of 1980.

The largest ship in the world will have been handed over before these words are read. She is SEAWISE GIANT of 563,000 tons built in Japan three years ago as OPPAMA but not then taken by the company which ordered her. It is thought that she is on charter to Texaco.

In the Isle of Man, the Tynwald Government has voted a large sum to be spent on the extension of Douglas Breakwater to make a safer harbour.

On the 30th September 1979, the stars and stripes were hauled down in Panama City, and the 75 years control of the Panama Zone by United States came to an end. Banners were displayed, and some of the natives declared "We have triumphed over Imperialism". Vice President Mondale said that there was now equality and mutual respect between two sovereign and independent

nations. A fireworks display followed. There is certainly no general rejoicing either in the United States, or amongst her friends and allies. Cuba, and the Soviet influence in that area is menacing.

HMS SPEEDY, a sister hydrofoil to B. & I's CU-NA-MARA (HOUND OF THE SEA), arrived from Boeings, Seattle in CORDILLERA EXPRESS at Southampton before Christmas. Her pendants will be P.296 and she will have a speed of 45 knots. The CU-NA-MARA has now arrived in Liverpool on board ANTONIA JOHNSON from Seattle to commence the service to Dublin in April.

Misfortune has continued to dog MANX VIKING. She had further crankshaft trouble which reduced her to one engine and the suspension of her passenger certificate. When repairs had been completed at Barrow-in-Furness, she returned to service on 3rd December, when her bow thruster became faulty. So back to Barrow for rectification. On 26th December she left Douglas at 8 p.m. but almost immediately returned, requesting a fire tender to stand by, as there was an electrical fault in bow thruster mechanism.

The Gardner coaster SAINT KENTIGERN, which was one of a new type with a ramp in the bows, seems to have been overwhelmed in very bad weather on 3rd November. She was off Kettla Ness, North Burra Isle, Shetland bound for Yell with a cargo of stone. The 6-man crew were uncertain of their exact position when they took to the liferaft, and were drifting for four hours until picked up by a small local motorboat.

We remember the loss of the Norwegian BERGE ISTRÅ four years ago, when she blew up, with only two survivors, and this a ship of 71,000 tons. In October her sister BERGE VANGA made a last report on 28th in 33.48S 0708E after which nothing has been heard of her. She had a crew of forty and was carrying iron ore from Brazil to Japan. Being combined carriers of crude oil or iron ore, both these ships had visited Tranmere in past years.

Glass-reinforced plastic minesweepers are coming into service in the Royal Navy. Their names symbolize a new "Hunt" class - BRECON, LEDBURY and CATTISTOCK. They are ships of 625 tons, 195ft x 32'6" beam.

In the severe gales which struck this country before Christmas, a large crane in Devonport dockyard fell across the frigates MINERVA and AMBUSCADE. Fortunately there were no casualties, but considerable damage.

The Liberian VLCC ENERGY DETERMINATION was wrecked by an internal explosion at Dubai in December, and broke into two parts. She was built in Germany in 1976 and launched as the ENERGY REVOLUTION.

Lighthouse and Lightship radio beacons have been with us a long time - something over 50 years - and by continual additions and modernization of the equipment, it is evident that Trinity House and other authorities think very well of their usefulness. On 9th January 1980, Point Lynas, Anglesey, was fitted with a more powerful beacon than hitherto radiating the callsign in morse P S on 287.3 khz. Transmissions last for one minute, and take place every six minutes commencing at one minute past the hour. Similarly Walney Island Lighthouse was allotted the call signal F N on the same frequency, to commence at 00 and every six minutes past the hour. The range is 40 miles and good cross bearings should be obtained, using the other lighthouse beacons in the area, Skerries, Cregneish, Point of Air and Wicklow. The transmissions are automatic and the transistorized gear is duplicated, with self change-over device in case of a fault. The commencement of the signals can be relied upon within 5 seconds, and the master clocks are carefully checked periodically. It is interesting to consider that radar has not superseded this much older navigational aid. For the amateur, with a slight amount of knowledge of morse code and a long-wave receiver, he can check his watch by these beacons at any time of the day or night.

One of the casualties of December gales was the Greek 3000 ton SKOPELOS SKY which left Garston for Algiers with lubricating oil in drums. Adrift in heavy seas off the north Cornish coast, her crew was rescued by helicopter and the ship was wrecked on rocks near Padstow.

* * * * *

WITH GREAT SORROW

We must sadly record the death of our overseas member Clement G. Mossop of Philadelphia, recently retired at the age of 65 years. He was a building contractor by trade, and was about to depart for a holiday in Australia when he had a heart attack. His great interest was genealogy, and his grandfather was baptized at St. Peters, Church Street, Liverpool in 1829. Another forebear was Capt. R.G. Mossop, master of the sailing ship LIZZIE IREDALE, who was awarded a silver medal for saving the crew of BREMERHAVEN in the Atlantic in 1877. We send our sincere condolences to his son Padraic who has conveyed the sad news, and to other members of the family.

ANOTHER NEW GALLERY AT GREENWICH

On 5th December 1979 Norman St. John-Stevas, Minister for the Arts, opened a gallery illustrating shipbuilding in iron and steel, and cargo handling from Roman times to present day. There are dioramas of ports based on the Roman Leptis Magna, 15th century Southampton, 18th century London and modern Tilbury.

One model of the building of Brunel's GREAT EASTERN in the Scott Russell yard on the Thames, is full of detail. There is also a model of the Denny yard at Dumbarton, again with minute detail, even to a man fishing from the end of a jetty.

SOCIETY NOTES

The blue cover for the Bulletin copies in 1980 shows the last Mersey lightship PLANET on the Bar station, until replaced by the present "Lanby" lightfloat. Our council member and artist Keith Griffin has produced this pleasing study.

Subscriptions - with the season now well advanced, our Hon. Treasurer reports that there are still some members who have not yet paid the annual subscription, due in September. Would those concerned please remedy this with Ted Tozer at earliest opportunity.

Editor

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

A shipping compass is to me
A work full of mystery.
I see the needle turn and swing,
Dart back and forth, a living thing
That never stops or comes to rest
Until it finds the point that best
Leads onwards to the finest star,
Guiding the seaman from afar,
And telling him what course to keep
Amidst the perils of the deep.

Jacob Cats (1557-1660)

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April - June 1980

WAVERLEY'S MERSEY VISIT

On Thursday 17th April, WAVERLEY sailed from Fleetwood at 3 p.m. for Liverpool, giving plenty of time for those on Merseyside to travel up to the fishing port to embark. She made a good passage, passed the Bar Float just after 5 p.m. and berthed at 6.40.

On Friday, she made a round trip to Llandudno, and circum-navigated Puffin Island on flood tide, which is an unusual procedure.

Over night, the wind increased to gale force 8 from the NNW. WAVERLEY was anchored in the Sloyne to come alongside the landing stage, but so bad became conditions that she had to enter Langton Dock. It had been intended to repeat the Llandudno cruise, and there were many disappointed prospective passengers.

Sunday dawned sunny and very cool, with a gradually moderating N.W. wind. Captain Neill decided to take her out and attempt the round trip to Fleetwood, even in choppy conditions. In the event, she made it, and also the afternoon cruise in Morecambe Bay. There was some delay in leaving Fleetwood for Liverpool, as the wind was pinning her to the quay, but once away, she made very good progress. Close to the "round house" at Hillside, there is a mound used by youngsters with their sleighs when we have sufficient snowfall. From here, I could see WAVERLEY silhouetted against the setting sun at about 7 p.m., making for the Mersey Bar, and berthing at Liverpool before 9 p.m.

There was a Crosby channel cruise on Monday morning 21st, 10 a.m. to noon. Then, with about 500 school children and other hopefuls I arrived on Princes Stage at 1.30 p.m. for the 2 p.m. River Cruise, but WAVERLEY had moved to the wall at Waterloo Locks to take on fuel from Esso road tankers. 2 p.m. passed, and even at 2.30 she had not berthed but was approaching. There is no public shelter on the new stage, and with an on-blowing northwesterly wind with a suggestion of ice in it, it is no place to be for so long a wait. I therefore decided that April is too fickle a month for cruising in our climate, and took the first train home. Three years ago, WAVERLEY also suffered chilly northwesterlies in the Mersey. It would be nice to think of her getting a warmer reception both from the "weather clerk" and everyone else concerned. Liverpool - once one of our top ports for passengers now has so little to offer in even the most elementary facilities. Many ships we shall not see here again. So can we really lay it on for VISTAFJORD in September - it lies with the port authorities and workers to be sensible and warm-hearted.

N.R.P.

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FEBRUARY MEETING

We were happy to welcome once more, Mr. Jack Thomas who served the Mersey Docks and Harbour Board for 42 years, and retired as Stage Master in 1969. This meeting was held at Merseyside Museum on Thursday the fourteenth, and about forty members and friends were present; our Chairman Mr. Loram presided.

Mr. Thomas said it was a pleasure to speak to our Society again, as he found it a friendly one, and he evidently had not killed his reputation last time. He related a yarn about a somewhat timid speaker who was to address a society of which he knew little. Tentatively he asked the chairman beforehand what sort of an audience he would have. The chairman was somewhat reticent to describe them, until the speaker, perhaps in exasperation, hazarded the remark that they "might be broken down by age and sex!" The chairman replied that this was in fact the case!

Our speaker spoke about the various ferries across the Mersey, with the small CAMBRIA sailing to Rhyl and Bagillt, calling at Hoylake. She was followed in 1829 by HERCULES. Row boats, sailing vessels, steamers and motorships have all been used down the centuries for cross-river work.

In 1849 the need for a floating stage was fulfilled by the building of a 508ft Georges Stage with two bridges. From 5 a.m. to midnight, it was used purely for cross-river ferries, and from midnight to 5 a.m. by cross channel packets. By 1857, it was deemed too small and the 1003ft Princes stage was built, but not joined to the Georges Stage. Princes Stage was used by ocean liners and cross channel ships.

Eastham Ferry was quite important at one time. This link ceased in 1929, and those of us who remember the three "sharp-at-both-ends" PEARL, RUBY and SAPPHIRE should not forget that all had served as paddle minesweepers in World War I. There were ferries from Liverpool to Birkenhead Woodside, Rock Ferry and New Ferry for passengers, and latterly four luggage boats served vehicular traffic to Woodside. Wallasey Corporation had two ferry services to maintain, to Seacombe and to Egremont/New Brighton. The population used the ferries for work and pleasure - there were no other means, and the revenue helped the rates burden. How sad that the ferries are now fighting for their existence and no longer the asset they once were.

Just as New Ferry pier was demolished by a coaster and not rebuilt, Egremont pier was wrecked by BRITISH COMMANDER, was re-built, only to be wrecked once more by NEWLANDS which ended what had been a popular means of commuting.

Wallasey Corporation kept the sandpump dredger TULIP for necessary work around New Brighton stage, and they also kept the coaling barge EMILY.

Only one berth was allotted to Wallasey luggage boats, although three boats were often in use as vehicular traffic built up prior to the opening of the road tunnel in the 1930's. At Seacombe, with a 30ft rise and fall of tide, two hydraulic lifts were used to transport carts and horses to and from stage level, before the floating bridge was built. The floating bridge was made financially possible because of the non-participation in the Mersey Tunnel. Some of the horses drawing heavy lorries did not like entering the open topped lifts, but once inside, the iron doors closed and a heavy swivel bar secured, all was safe. The two lifts counterbalanced each other, so that one had to be ready to descend when the other ascended. The teams of horses standing in the bows of PERCH ROCK, LEASOWE or LISCARD on a stormy day, had to withstand sheets of spray.

It is worth recording, whilst mentioning the luggage boats, that on Bank Holidays, one of these vessels would be pressed into service on the New Brighton route. Wooden forms were shipped for the partial seating of passengers who flocked to the Mersey resort in vast numbers. Looking at New Brighton today, it is difficult to imagine that these times ever existed, graced as they were then by golden (if a trifle smelly) sand.

Mr. Thomas told us that cattle were once landed at the Pierhead and driven through the city to various abattoirs. This reporter does not remember that, but does remember the occasional Manchester liner disembarking cattle at Wallasey Stage.

July 1874 was the fateful month in which, on joining up the two stages, there was a gas burst and a resulting fire which destroyed the whole structure. Yet, such was the effort of reconstruction, that a new stage was operating within 2 years, and in its first year 150,000 vehicles used it.

And now baggage inspection rooms, Customs sheds, and police offices and a post office had to be built. Greenheart piles were driven into the Mersey mud to support the baggage room structure. These piles were driven to a depth of 27ft in the mud. In 1894 the landing stage was still not big enough and a four deck jetty was built to connect with Princes half tide dock entrance. This wooden jetty was 400ft long, and still remains, though now unsafe. The proposal was that cattle be landed there at any state of the tide, and railway lines were laid close by. But account had not been taken of the slippery nature of the mud on the lower decks, left by the ebbing tide. Cattle were therefore landed at Wallasey and Woodside stages, with very large lairage facilities, now considerably reduced, and Wallasey stage removed.

As we have only recently had a lecture on Riverside Station, our speaker did not propose to say very much about it. It was, however, one of the very few privately owned railway stations with its own MD & HB stationmaster. After the last war British Rail took it over. Our speaker described how it came to be that two Royal trains were once in the station together. The present Queen Mother was travelling to Northern Ireland and HM King George VI had taken ill, and was unable to travel. HRH Princess Margaret deputized for His Majesty and arrived by an extra train, to board HMS DIDO.

This reminded our speaker of another warship which embarked VIP's for N.Ireland, and whose commander had all nearby bollards on the stage painted white. Mr.Thomas, as Statemaster, remonstrated, only to be told that it was normal Navy practice to do this. Our Stagemaster therefore said that the work must proceed no further, at which the Naval commander suggested that perhaps there had been no important personages embarked there previously! But the Navy remedied things very nicely for the MD & HB, and all the bollards were painted black before leaving.

In 1921, a raised deck was built on the Princes Stage 1100 feet long. With roofed gangways, it was possible for passengers to proceed from ship to baggage room without getting wet. Until 1927 the Board received no revenue from coastwise traffic, but in that year a levy was imposed of one penny outward and one half penny inward, per head. Liners did not pay to come alongside, if they docked in the port, but did pay for use of gear.

As for short cruising, Mr. Thomas described the Liverpool and North Wales Steam Packet Co., as a well managed and flourishing concern, with connections with the Fairfield Shipbuilding Co. and Palace Steamers. In the days of the old ST TUDNO, BONNIE PRINCESS etc. the support amounted to 250,000 passengers per season. After the 7.30 p.m. return from Llandudno, there was often a 2-hour cruise to the Mersey Bar, which Manchester folk could make for 2/6d return including rail fare to and from their city.

At one period between the wars, the Isle of Man S.P.Co. had a fleet of 18 ships. VIKING consumed 80 tons of coal on a round voyage to Douglas and back.

Many of us remember the licenced porters who met the liners, and conveyed passengers' luggage. They were organized in small groups and were on a payroll, but didn't let on to passengers that this was so. Many of them came from poor and perhaps doubtful families, but there was never any plundering. It was a strange fact, thought our speaker, that at one time 320 of them were Roman Catholics and 2 were Protestants. All seemed to live in the Rotunda area.

We were given a typical run-down of a busy weekend on the landing stage, say in the 1920's. There were four tenders, MAGNETIC, SKIRMISHER, FLYING BREEZE and EGERTON, and these would be used to take crews to liners at anchor, awaiting their turn at the stage. This was about 8 a.m. and at 10 a.m. they would ferry the third class passengers to their respective ships. Some of the foreign emigrants arrived in dreadful condition and had to be de-loused.

On Saturdays, the outward Yeoward liners would anchor in the Mersey and the two Alexandra Towing Co's tenders were used to embark passengers, although Mr. Thomas remembers these trim three-masters, like ALCA, ARDEOLA, AVOCETA etc. berthing at Princes Stage on occasion.

In question time after the coffee break, Mr. Tony Haire asked about the closure of Princes Stage to the public for a long period after World War II. H.M. Customs had made the stage a "sufferance wharf" with a bond of £50,000 imposed on the Board.

Also in question time Ray Pugh mentioned a visit he made

to the landing stage, and in fact went aboard the destroyer HMS BROKE on the night she embarked Lord Carson's remains, for carriage to Belfast in the 1930's.

Some years ago, Mr.Thomas was asked by Bass Charrington and Co. if he would open a pub in Birkenhead called "The One O'clock Gun" on the top of which was a replica. He agreed to do this on the understanding that he did not have to imbibe, having been a lifelong teetotaler!

His family lived in Leasowe Lighthouse, and when he was a boy of seven, his father got him up early one morning to put out the light for the last time - in 1913. The family then moved to Hilbre Island. By coincidence, on his birthday and retirement date, the one o'clock gun was fired for the last time. With his excellent vocal delivery, so valuable to the reporter of lectures, Mr.Thomas ended by describing the landing stage as Liverpool's "adjustable doorstep" and he wished that Mersey maritime affairs were on the up-and-up, and not the down-and-down.

The vote of thanks was proposed by Alan Clayton, and seconded by Kent Richardson, who said that when employed with Lamport and Holt Line, he had a working connection with our speaker, in the days when VOLTAIRE and VANDYCK displayed at their bows, the civic flag of our city. Happy memories renewed.

N.R.P.

NAVAL RESPONSIBILITY

Having chosen a man for some duty, his actions thou may'st not
disown,
If his judgment should fail in performance, the blame like the
choice is thine own.
Experience is ever thy standby, thine anchor, thy compass, thy
log;
Till its thine, thy achievements resemble the making of land in
a fog.

LAXEY TOWING COMPANY

Several of our members have been puzzled to notice a small tug at Douglas I.O.M. named SUNRUSH, with the funnel colours the same as the Lamey tugs, so well known on the Mersey. The guiding light of LaxeY Towing Co. which owns her is Mr.S.P.Carter of Baldrine, I.O.M. who has been in correspondence with our tug expert, Bram Hallam. Mr.Carter expresses his admiration for the

Lamey concern and its enterprise down the years, until absorbed by The Alexandra Towing Co., and decided to adopt the same funnel colouring, with the "L" denoting "Laxey".

Bram is thanked for providing the following details of the Laxey fleet.

Motor tug SUNRUSH built 1951 by Dunstons of Thorne as the HM Customs boarding launch WATCHFUL. 62ft x 14½" beam. Crossley ERL 6 engine. Before purchase, she had been working in Bantry Bay on the Whiddy Island scheme. Mr. Carter steamed her non-stop from there to Douglas in October 1978 and she has since been employed in ship-handling and contracting work. The largest ship handled was HMS MOHAWK, assisted in and out of Douglas Harbour on 8/9th July 1979. In May 1979, Mr. Carter took SUNRUSH to Bromborough Dock to pick up the barge BLUE STAR, which the Company had bought. Towage to Douglas took 12 hours. SUNRUSH is at present for sale as a larger and more powerful vessel is wanted.

Motor tug UNION built 1895 by the Union Lighterage Co. at Blackwall. 70ft x 15ft Widdop EMB 6 engine. She sailed for many years for Union Lighterage on the Thames. In the early 1950's she passed into the hands of R.G. Odell Ltd. who rebuilt and motorized her in 1954. In 1973 she was purchased by Gravesend Towing Services. In 1976 Frank Pearce Tugs of Poole bought her and she was used on dredging contracts at Brighton and the Channel Islands. The Laxey Co. came into possession of her in January 1980, and already she has towed in a disabled German coaster - FIONA W - and performed a salvage of a luxury motor cruiser, plus some ship handling at Douglas. Thus she earns her keep.

Dumb barge LAXEY BAY built 1940 by W.J. Yarwood & Sons, Northwich for the Bishops Wharf Carrying Co. as their POINTER. (All the Bishops dumb barges were given the names of dog breeds). 87ft x 21ft. In 1953 she passed into the ownership of Liverpool Lighterage Ltd. who changed her name to BLUE STAR in 1959. In 1968, in tow of tug KERNE, BLUE STAR came into collision with the ferry ROYAL DAFFODIL II, which was beached alongside the Seacombe Promenade, and moored to a lamp standard!

In 1971 Bulk Cargo Handling Services bought BLUE STAR,

but sold her to a Mr.S.Evans of Widnes in 1979 for demolition. She was bought by the Laxey firm in May 1979, towed to Douglas for refit and plating repairs. Renamed LAXEY BAY.

In November 1979, she carried a cargo of steel girders from Whitehaven to Douglas, for harbour work. She has also been used as a pile-driving platform by Norwest Holst Civil Engineering Ltd.

Launch tug HOPEFUL LAD built 1955 by Collins of Looe. Wooden construction, and built as a traditional Cornish motor fishing vessel. Purchased at St.Mawes, Falmouth in 1978. The mizzen mast was removed and a towing bit fitted amidships. She has towed fishing vessels and other craft at Douglas - also has towed LAXEY BAY and pontoons brought over by DUNHERON, which is too deep drafted for the inner harbour.

So good luck to Mr.Carter and his venture in the Isle of Man - I'm sure we shall hear more of him.

N.R.P.

* * * * *

Do you mind in 1914 when we started for the war
And cleared our holds of fish and ice and chucked our
trawls ashore?

We knew we wasn't trained to fight,
But being seamen, blow me tight!
Could navigate by day or night,
Of that you may be sure.
It seemed a bit one-sided; yes, you ask me why we went?
Well, I'm blowed if I can tell you, we was volunteers not
sent;

But when they asked if we would go,
We couldn't very well say "no",
For we was sailors, as you know -
That's all the argument.

So we slipped our ropes and steered due south, for Dover
Strait, mind you,
To learn to fight and sweep up mines, and do as we should do.
We didn't argue or discuss
What Germany might do to us,
For whether safe or dangerous,
We'd see Old England through.

MARCH MEETING

Mr. Michael MacCaughan opened his lecture by saying that it was a pleasure to be back in Liverpool, and we well remember that it was just three years ago, that he addressed our Society on "Sail and Steam in Ulster". We assembled this evening, Thursday 13th, principally to hear about the "combined operation" of transporting the schooner RESULT from Harland and Wolff's dockyard at Belfast to the Ulster Folk Museum park at Cultra by road. This big task, which had its hair-raising moments, was well illustrated by colour slides.

But in the story of RESULT, our speaker first gave historical notes. Carrickfergus, where she was built, was the dominant port of Ulster in the 12th to 17th centuries, being replaced by Belfast by the mid-19th century.

Paul Rodgers had a reputation for building many fine merchant schooners at Carrick between 1874 and 1892. In middle age he was engaged in building, repairing, owning ships and in ship chandlery. Between 1874 and 1885, sixteen wooden vessels were built, but then came the transition to iron. It seems hardly credible that in the change, it was found that the weight of iron used to build a schooner was seventy per cent of the amount of timber necessary. When steel came to be used, the saving was even greater, reflected by greater carrying capacity on the same dimensions.

Rodgers had very good industrial relations at the yard, and we saw an interesting slide of the workmen.

One of Rodger's best customers was James Fisher of Barrow, and we saw slides of FANNY CROSFIELD, MARY MILLER, GEORGE B. BALFOUR and CREEK FISHER of 1890. POOL FISHER of 1892 was the last built for Fishers, and the last by Paul Rodgers as proprietor.

In 1890 there was a reorganization in partnership which lasted until 1892, when Robert Kent & Co. of Ayr purchased the yard, but in 1894 they went bankrupt and shipbuilding ceased at Carrick. A childrens' playground now occupies the site of the yard, but Paul Rodger's cottage still remains, although he died in 1901, having survived his wife by 13 years.

Thomas Ashburners of Barrow had gone to Carrick for a fast,

shallow drafted schooner, and she was launched as RESULT in 1893, and completed by the successors. There were long drawn-out design discussions and this is said to be the reason for the unusual name. She had a handsome sheer, and she had to be strong for going aground in tidal harbours. Fortunately the ship's plans have survived.

After carrying coal, iron ore etc., and having an auxiliary engine, she was taken over by the Admiralty in 1917 as "Q.23" and fitted with concealed guns at Lowestoft. She even had torpedo tubes and acted as a U-boat decoy on the East Coast, changing the colour of her sails from time to time. We were shown a slide of her in this guise towing a dinghy or "panic boat". She came very near to sinking U.45, but on two occasions was damaged herself.

In 1921 she is known to have been carrying slates to Antwerp. In 1946 she was converted to plain schooner rig with squaresail yards removed. A new diesel engine and wheelhouse were fitted. Then in the 1950's her square topsails were temporarily replaced for her role in the film of Conrad's "Outcast of the Islands".

Her main mast was removed in the 1960's for easing the discharge of cargos. She traded until 1967, the last of her type, and was still 100 A1 at Lloyds. And that might have been the end of her, sound as she was, but fortunately she was acquired in 1970 for the Ulster Museum.

She was taken to her birthplace, Carrick, but after two days was taken to the Donegal Quay, Belfast close to the "Liverpool boat" berth for minor modifications. Lying there for some time, she was looked upon by some, as a "white elephant" and there were thoughts that perhaps she could be used in a sail training scheme. She became an embarrassment, but the director of the Museum stood out against opposition, and wanted her as an historic exhibit for Cultra which is a 180 acre estate.

Actually the park has some coastline on the lough but this was found to be quite unsuitable for her use as a floating exhibit. The decision was taken at the end of 1978 to bring her by road, the 8 mile journey to Cultra. A 52-ton fishing boat had been brought that way. It seemed feasible, and initial inquiries were made in December. Between then and the actual operation which commenced on 1st April 1979 was a hectic period. The huge Harland

& Wolff cranes SAMSON and GOLIATH each with a lifting capacity of 840 tons, were on hand. One half of the very large building dock used to assemble pre-fabricated tankers was flooded, whilst the other half was dry. RESULT minus her masts, was raised from the wet dock, with Harlands slings carefully cradling her, and spreaders above the hull to avoid crushing her. She was then moved down the length of the dock, and over the dock gates in the middle. Our speaker admitted to sentimental feelings at seeing the ship leave the water for the last time.

Then she was placed on the blocks; the propeller was removed and the shaft drawn. The hatch combings and also the mizzen mast tabernacle were removed. The hull was scaled, and eventually special steel fabricated cradles replaced the blocks, and on these she would rest in the Museum park. Harland and Wolff gave the utmost care and attention to the job, and it was fortunate that at the time, they had no very large vessel under construction in the dock.

Plans had been so well prepared that now, the long transporter could be drawn underneath the schooner and its supporting cradles. The transporter had 88 wheels on 11 axles, was self-jacking, and controllable from both ends. When ready to start the journey at 8 a.m. on a Saturday morning, the height was 24ft.

We saw her passing through Hollywood, where the Northern Ireland Electricity Board had dismantled power cables. By now, there was a growing sense of achievement, but it was Sunday morning, and the queue of cars held up on the main road, implied that many folk had missed church! There was a gradual incline upwards and some anxious moments did occur near the destination. Fortunately there were three "horses" (tractors) at hand, and their combined power overcame all difficulties when needed.

Perhaps the most impressive slides were those of RESULT being drawn across a railway bridge in a wooded setting. Only six inches on each side of the vehicle had been allowed for, and there were men ready in case the stonework had to be removed. In the event, this was not necessary. A railway ran under the bridge and the signal wires had been temporarily dismantled, so it was with some surprise that the motorized

convoy noticed a train approaching the bridge, quite safely notwithstanding. The driver, however, seemingly not altogether conversant with what was going on, applied his brakes which gave a shower of sparks, when he saw a schooner against a back-cloth of sky and trees. It might be that if she had had her masts and sails rigged, the Bushmills distillers might have lost a good customer there and then! Shades of the "Flying Dutchman" coming home to roost.

And so finally, in all her black paint with the thin light blue line round the hull, she reached the greensward where, alongside the fishing boat, she can be boarded by the public. The whole operation was a very notable achievement made possible by the Fruehauf low loading vehicle.

We all enjoyed the excellence of the slides both in historical black and white and modern colour. If there was very little time to sup our coffee before having to terminate the meeting, it was all most whorth-while, and we can only say that it was a great pleasure to have Mr. McCaughan over here again.

Dr. Howard made the vote of thanks, expressing the warm feelings of us all.

N.R.P.

NEW NAMES FOR OLD

ANDAMAN SEA	ex NORTHAMPTONSHIRE ex VOLNAY (1969)
ARAB DABOUR	ex BOOKER VALIANT ex TROPIC ex NOVA SCOTIA
ANDES	ex ORTEGA (1973)
AEOLAS C	ex YALTA ex BERGE SIGLION ex SIGLION (Lairds - 1966)
ACEDRELAS	ex CEDRELA (1974)
BOX TRADER	ex FRONTIER
BANGBRA	ex TRADER
BUCANERO	ex BUCCANEER ex ST NINIAN (to Ecuador)
DEVON CURLEW	ex FENOL
DAFFODIL B	ex LONDON INDEPENDENCE
DANILA	ex MAERSK CAPTAIN
FURAMA	ex WARWICKSHIRE (1967)
HIDLEFJORD	ex AVILA STAR (1975)
JEZARA	ex CASPERIA ex CORNISH WASA ex CAPE ST VINCENT
KOMOVI	ex STRATHDYCE (1977)

N.F. JAGUAR	ex PENDA
MARMARAS	ex DALLA (1961)
OLYMPIC HISTORY	ex CUNARD CARRONADE (1972)
RADCLIFFE TRADER	ex SILLOTH TRADER
ROCHES POINT	ex SAMOS FORTUNE ex THORNHAGEN
RAYES I	ex LEVENSAU ex CITY OF CORK (1960)
SALVAGE CHIEFTAIN	ex DISPENSER
TLALOC	ex STRATHEARN (1967 - not P & O)
TINA B	ex DA NOLI ex BENLEDI (1965)
U J E	ex AMORIA (1960)
WORLD JAY	ex BOLETTE (1974)

GENERAL NEWS ITEMS

On 18th February, the Clyde passenger motorship KEPPEL had a main engine failure whilst ferrying between Millport and Largs, and went on the rocks at Farland Point, Great Cumbrae. Largs lifeboat took off 8 passengers, but 2 other passengers and 4 crew stayed on board. She floated off herself, and was towed safely to Largs by MORVERN.

Mention was made some time ago, as to the fate of the coaster HAWARDEN BRIDGE, but to bring the story up to date, she was found adrift off the Bahamas in March 1978. At the time, her hold was empty and there was no crew aboard. However, she was carrying contraband marijuana and was towed to Miami. Her crew of 12 Columbians was rescued from a life-raft, not very far from the place of abandonment. Efforts were made to locate the owner, probably a Columbian citizen, but these failed. On 3rd November 1978 she was taken out to sea where an explosive charge was detonated, on orders of the Coastguards. Perhaps a sad end for a small ship we remember so well, chugging her way up the Rock Channel and past Perch Rock in the 1960's.

Two large bulkers have been sold by the Soviets to Greeks, and the scrapping and disposal experts surmise that even Russia may be in need of foreign currency. The first named is remembered so well on the Mersey:-

YALTA ex BERGE SIGLION ex SIGLION (Lairds - 1966)
YAUZA ex FORTH BRIDGE (1967)

The contract to build a flagship for Trinity House,

replacing PATRICIA of 1938 has been awarded to Robb, Caledon of Leith. The ship will have a speed of 14 knots and a "helipad".

In mid-February, the British trawler HOSANNA GU5200 commenced a passage from Plymouth to Scheveningen. She had been the Belgian trawler of same name, Z 592, and only recently purchased. Evidence suggested that a vessel had sunk 5 miles northeast of the South Goodwins on 16th, when an oil slick and wreckage were sighted. Then BENCLEUGH recovered a liferaft bearing the Belgian number, and cut the rope securing it to some object below. This may have been unfortunate, as Trinity House vessel MERMAID tried unsuccessfully to locate the wreck subsequently.

Also in February, occurred the sinking of the Cypriot registered tanker IRENES SERENADE ex ALDEBARAN, off the holiday beaches of southern Greece, which were threatened with severe pollution. The ship was built at St Nazaire in 1965.

One may wonder why a firm who have been engaged in the coastal trade for a long period, branch out in the bulk carrying business with two 31,000 tonners, only to sell them within two years. The Sunderland-built DEVONBROOK and DURHAMBROOK were completed 1978/79 for Comben Longstaff and Co. and sold to Chinese buyers in the spring of 1980.

With a fair grasp of general knowledge, this writer could never aspire to "Brain of Britain" status, but enjoys the programme notwithstanding. Occasionally, though, the learned ones are completely floored by simple questions. "Why did a certain ship taking part in Queen Victoria's Jubilee Review, influence the design of ships over a long period?" None of the four contestants could say, but I could have answered "Turbinia and her practical demonstration of turbine propulsion". Thanks for a boost to my morale!

Captain Moss of the Hull Nautical College has written in the maritime press on the subject of "colour radar" and the possibility of lightships showing up on the screen in a distinctive colour, when acting as "racons". So far, they have appeared as illuminated crosses.

In 1974, before the "cod war" and conservation schemes of the E.E.C. had any great effect, Britain had 489 deep sea trawlers. In early 1980 she has less than 150. It is interesting to speculate on whether this fact has a bearing on national defence.

The Spanish V.L.C.C. MARIA ALEJANDRA on a ballast voyage from Algeciras to the Persian Gulf, blew up and sank off West Africa in mid-March. She was built in 1977 and 34 of her crew of 40 were lost, for she went down in 40 seconds.

REGITZE THOLSTRUP ashore near Larne and shown on T.V. with spray breaking over her, on 22nd January 1980, was refloated by HMT ROLICKER. HMS BRINTON policed the area to keep shipping clear and the butane gas cargo was safely transferred ashore.

The year 1979 was by far the worst peacetime year for major ship losses and serious casualties. The insurance claims totalled £326M. Lost by fire and explosion includes ENERGY DETERMINATION, ATLAS TITAN, and ATLANTIC EMPRESS. ANGELINO LAURO was lost through fire, NURMAH AGATE by collision, INDEPENDENTA by collision and subsequent explosion, BETELGEUSE by explosion. SKOPELOS SKY was through stress of weather and BERGE VANGA went missing without trace. SEATIGER and CHEVRON HAWAII were both lost when lightning struck oil discharge pipes.

In the winter storms, ATHINA B was aground on Brighton beach, refloated and scrapped.

AEOLIAN SKY sank off Portland in January. She was carrying new Seychelles bank notes in her hospital. Divers failed to recover them, but some were washed ashore later. She was built in 1978, of 6540 tons and had been in collision with ANNA KNUPPEL. The French tug ABELLE LANGUEDOC attempted to take the casualty in tow but she sank off the Dorset coast. RIVERINA, Birkenhead to Amsterdam had stood by. The crew of 16 was uplifted by helicopter and put aboard the Dutch destroyer OVERIJSSSEL. Trinity House tender SYREN reported an oil slick from the wreck.

The large tanker SALEM ex SOUTH SUN ex SEA SOVEREIGN sank

off the West African coast in January. The crew was rescued by BRITISH TRIDENT, and mystery surrounded this casualty. SALEM left the Persian Gulf on 10th December 1979 with an oil cargo worth £25M, for Europe, bought on passage by Shell. It was alleged that the cargo, all or part, was discharged in South Africa and that when she sank, her tanks were full of sea water. A writ has been issued against the owners of the ship.

Glasgow District Council have decided that they cannot afford to convert QUEEN MARY (Calmac) into a maritime museum. She lies at Greenock and will probably be sold for scrap.

Townsend Thoresen's new car ferry SPIRIT OF FREE ENTERPRISE, 7951 tons, broke the Dover/Calais record on her maiden voyage. The time was 53 minutes 49 seconds in a force 8 gale, without stabilizers. Average speed 23.9 knots. In more favourable conditions she is expected to better 50 mins. Her sister HERALD OF FREE ENTERPRISE should appear in June and a third ship later.

In 1977 whilst cruising in the good ship UGANDA, we passed the fishery protection trawler SWITHA, east of the Orkneys. Only three years later she met her end in tragic circumstances, for early in February this year, she grounded on submerged rocks near Inchkeith Island, Firth of Forth. With the crew safe, it was hoped to tow her clear, but so badly was she holed that salvage was not worthwhile and it was decided to blow her up. The hull was split amidships and a charge in the engineroom split oil tanks. HMS WESTRA and three tugs sprayed detergent on a slick. SWITHA was built by Cochranes of Selby in 1948, and operated by the Department of Fisheries for Scotland.

The Soviet "spy" ship TAMAN was stationed in the Persian Gulf during the Iranian troubles early in 1980. She is a stern trawling fish-factory type vessel of 3170 tons with home port Nevelsk, Sakhalin, and as with all these vessels, will have highly sophisticated communication gear.

The former Humber paddler WINGFIELD CASTLE lying in the Thames under arrest in April was noticed to be very low in the water. Her engine room was flooded to a depth of 8ft but she

was pumped out and saved from sinking.

The former Holyhead Salvage Co's tug AFON GOCH ex SCHELDE has been sold for use in the Cayman Islands.

N.R.P.

SHIPS TO THE BREAKERS

BUENOS AIRES STAR ex CANBERRA STAR (1956)
BEN CRUACHAN (1968)
CLIMPING ex CAMBERWELL (1958)
CAPILUNA (1969)
CHRYSANTHI ex CARRIGAN HEAD (1958)
CONSTANTIS II ex KANTARA (1947)
CHANIA II ex LAVEROCK (1947)
FILIA ex SIR ANDREW DUNCAN (1958)
GULF RELIANCE ex RELIANCE EXPRESS ex TREMEADOW (1958)
GOLDEN MADONNA ex MONTEVIDEO STAR ex NEWCASTLE STAR (1956)
KINAROS ex NINGPO ex CORINALDO (1949)
LORD HASTINGS ex ELENI E.F. ex HOPECRAG (1963)
MACEDONIA ex LAROCHE ex USKPORT ex SUGAR IMPORTER (1956)
MALDIVE ENSIGN ex TRENTINO (1952)
MALDIVE VENTURE ex CAVALLO (1951)
MERSEY NO.40 (hopper - 1957)
NICOLAS K ex MIMI METHENITIS ex OTI (1956)
PAPAMAURICE ex KABALA (1958)
PACIFIC ABETO ex FLAMENCO (1950)
SINDBAD I ex SINDBAD ex OCEAN QUEEN ex PENDENNIS CASTLE
SAFINA E NAJAM ex LA PRIMAVERA
SAUDI-FILIPINAS I ex SAUDI PHIL I ex REGINA MAGNA
ex BREMEN ex PASTEUR (1938)
VEGAS ex ALKYON ex IRISH OAK (1949)
AEFYRAS ex AMARYLLIS ex BONIFACE ex ROSSETTI (1956)

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SHIPS FOR DISPOSAL

CLAN MACNAIR (1962), DUMURRA (1961), CITY OF EXETER ex STRATHDARE (SD.14 - 1974), FALGARTH ex CLEDDIA (tug - 1958)
PLYMGARTH ex THUNDERER (tug - 1958), ALEXANDRA ex BENHIANT
ex CRAMOND ex BENHIANT ex WEARFIELD (1964), GUARDSMAND and
SERVICEMAN (tugs)

* * * * *

Farewell, Coolmore, Bundoran! and your summer crowds that run
From inland homes to see with joy th'Atlantic setting sun;
To breathe the buoyant salted air, and sport among the waves;
To gather shells on sandy beach, and dare the gloomy caves.
To watch the flowing, ebbing tide, the boats, the crabs, the fish;
Young men and maids to meet and smile, and for a tender wish;
The sick and old in search of health, for all things have their
turn -

And I must quit my native shore, and the winding banks of Erne!

William Allingham (1824 - 1889)

APRIL MEETING

In addressing our Research Society, the speaker on this occasion said that "instead of peering into the mists of the past, we would be looking into a foggy future." World governments are giving thought and expending large sums in planning to provide the power to support life, which in recent decades has relied on oil. Factory output, land communication by rail and road, aerial transport, domestic heating will all be affected, but our special aspect is the carriage of goods by sea, by which nations exist.

On Thursday 10th April, Captain S.A. Azad spoke to us on "The future of commercial sail" and whether we can once more harness the winds to drive our ships and their precious cargos, wholly or partly independent of oil. Our speaker, now retired, was a senior lecturer at Liverpool Polytechnic. He spoke on this interesting subject with authority, though he described himself as a reporter rather than an expert, and at the Polytechnic his job had been to keep track of events.

Studies were started at Hamburg University in 1961 before the oil price rise, and the plans for a "Dynaship" were evolved. She was a multi-mast vessel of 17,000 tons with no fore and aft sails and no mast stays. Sails would not be under individual control, but the whole mast would be turned by hydraulic machine. The sails would reef through slits in the mast on to rollers, and a computer would indicate the best sail setting. The work was completed in 1966 with preliminary models tested in wind tunnels. At that time oil prices were at rock bottom.

In 1973 the U.S.A. woke up to the shock of a possible oil

crisis, and the University of Michigan commenced studies on a 6-mast project. They acknowledged the similarities with the German design, but each yard arm was to be controlled separately by winch power. Three designs evolved, 15,000, 30,000 and 45,000 tonners. It was thought that these ships could only be used in chosen trades to pay their way.

The U.S. Government was not convinced.

Then the British started, and designed a five masted full rigged ship, with jibs, spanker and all. This looked traditional and performance to windward would be poor. No matter - it would be U.K. to Australia via the Cape, and home via the Horn. The "Windrose" ship was the result but has got no further than the drawing board.

A seven-masted Bermuda rigged schooner looked nice on paper, but not considered feasible. The yacht designer Uffa Fox produced plans for a three masted schooner, using modern rigging and techniques, but this was most unlikely to scale-up to commercial size.

Hood, an Australian naval architect designed a four masted schooner of fore and aft rig, at the behest of a ship-owner. But came a slump, and nothing further done.

Venetian blind type sails, rigid sails, terylene and not canvas sails have all been considered. But perhaps the most grotesque "driver" was a windmill, and we were shown a slide of how large that would have to be in proportion to the ship, to give headway (or leeway!) Our speaker said "I would dread to think that sort of a ship would ever be built".

Herr Flettner's "rotor ship" which the older members of the Society remember, has again come up for consideration. Two of these, with their huge revolving cylinders were built, and one crossed the Atlantic, but that idea was quickly dropped in the late 1920's.

Research work was conducted in Japan from 1976 and only completed this spring. The Japs have used a small diesel-driven coaster, DAIOH MARU to see if sails would assist the low powered engine. It seems that either the diesel, or sails alone, could give four knots, but with diesel and sails together, six knots. By making use of a favourable wind, they could appreciably increase diesel power.

The University of Reading made researches into the possible use of windmills, but our speaker did not think "it was on".

Then there were some really off-beat ideas. Newcastle University tested aero techniques, and planned a twin hulled hydrofoil of small dimensions to travel at 30 knots. It has to attain 20 knots before "taking off", and the deck has to have runners, so that cargo containers can be hauled up towards the weather side! We derived a certain amount of amusement at this idea.

After the coffee break, we had a lively question time. Steeped as we are in the lore of the sailing ship and the tremendous endurance which had to be shown, to get the tea clippers and the wool ships home, Kent Richardson suggested that in all these plans, nature was being tempted. Or are these to be only fine weather ships, and if so, in what areas are they to be used?

Capt. Azad thought that we may see prototypes by 1982-3 - but "the first of these ships will lose money, everyone knows that". Bulk carriers are likely to be the first built, for the lighter cargos like grain, oil and fertilizers - not iron ore. There should be no difficulty in finding crews - perhaps not as a career, but to those young men who accept a challenge, or do it for fun. A 17,000 tonner would need a crew of 26/28.

Ted Tozer queried that the ships would be large in the first instance, and our speaker thought 3000 tons was the likely size, before moving on to something bigger. As for speed, the Germans think 12 knots can be achieved by wind power, the U.S.A. estimates $9\frac{1}{2}$ to 11 knots and our "Windrose" should do 11 to 12 knots. So there is little disagreement there.

Wilfred Raine spoke of defects aloft, and gear jamming. Would not icy conditions prevent the roller-furling of sails - our speaker agreed that it would.

To wind up this interesting discussion, Mr. Lingwood made the vote of thanks to Capt. Azad. He said that engaged in one of Liverpool's oldest shipowning concerns, he could say that the development of these designs, was being closely watched. The two main cost items in operating ships are crew and fuel. Automation has reached the pitch where there is nobody in the engineroom at night. This allows for a saving which is completely offset by the rises in fuel costs.

Mr. Lingwood said that he was very conscious of the fact that the vessels of his Company (P.S.N.C.) had to endure two types of weather in general - the stormy seas of the North Atlantic and the kinder conditions on the West Coast of South America. He therefore waited with baited breath for the outcome of these forays into the "Future of Commercial Sail".

This talk was illustrated with slides, and also with transparent drawings projected on to the screen by means of a close range projector, where the lecturer can point out relevant detail as the talk proceeds.

Many of us have seen the end of one sailing ship era, with all its hardships - beautiful ship creations - tough but reliant navigators. Are we to see the birth of another, different, sailing ship era forced upon us by the profligate use of the earth's resources, and will man's ingenuity ensure a reasonable standard of life for mankind on earth? The problem cannot be baulked.

N.R.P.

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For whether its trampin' the capstan round or whether its
shiftin' sail,
Or whether its hangin' on by your teeth in the thick of a
Cape Horn gale,
Or sweating up a t'gal'n yard, or tacking ship with the watch,
Or sittin' makin' rovin's, maybe, in the sun on the after-hatch,
Or scrapin' cables or tarrin' down all day in the blue Trade
weather,
A job o' work's a wonderful thing for pulling a man together.

C. Fox Smith

* * * * *

MERSEY NOTES

Since tank cleaning at south Tranmere ceased two years ago and Western Shiprepairers pulled out, the Mersey has lacked these facilities. But now Northstore Oil Ltd. supply these services and the first ship to make use of them was Shell's DRUPA. There is a depth of water alongside of 42ft high water and 26ft low water approx.

Following the sale of the cruise ship LA PERLA by the Admiralty Marshal to Mediterranean buyers, she sailed from Liverpool towards the end of April. Those who complained about conditions on the Christmas cruise were disappointed in this outcome, though creditors have the right to appeal against the funds obtained. Her value as a cruise ship was said to be £4M and as scrap £800,000.

ULSTER PRINCE lost an anchor in fog off Egremont on 24th February.

To commemorate the Battle of the Atlantic, Liverpool was visited by the frigates HMS ACTIVE, AJAX and SCYLLA early in May.

Mr. Shimmin, general manager of the Isle of Man Steam Packet Co. has announced that the non-passenger ro-ro ship will berth at the south side of the Edward Pier until the breakwater extension is completed, and then move to the north side. The Liverpool loading berth will be at Hornby Dock.

The hydrofoil CU-NA-MARA commenced sailings between Liverpool and Dublin during the last week of April. A descriptive brochure is obtainable from B. & I. Line offices at Reliance House, Water Street, Liverpool. According to length of stay, fares vary between £22 and £36 return and the time taken for single journey is about 3 hrs.

On Monday 10th March, the Sri Lankan LANKA KEERTI (8000 tons) which had anchored off Birkenhead to await the tide, was blown ashore near the Albert Dock wall. Three tugs were quickly on the scene, fired rocket lines, and hauled the ship clear. She then became one of the hostage ships, kept in dock for 2 weeks by the irresponsible strike of Mersey dock workers in support of men in another trade - steel.

When Merseyside's Maritime Museum is opened on 18th July, it is hoped to show the ketch LIVELY LADY in which Sir Alex Rose sailed solo round the world in 1967/8. She will sail round from St.Katherine's Dock, London with a volunteer crew, skippered by Capt. Rob Campbell of Riversdale Technical College, Aigburth.

In late April, a 60ft portion of the north end of Woodside stage which had reached a dangerous condition, had to be cut away.

Complete with its stageman's house, it was towed to Garston beach for demolition, by WAPPING and another tug. Ships had been requested to reduce speed when passing Woodside whilst the work proceeded.

With Norwegian shipowner defaulting on a tanker ordered from Cammell Lairds, there was deep consternation as this left only the completion of the destroyer HMS LIVERPOOL, and an empty wet basin. At the end of April hopes were entertained for oil rigs to be built here. But who has confidence in a yard so beset of recent years with strikes, pickets, the locking out of management, and ships left on graving dock blocks when wanted to earn their keep on service? "Call a dog a bad name..." used to be a common saying and it takes many years, if ever, to overcome a bad public impression. Let the work force, or what's left of them, show some discipline, and together with and not against management, fight for what orders they can get. It is essential to satisfy customers, and only as a team can Lairds avoid relegation from the bottom of the fourth division! But is it already too late?

DOULOS ex FRANKA C ex ROMA ex MEDINA - a 7000 ton liner built at Newport News in 1914. What an interesting visitor we had, when this Maltese registered floating bookshop berthed at Duke Street, Birkenhead. She was here from 7th to 20th March when she sailed for Trinidad. One could not refrain from buying at least one of the huge assortment of new books as a memento of the visit, and she was almost continually open to the public in daytime.

The Argentine tug ALIANZA CAMPANA was refitted in Liverpool in February. She was built in Holland in 1976 as United Towing's LINESMAN. The Argentines also have ALIANZA ROSARIO ex WINCHMAN, large tugs of 885 tons.

The pilot launch N.B.FRASER, built by the MacTay concern at Bromborough was on trials in the Mersey on 13th March. She and her sister ALLAN YOUNG, both with Georgetown, Guyana registry near completion.

In March, MYRMIDON was launched at the Clyde yard of

Scott Lithgow for Ocean Transport and Trading group. She will most probably be engaged in the West African trade. After the launch, the executive director Mr. G. Ellerton said that between 1974 and 1980, the Ocean group will have brought into service, 17 new ships. Mrs. Peggy Ellerton performed the naming ceremony. Amongst the guests present was our member Mr. Geoffrey White and his good lady.

N.R.P.

MAY MEETING

The Annual General Meeting on 8th was preceded by a Council meeting at the Museum on 6th May, attended by Mr. Loram (Chairman) Mr. Stammers (Secretary), Miss Sweetnam (Asst. Secretary), Mrs. Summerfield, and Messrs. Stuttard, Raine, Lingwood, Hignett, Boyes and Pugh.

The General meeting was well attended and the Agenda was displayed on a blackboard. There were one or two apologies for absence, including Messrs. White and Ditchfield. The Secretary read the minutes of the 37th A.G.M.

This gathering always reminds me of Budget Day in the Commons, and here we had the Chancellor (Ted Tozer) recovering from a throat infection, but having forgotten to bring the customary despatch box. He vied with Sir Geoffrey Howe in his gloom of the financial situation. The cost per head of running the Society was £2.25 in 1978, £2.89 in 1979 and £3.18 in 1980. Expenditure had increased in those three years - £285, £357 and £410. Although the subscriptions had been increased, default in payment had actually caused a fall in income.

An increase in membership is needed, and we may obtain some new members as a result of the Maritime Museum project. The periodic issue of Transactions is laid down in the constitution, but with the very high cost of printing these days, the more extensive reports of lectures, in the Bulletin suffices for the time being. The amount lodged in the Deposit Account is £464, bringing in useful interest, and it is not proposed to raid this account for day-to-day running.

At the Council meeting, there had been a recommendation to raise the basic subscription from £3 to £4.50, but even at this substantial increase, finances would only just break even.

Ken Stuttard made a proposal as follows:-

Ordinary members	£5.00 per year
Country members and pensioners . .	£4.00 " "
Man and Wife	£7.00 " "
Students/Juniors	£3.00 " "

and on a show of hands, this was carried. Our Treasurer said that prompt payment of subscriptions would ease his burden considerably. These are due in September.

The main cost to the Society, is of course, the printing of the Bulletin at £241.71, and Wilfred Raine did not think there should be any skimping, and that grateful thanks should go to the Editor for his work.

Fred Reid queried the fluidity of membership over the last few years, as an indication of the health of the Society. The Treasurer said that membership had remained fairly steady. In 1979 we had 124 members and in 1980, 129. The limit of fluctuation never seemed to have exceeded ten. He agreed with Mr. Reid that there was a need to recruit young members.

Next, membership of the Council was dealt with. Frank Banks, having resigned and taken up work in the Middle East, a vacancy occurred. We are pleased to say that this has been filled by Captain Martin, who is heartily welcomed.

We are informed that the opening of the Maritime Museum will take place at 2.30 p.m. on Friday 18th July, but the V.I.P. performing this role has not yet been named. The first meeting of the new season of Liverpool Nautical Research Society will be held at the Maritime Museum headquarters, and revert to the normal venue subsequently. We hope that some relief in business commitments will enable our President, Mr. J.J. Gawne, to be with us early in the new season.

And with that, purely Society business ended and there was no time for colour transparencies which had been loaded into projector magazines. Security on Museum premises entails vacating the premises at 9.30 p.m.

At this meeting, we did not break off for a chat, but continued with our deliberations, whilst the coffee was handed round.

As already announced, it is hoped to form a Society to

be designated "Friends of the Maritime Museum" and Mr. Loram told us that the steering committee had met twice, and formed two sub-committees, one to deal with the problems of formation, and the other with fund raising. We gather that in the beginning difficulty has been encountered in divorcing these "Friends" from the body formed some years ago, called "Friends of Merseyside Museums and Art Galleries" but this may be resolved after an initial period. The subscription for "Friends" will be £3 per year.

Volunteer guides are wanted for tours round the Maritime park, and the Civic Society has offered its services. In the River Room of the Museum (Old Pilotage Offices) there will be a videoscreen, showing a large picture of the Mersey and passing ships. World Ship Society has offered to help with verbal description of the panorama.

The Maritime Museum is looking for suitable craft as floating exhibits or to rest in graving docks. And so, by the time our 1980/81 season opens, and the next Bulletin appears, a good deal will have happened around Canning Dock. There is no encumbrance on our members to join the "Friends" but some will, and the scheme has our moral support.

Before ending, the Society's programme for next season was sketched out for us by Mike Stammers, subject to alteration, of course:-

September	- private view, Maritime Museum
October	- Jessie Hartley - bi-centenary
November	- Tenth Cruiser Squadron. K. Longbottom
December	- Christmas Social
January	- Dr. Peter Davies on Lord Kilsant
February	- Mike Clark on Flats, keels and trows
March	- Stephen Horne on Sea Birds
April	- River Dee shipyards by Denis Branigan
May	- A.G.M.

N.R.P.

Now to her berth the ship draws nigh,
With slacking sail she feels the tide,
"Stand clear the cable" is the cry,
The anchor's gone, we safely ride.
The watch is set, and through the night,
We hear the seaman with delight
Proclaim - "All's well".

EDITOR'S NOTES

At the time of going to press, we are not aware of who is to open the Liverpool Maritime Museum at 2.30 p.m. on Friday 18th July, but no doubt between now and then, and subject to local newspaper strikes being settled, we shall be advised.

The thanks which were accorded to your Editor at the A.G.M. were much appreciated, even more so because they coincide with this, his 50th Bulletin. It may be remembered that Stuart Mountfield was his predecessor up to the end of 1967. Tribute must be paid to Miss Fearne of the Express Duplicating Service who has made our Society's business her special preserve, and for a much longer period than I have been editor. I wonder if we can persuade her to attend our next Christmas Social?

It may be somewhat cavalier now, but there are two matters concerning the audibility and comfort at our meetings which may be put right by gentle reminder. We have had very good speakers of late, whose clear diction and command of English have made a joy of reporting. If it was not so, these writings would be brief.

However, at one or two of our meetings, question time and even portions of the actual lecture, have developed into an inaudible conversazione at the front of the meeting. It is just too bad on your reporter, and also those not within ear-shot to maintain concentration or even have an idea of what goes on. When this happens, I feel it is up to the members in the rear to draw attention to it, and hope they will do so.

My hope, and here I speak for myself, is that the practice of smoking in the lecture room is curbed. We have members with breathing trouble, who make valiant efforts to attend. The notices should be obeyed.

We have had an excellent season, with good attendance figures, notwithstanding the high cost of transport into the city. Forsaking our fireside entertainment, we enjoy meeting our friends on the second Thursday nights of the month. Now, with summer upon us, Merseysiders are happily placed to indulge in Irish Sea cruising, to enjoy the invigorating sea air.

Correspondence concerning the Society should be sent to the Hon. Secretary, c/o Merseyside County Museums, and matters concerning the Bulletin, to the Editor, N.R. Pugh, 7 Dunbar Rd., Hillside, Southport PR8 4RH.

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

B U L L E T I N

Merseyside County Museum
William Brown Street
Liverpool, L3 8EN

Hon.Secretary - M.K.Stammers, B.A.
Asst.Hon.Sec. - Miss G.L.G.Sweetnam
Editor - N. R. Pugh

The deeps have music soft and low
When winds awake the airy spray,
It lures me, lures me on to go
And see the land where corals lie.
By mount and mead, by lawn and rill,
When night is deep, and moon is high,
That music seeks and finds me still,
And tells me where the corals lie.

Richard Garnett

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THE ORIGIN OF THE CATAMARAN

John Ryan, in one of his thumbnail essays in Irish Radio's "Sunday Miscellany" (9.05 a.m.) spoke of the type of boat we know as the catamaran. Several of these are, as I write, taking part in the solo Transatlantic Race from Plymouth to Newport News (June 1980).

The word comes from the Polynesian "cata - to tie" and "maran - wood", and it is said that the type took a thousand

years to reach and be accepted in the west.

However, a kind of catamaran was evolved in Ireland in 1662 by one William Petty. He called it a twin-keeled boat, and had two identical clinker-built hulls built in Arklow for the purpose of trying out his idea. In October of that year, he gave a demonstration on the River Liffey at Dublin Bridge, there being only one bridge over the river at that time. A great crowd assembled, and Petty was willing to wager fifty guineas that he could beat any boat in the world for speed. He also demonstrated that she would sail very near the wind.

Samuel Pepys showed interest, and trials were arranged on the Thames, but as now, with twin-hulled craft, she proved fast but tender. Several were built, and one reached Lisbon, but was overwhelmed on the return passage.

The present Shelbourne Hotel in Dublin stands on the site of William Petty's residence.

Resulting from John Ryan's essay, curiosity took me as usual to the Picton Library to find out more about this inventor. His life is described in Sidney Lee's "Dictionary of National Biography" (1896) - book reference 920/042/DIC.

Sir William Petty, as he became, was born at Romsey in 1623 and died 1687. In his youth he went to sea, and his shipmates found that he had such precocious talents, that they abandoned him on the French coast with a broken leg. Later he was known to have been in the British Navy. He became physician to the Army in Ireland in 1652.

Of his many inventions, the double keel boat was his pet child. It is said that the twin-hulled CALAIS-DOUVRES which we would today call a Channel ferry, although with steam power, was later partly to justify his ideas.

He was a man of enterprise and wrote a "Treatise of Taxes and Contributions" in 1662, in which he expressed the doctrine that "price depends on labour costs for production" - which 300 odd years later does not seem to have been taken seriously by some Trade Union leaders!

He set up ironworks, opened mines, quarries and fisheries - when in our own day, the tendency is to close them all down! It is refreshing to read of the achievements of such a man who must rank with the later Nimmo, Brunel, Telford etc. in their own particular fields.

N.R.P.

NEW NAMES FOR OLD

AGMAR I ex SIR JOHN SNELL (1955)
BANGPLEE ex LINGUIST
BANGPRA-IN ex TRADER
CITTA DI META ex CARISBROOKE CASTLE
CAST GANNET ex SUECIA TEAM (1973)
DASHWOOD ex RESOLUTE ex TURCOMAN (1978)
FORT LAUNAY ex ZEALANDIC (1965)
FUMURRA ex DUMURRA (1961) Reg. Douglas IOM.
GIANNA A ex ARLINGTON ex ASHINGTON ex TENNYSON (1957)
INDIAN TRIBUNE ex CLAN MACGOWAN (1963)
ISCHIA ex AUTOCARRIER ex ROYAL SOVEREIGN
NASEEM ex ARTEMIS ex STYLEHURST (1962)
NIKOLAOS K ex LUCKY IMPORTER ex SUGAR IMPORTER ex ATHELPRINCE
NOCCE DI COCCO ex MAID OF CUMBRAE
OBESTAIN ex RONSARD (1957)
SABRINA ex FILIKOS ex HARPALYCE (1959)
SPARTAN REEFER ex LAURENTIC (1965)
SPEEDLINK VANGUARD ex STENA SHIPPER

GENERAL NEWS ITEMS

GLEN STRATHALLAN was a steam yacht well known in Manx waters. She was commissioned by the Royal Navy in the second World War for escort and convoy duties coastwise, and laid up for some years in the inner harbour at Douglas. Mr. D. Brown of Harwich informs us that the main engine of the vessel is in the Science Museum, South Kensington.

GONDOLA, which has lain sunk in Lake Coniston for many years and recently raised, was brought back into commission on 24th June, with passengers wearing period costume.

The single-handed Atlantic yacht Race from Plymouth to Newport News was won by a 65-year old American in the trimaran MOXIE.

In late June 1980, what appeared to be a former rig support ship named YAK registered at Morgan City, La. was operating a search for the LUTINE's gold off Terschelling. LUTINE was sunk 200 years ago and only the bell was salvaged, and rests at Lloyds of London. There was TV coverage showing the difficult conditions above the wreck, as the site is blasted by powerful pumps to remove sand and silt. Early in July a length of timber, with

copper washers attached, was brought to the surface. Then, two of the four mooring anchors were lost in heavy weather, but were later recovered.

In May, SUMMIT VENTURE, a bulker entering Tampa Bay U.S.A. to load phosphate, collided with the Skyway Bridge in a thunderstorm, with heavy rain and 80 mph wind. A bus and several cars plunged 150ft into the water and at least 30 people were killed.

Traditionally, we always thought of Blue Funnel ships serving the Far East, and Elder Dempster ships sailing to West Africa. So readers may be surprised by the following voyage details, from our member Geoff White:-

DONGA - in July carrying sugar from Brazil to Algeria.

DUNKWA - Rotterdam/Antwerp to Madras/Chittagong/Calcutta.

LAERTES - Havre to New Caledonia via Panama.

AJAX - grain from Argentina to U.S.S.R.

ANCHISES - bulk fertilizer, New Orleans to Turkey.

HELENUS (car carrier) - Japanese cars to N.European ports.

CHARON - trading Ecuador.

CLYTONEUS - Caribbean/U.S. east coast.

CYCLOPS - trading Japan/U.S.A.

TANTALUS - (ore) Brazil to Europe.

IRISH OAK, built in 1949, and most recently named VEGAS suffered grounding damage on a passage from Piraeus to Vietnam with flour. Not worth repair, she was sold for breaking up at Gadani Beach, Pakistan.

The Harbour Commissioners at Long Beach, Cal. are trying to find a buyer for the famous ex-Cunarder QUEEN MARY. As a tourist attraction, big losses are being made.

The inquiry into the loss of Hapag's MUNCHEN last December commenced in Bremen, after a long delay caused by the lack of definite evidence. Very little equipment from her was found, and it can only be assumed that she foundered in very heavy weather in the North Atlantic. She was carrying 82 barges loaded with steel for Savannah when a very brief distress call was received. The crew of 27 and the wife of one of the officers went down with the ship.

United Towing Company of Hull has reduced its fleet from twelve to five vessels. There is now extreme international competition in ocean towage.

The trawler mother-ship MIRANDA, now 38 years old may have to end her days, after giving service to our trawler fleet in northern waters. She is a former Swedish ship and replaced ORSINO in this work.

With ST.COLUMBA breaking down once more on the Holyhead/Dun Laoghaire route of Sealink in May, AVALON came up from Fishguard as relief, though with smaller capacity. She too broke down, and passengers in the spring holiday weekend were advised to use other routes to Ireland. Finally, Sealink moved AILSA PRINCESS down from Stranraer, hopefully third time lucky. ST.COLUMBA (Danish built) must vie with MANX VIKING (Spanish built) in the "no go" stakes!

Showing the vigilance of French Navy patrols, the Panamanian tanker JANNU was arrested 29th May and taken in to Havre. With out of date charts, the ship ventured too near the French coast to secure a North Sea pilot, and suffered the consequences of anti-pollution rules.

7th June 1980 - Moelfre RNLI Station celebrated its 150th anniversary with the acceptance of a new inflatable. Up to date, 1,014 lives have been saved, and 4 gold medals have been won, 2 of them by Coxsn Dick Evans, now retired.

Although occurring 4 years apart, the total loss of the 227,000 ton d.w. OBO carriers BERGE ISTRA and BERGE VANGA is the subject of official inquiry in July. At the time of their loss, both huge ships were bound from Brazil to Japan with iron ore. Neither was able to send out an SOS, and in each case there must have been violent explosion. There were two survivors from the ISTRA, but apart from that, only broken furniture.

After being laid up at Spezia for two years the 33,000 ton Italian trans-Atlantic and cruise liner LEONARDO DA VINCI took fire on 3rd July. She was towed outside the harbour wall, and eventually with the fire uncontrolled, she turned over and sank. She was a turbine driven liner built at Genoa in 1960, and her owners were hoping to find a buyer.

To commemorate 150 years of mail carrying, the Isle of Man Steam Packet Co. is portrayed on six new Manx stamps. The 8p stamp shows DOUGLAS (1) built by Robert Napier in 1858 which had a speed of 17 knots. In the American Civil War she became

MARGARET AND JESSIE and was captured by the Union Navy in 1865. They rechristened her USS GETTYSBURG and she fought against the Confederates. Later, she was used for cable laying and surveying and ended her days in the Mediterranean in 1879. The 15p stamp shows the most recent addition to the fleet, m.v. LADY OF MANN.

Cannabis smuggling has been much in the news of late. A big haul was found by Customs in a European port - the ship involved being the Cypriot registered TOTAL ex BRITA ex LAURIERSGRACHT, 500 tons, Dutch-built 1962.

The inquiry into the loss of the tanker SALEM in December still goes on, the insured value of ship and cargo being \$56mn. It was alleged that her cargo, loaded in Persian Gulf ports, was discharged in South Africa, before she sank off West Africa after a series of explosions. All the crew were saved by BRITISH TRIDENT. SALEM's Greek captain, who was detained in Dakar for a time, has declared that he did not discharge his cargo in South Africa. He said that she sank in deep water just clear of the continental shelf, which would explain why no oil came to the surface. The slowness of the voyage was attributed to engine trouble.

In an inaugural speech as the new President of the General Council of British Shipping in May, Mr. Swire spoke of the escalating level of crew costs in the British merchant marine and its effect on inflation. British shipping has lost its competitive edge, and he said "we cannot go on piling wage increases of 20 per cent on top of 10 per cent on top of 15 per cent whilst our competitors' increases remain in single figures." The answer is in more moderate wage settlements and improved "cost effectiveness" otherwise more ships will have to be sold and more jobs lost. (It would be as well for seamen to brood on the term "cost-effective"!) The British merchant fleet at 50 million deadweight tons in 1975, dropped to 36½ million dwt in 1979. Yet, we are by flag, the fourth largest fleet in the world, and are amongst the leaders in carrying containers, chemicals, gas and refrigerated cargo

Some members will have watched on TV the efforts of the Greenpeace Ecological Movement to hinder whale catching by Spanish vessels. Motorized inflatables from the mother-ship RAINBOW WARRIOR manoeuvred ahead of the catchers, as the

harpoonist was poised to shoot. This prevented fishing by CARRUMEIRO and IBSA TRES north of the Cies Islands. The Spanish Navy frigate VICENTE YANEZ PINZON and patrol boat CADARSO were soon on the scene, and arrested RAINBOW WARRIOR for interfering with whale fishing and she was escorted into Ferrol. RAINBOW WARRIOR is ex SIR WILLIAM HARDY, an Aberdeen fishery research trawler of 418 tons built by Hall Russell in 1955.

GLEN SANNOX was to have been chartered by the Coastal Cruising Association for a cruise from Oban on 3rd May, with a last chance to call at Tobermory Pier before closure. Only a third of the required bookings were received to make the venture break even, and the trip was cancelled. One is left to ponder doubts that perhaps diesel car ferries are unattractive for these cruises, with discerning supporters.

AFON GOCH, the Holyhead salvage tug has now taken up work in the Cayman Islands. She was built in 1958 as Smit's SCHELDE.

The Coastal Cruising Association Bulletin says that Glasgow District Council decided in January that they could not afford to convert QUEEN MARY (Calmac) into a maritime museum. She will probably be sold for scrap, and is lying at Greenock.

N.R.P.

* * * * *

SHIPS FOR DISPOSAL

LANCASHIRE COAST (1954)
N.Z.WAITANGI ex BRITANNIC (1967)
MAGDA JOSEFINA ex FOURAH BAY (1961)
LEONOR MARIA ex FALABA

* * * * *

TO BREAKERS

CANTERBURY STAR (1960)
TOWNSVILLE STAR (1957)
MONTREAL STAR (1963)
KINGSTON AMBER (Trlr).

If you can keep your nerves when all about you
Are stations jamming hard and blaming you;
If you can "hold the air" though others flout you,
Until you get your longest message through;
If you can send and not grow weary sending,
Nor overture the man who has to read;
If your mistakes are rare but prompt their mending,
If you believe that haste is never speed.
If you can read through half a dozen stations
The weaker signals that are meant for you
And pick 'em out with few interrogations
Yet never feel ashamed to ask those few.
If you're a Jack of all trades, tinker, tailor,
If there is scarce a thing you cannot do,
If you're an electrician and a sailor
Telegrapher, accountant, lawyer, too:
If you're propelled by energy that's tireless,
If you don't fear a job that's never done,
Then take my word, you're fit to work at wireless
And anything you get, you'll EARN, my son.

"The Wireless Operator's IF"
Quoted in "Wireless World" 1913.

A NEW BOOK ON CANALS

Edward Paget-Tomlinson's new book "Britain's Canal and River Craft" published by Moorland at £7.50, is an excellent pictorial accompaniment to his earlier encyclopaedic work on canals and river navigation published some three years ago. In 14 chapters he covers an amazing area and variety of river and canal boats. The sections include studies of regional types, such as the Yorkshire and Trent keels of great variety, and of particular interest to members are the sections on the Leeds to Liverpool Canal and North Western craft. These include excellent pictures of some of the Leeds-Liverpool barges which carried coal and grain to and from Liverpool, and some unusual pictures of the special fully-decked craft called floats built by Taylor's of Chester for the Wolverhampton Corrugated Iron Co.

Mersey flats are well represented and amongst the pictures there is an excellent one of a small square-stern flat leaving Canning Dock in about 1908, and some of Edward's own pictures

of the 18th century flat DARESBURY which was still afloat on the Weaver Navigation in 1957. Steam vessels are also well covered with good pictures of the I.C.I. Weaver packets. Besides the photographs, Edward has also produced some excellent pen-and-ink drawings of the principal type of vessel illustrated. These are one of the highlights of the book.

Another important feature which makes this more than just a typical shipping picture book, is that all the captions for the pictures are extremely detailed and very authoritative. Perhaps the only criticism that could be made of this book is that some of the photographs are rather small, but there again, Edward and his publishers have succeeded in providing over 200 photographs and illustrations in 144 pages, which is a pretty remarkable achievement. I think that any member who is interested in canal and river craft will find this a very worthwhile book, and it is very pleasing to have one of our most eminent members as its author.

M.K.S.

INQUIRY FOR INFORMATION AND PHOTOGRAPHS

David Blamey of 26 Lower Addison Gardens, London W.14, was in correspondence with our late President in 1965 concerning his great grandfather Captain James Price. Ronald Summerfield then suggested that the Mercantile Marine Service Association might be able to supply details of this master mariner, and in fact the Association was able to do so, quoting the obituary for 1902. Captain Price died at 15 Alexandra Road, Waterloo, Liverpool 22, on 17th April 1902 when 84 years old and the funeral service was at Christ Church. Burial was at Newport.

Mr. Blamey is now looking for paintings of the following ships which Captain Price commanded:-

SARAH AND EMMA	1853
NORWOOD	1854/55
THOMAS BRASSEY	1856/58
ECHO	1860/61
GREAT VICTORIA	1863/65

Would any members with information please write to Mr. D.C. Blamey at the above address, or inform the Editor.

Trawlermen on Dover Patrol, 1916

We've rifles and twenty rounds or so, and flares to give
alarm,
To signal the Hun in case he comes; 'twill stop him
doing harm,
If their destroyers come, my lads, we're booked for the
Golden Gates,
But no one shall say we funk'd the job of watching the
Dover Straits.

* * * * *

THE POOL OF LIFE

This was the title of an ITV documentary film shown on 7th July. The commentator said of Liverpool "you either love or loathe it" as views of MOUNTWOOD (ferry) and PERCY DAWSON (Manchester sludge vessel) were flashed on the screen.

He spoke of the slave trade of around 1750, and of Thomas Leyland who won £20,000 in a lottery and bought a slave ship with it. He was said to be three times Lord Mayor of the city. We heard how the slave trade was ended by Wilberforce in 1807.

In 1851, the port of Liverpool handled one and a half million bales of cotton, which was twice the amount handled in London. In 1841, Jessie Hartley changed the face of Liverpool (as we shall hear in one of the talks of the 1980/81 season).

Prince Albert opened the Albert Dock in 1846, and one thousand guests sat down to dinner, but the Prince only stayed 15 minutes.

After the Irish potato famine, two million emigrants left the United Kingdom.

Peter Kerrigan, a docker, described the old days in dockland when 2 cwt bags of soda ash were moved about, and the men were as hard as the ships. "But" he said "they don't do that now, the job is done clinically". Nowadays, dockers go home to wash the car down, and eat at a Berni's Inn! Liverpool, he said, is still the second port in the country, but some valuable cargo goes by air, and in dockland it is all containers and straddle carriers. The packing is done in the factories, and he added "We need to get that work back, but how? That's the problem".

The film showed London's St.Katherine's Dock, with warehouses built before the Albert, although not so impressive. They may become a World Trade Centre for London. The basin accommodates the old Nore Lightship and the maritime museum there has given new life to the old dockland.

Baltimore has started a Maritime Museum in the U.S.A. and has preserved their old frigate CONSTELLATION. Copenhagen is beginning to use its abandoned dock buildings but our Liverpool site has been described as better than any of these.

Richard Foster, director of Merseyside Museums spoke of schemes and dreams for our Canning Dock site. One idea was a Disneyland, in 1966 Harry Hyams wanted total demolition and the building of office blocks.

Ken Martin, an architect, showed what he would like to do by breaking crockery as an analogy. He had wanted the Polytechnic to take over, and this we believe was due to the traffic noise in Byrom Street.

In 1972 the South Docks were closed and in 1974 the dock gates were left open, making the system tidal. Coasters were still reaching the Brunswick silos with grain as the tide permitted.

Jim Fitzpatrick of the M.D. & H.C. said that the south docks could be filled for building development, or dredged, but the area now came under the responsibility of the City of Liverpool.

We heard that by January 1980, interest in the South Docks had been shown by twenty developers - Arthur Dooley the artist offered to buy the lot for £60!

Ted Evans, head planner for the Corporation, said that Salthouse Dock could be filled in to form a car park (not another!). Albert basin could remain flooded, as also the Canning Dock and its graving docks. There was a long-felt need for the people of Liverpool to get back on their waterfront (there should have been sustained cheering at this remark!). The Kings and Queens Docks could be filled in to form a recreation area, and shopping complex, though not competing with the city centre. (It was not explained how that was possible with St.John's Market having been gutted, and the remainder of the uninviting, seatless Precinct not so popular with shoppers!).

But popular indeed would be a through-way for the public

from the Pierhead right to Otterspool. Hopes have been raised before, but now the central Government is really interested, even if to date, only words have been uttered.

N.R.P.

* * * * *

A grim, grey coast and a scabboard ghastly,
And shores trod seldom by feet of men -
Where the battered hull and the broken mast lie,
They have lain embedded these long years ten.

Lindsay Gordon

* * * * *

MERSEY NOTES

The two Rea tugs FOYLEGARTH and KILGARTH are to be disposed of towards the end of 1981, and replaced by two novel tugs to be built by McTay Marine at Bromborough. They will be powered by two "Z-peller" units each, built in Japan. The units are stern mounted, and have propellers in Kort nozzles, which can be turned through 360 degrees. Total power is 3520 hp. Both the power and steering comes through a single "joy-stick" control. The normal crew will total six. They will have a beam of 28ft on an overall length of 99ft. They will be capable of handling the largest vessels coming to Royal Seaforth, and assisting very large oil tankers at the Amlwch single buoy mooring.

An auction of "engineering equipment" in Manchester made possible the purchase of an old naval pinnacle by Mr. Roger Carter, a city businessman. She was built in 1896 as a fast steam launch and named ADA. Some time after her navy days, she served for four years as a Thames police launch, finally ending up as a work boat in the Manchester canal system. In 1948 her boiler and engine were removed and a 36 hp Maclaren diesel engine installed. On Friday 13th June, she was sailed to Anglesey to serve as a family boat, as shown on TV.

The Danish coaster HELLELIL badly damaged by fire at Mostyn in January, and towed to Liverpool has now reached Aarhus, towed by BALDUR.

VISTAFJORD, the Norwegian luxury liner which is coming to the Mersey in September, to "promote" a new model B.L. car, will make a coastal cruise with passengers to Hamburg, for them to return by other means. She was built in 1973 by Swan, Hunters on the Tyne, and is a twin screw motorship of 24,292 tons.

Shipments of Australian coal, transhipped at Rotterdam have been arriving at Birkenhead for some time, for power station consumption. The vessels concerned have been RIVERINA, ROEBUCK, INGRID LEONHARDT, HAND FORTUNE and HAND LOONG. The two last-named fly the flag of Panama and were built in Japan in 1976 - 6595 tons.

B. & I's jetfoil CU-NA-MARA was out of commission for over one week in the busy July period. She was being assisted from the landing stage by a tug, but came into contact with the berthed MANXMAN. Workmen were flown across from Seattle where she was built, to attend to the superstructure damage.

The dissatisfaction of pilots with the present green buoy system in the sea channels, has been vented in London and Strassburg with no known effect. The black buoys which they replaced were seen more easily, and green light has been found to have poor penetrating power. In low visibility it has been said that a buoy's shape has been sighted before the flashing light.

The Mersey Transport Executive's ferry fleet now comprises the three vessels OVERCHURCH, WOODCHURCH and MOUNTWOOD to cover ferries between Liverpool/Birkenhead/Wallasey. ROYAL IRIS is now only used for river cruises and as a floating restaurant with facilities for dancing.

The old Great Western Railway Goods Depot at Morpeth Dock, Birkenhead, has now been demolished and rails removed from the extensive sidings. Some nearby unused warehouses at Morpeth Dock have also been demolished, and it would appear unlikely that the Manx ships will use the lay-up berth this coming winter. Barrow in Furness may provide the berths for out of season lay-up.

In one year's time, the M.D. & H.Co. will take delivery from McTay's of Bromborough of a catamaran survey launch. It looks as if AESTUS and another small evessel will become redundant in work connected with hydrographic survey in Liverpool Bay. The twin hull should make for greater stability, and the cost will be £1¹/₄m.

On Saturday 24th May, a multitude of small yachts produced

a navigational hazard on the Crosby Bend, and there were complaints from several vessels. Those affected were ATLANTIC PREMIER, MONAS ISLE and the jetfoil CU NA MARA. Tacking against a westerly breeze, they were spread over the whole width of the channel, making things particularly difficult for the pilot of the large container ship, and also for the fast moving jetfoil. In such a situation it is just not possible for the powered vessel to give way and maintain safe steerage way. The small-boat men are liable to high risk where "rule of the road" excuses go for nothing.

Then on Sunday 8th June about 1 p.m., obstruction to navigation was caused off Liverpool Landing Stage by three motor boats. The movements of MOUNTWOOD and MONAS ISLE were hampered thereby. The craft were named BETE DE MER, POZZI DRIVER and PILE DRIVER. One is left wondering how long it will be before restrictions are placed on the irresponsible element in small boat sailing.

Only a few days previously, a great deal of trouble was caused by the disappearance of a yacht which had left Conway for Ramsey IOM. She had landed up in the Solway Firth and coastguards spoke bitterly of the lack of experience of those on board, and the boat's poor equipment, which had put them to so much trouble. The challenge of the sea is something which should be learned very thoroughly before ever handling a tiller.

A cruise of the Mersey docks organized by Friends of the Ferries in OVERCHURCH on the afternoon of Sunday 22nd June was well patronized.

In the sphere of port control, our Port Radar Station at Seaforth continues its splendid round-the-clock service to all vessels using the Mersey. Although radar surveillance is maintained, the "ship operation" aspect is now most important. All ships receive a prompt reply to their calls, whether it be to report their whereabouts and intentions, or to request weather conditions to seaward. Pilots are in easy communication, and can use the VHF facility when wishing to overtake another ship in the channels. The VHF radio telephone has certainly revolutionized ship movements, with the added help of radar when necessary.

A Royal Navy patrol boat anchored in Llandudno Bay attracted some attention in June. She was HMS CYGNET, P.261,

and has sisters KINGFISHER, P.260, PETEREL, P.262 and SANDPIPER, P.263, all built by Dunstons of Hessle, Yorks. between 1974-1976. Each cost just over £1m and according to Jane's Reference Book, they are not suitable for fishery protection work. They have one 40mm gun on the stern, and can make a speed of 18 knots. They are very small vessels to have stabilizers.

N.R.P.

The boatswain gave the dreadful word,
The sails their swelling bosom spread;
No longer must she stay aboard;
They kissed, she sigh'd, he hung his head.
Her lessening boat unwilling rows to land;
"Adieu!" she cries, and waves her lily hand.

"Black-eyed Susan" - J. Gay

THE OPENING OF THE MARITIME MUSEUM

The involvement of the public is a main hope for the success of our new riverside Museum at Canning Dock. The opening was restricted to 400 invited guests, although I have heard of no official invitations being accorded to members of the two local Shipping Societies. Fortunately representatives of the media were there to describe something of what took place, on a cool and drizzly day.

A plaque was unveiled by Mr. Michael Montague, Chairman of the English Tourist Board, a cannon was fired as a signal for nine yachts of the Ocean Youth Club to sail past, the Police Band played "Rule Britannia", and there was a speech by Sir Kenneth Thompson - all inspiring stuff! The Spinners' Group, in Oxydol-white sweaters braved the elements to render sea shanties from the deck of ROYAL IRIS. The sound of this brought out one or two passengers on a nearby ferry to see what it was all about, and startled a few gulls.

Relying on the media, it was noticed that BBC TV gave scant attention, but Granada TV based at Exchange Flags put on quite a moderate show. The versatile Roger Blyth, suitably attired for the blustery dockwall, described the project which has taken 100 years to come to fruition.

The Director of Merseyside Museums, Mr. Richard Forster spoke of this proud day, and of his relief that after all the months of preparation, the opening had been achieved. This, in no small measure, would reflect the efforts of many of the Museum staff, including Mike Stammers and Jill Sweetnam.

The sail-past was by a flotilla of nine yachts, including FRANCIS DRAKE, SIR THOMAS SOPWITH and DUET, which in the eyes of one or two young people who came quite a distance, were not exactly "tall ships". The largest merchant vessel to pass up stream on that flood tide was the Shell tanker KYLIX.

We saw on TV, views of the flooded graving dock with LIVELY LADY and other small craft afloat. There was a view inside the boat-hall, once the Stores Department of Liverpool and Glasgow Salvage Association. Here, Stan Hugill told of his early days in sail and of the famous GARTHPOOL. Also, of how he signed on a ship as "able to steer", but at the order "by the wind", caused the mate's skull to come into contact with a swinging spar. Stan found himself in the scuppers - a sad enough yarn.

But in this reporter's opinion, it would have been good to have real public participation on opening day. It all seemed so drab, remembering what it was like on Merseyside when there was an important ship to be launched at Lairds, the public turnout for the Jubilee Review in 1977 or even the lining of the river banks for the arrival of the mighty MELO. It would have been good to see people streaming to vantage points, ships' whistles, cheers and the hubbub of satisfied onlookers. All Liverpool would have known that it really had a Maritime Museum at last, as indeed it has!

And having said this about the opening day - I should really go and have a look for myself!

N.R.P.

FROM THE GUINNESS BOOK OF RECORDS

The fastest Atlantic crossing was made by UNITED STATES in July 1952 at an average speed of 35.59 knots.

The fastest British crossing was made by QUEEN MARY in September 1946 at an average speed of 30.86 knots.

A STITCH IN TIME

One of the points stressed by Roy Mullender when he addressed us in June 1976 on GREAT BRITAIN II's exciting voyage round Cape Horn in the preceding winter, was the importance of examining the hull, fittings and working parts of a vessel before setting out on a testing adventure. That this applies to all things mechanical, whether on shipboard or not, was amply demonstrated by the published Proceedings of the Marine Safety Council of U.S. Coastguard into the collision on 2nd June 1973 between the container vessel CV SEA WITCH and the tanker ESSO BRUSSELS.

The ensuing disaster is so relevant to present day conditions that mention is made of it here, for it was all caused by reason of a three-sixteenth inch square key loosening when worn, and slipping out of a keyway in the steering engine mechanism. This fault, simple enough, had disastrous and fatal consequences.

The American CV SEA WITCH was outward bound from Staten Island, New York, with containers at midnight on 1st June. She had reached New Brighton (a U.S. counterpart of our own place-name) and disembarked the docking pilot on to one of her two tugs. She then increased to full speed but within ten minutes the helmsman reported a loss of steering, with a drift to starboard. The harbour pilot ordered hard a-port and the captain unsuccessfully endeavoured to restore control. But the vessel's swing to starboard accelerated with the engines still at full speed. The pilot made a series of sharp blasts on the whistle and locked it to sound continuously. The pilot then ordered "full astern" and to let the port anchor go. They were heading directly for ESSO BRUSSELS, lying at anchor. SEA WITCH's anchor did not run and after the collision was found on the deck of the tanker. The tanker was hit amidships, oil caught fire on initial impact, and both vessels were engulfed in flames within minutes.

Containers on board SEA WITCH were consumed or severely damaged by fire. The shell frame of some of them and remnants of cargo was all that remained. The light exterior sheathing of these deck containers burned away exposing their contents to the fire. Wooden floors of the containers provided additional fuel to the flames. Containers sheathed with plastic laminated wooden sides, also aluminium and steel sheathed containers -

all were destroyed by the intense heat. After the fire was extinguished the skeleton structure of many of the boxes remained stacked with their hawser lashings in place.

The containers below deck were the most damaged by the fire which continued for many days. The gaping hole in the tanker's side allowed the equivalent of 31,000 barrels of Nigerian crude oil to escape and ignite as the two vessels, locked together drifted under the Verrazano Narrows Bridge.

The speed of SEA WITCH was established at no less than 13 knots, and there was no procedure on board for quickly assuming hand steering aft. The masters of both vessels and 14 ratings were lost, as were also any bridge records made at the time.

A recommendation was made at the inquiry that ships carry a "black box" as do aircraft, recording all the mechanical processes which might take place prior to such a disaster. This was not adopted, in view of the high cost not being justified by the small number of such incidents. This casualty has, however, caused restrictions in speed in U.S. waters where anchored ships sometimes off-load hazardous materials into barges alongside.

The inquiry found that SEA WITCH's engines were not backed or slowed soon enough, and that the "full astern" order was too late. It was found that speed was the cause of the ignition of the crude oil, which might not have occurred with less impact, and that without fire, there would have been no loss of life. Because of the failure of a small key, sixteen men died.

After repairs, CV SEA WITCH was sold and became CHEMICAL DISCOVERER.

* * * * *

"England expects this day that every man will do his duty"

Nelson's famous signal at the Battle of Trafalgar in 1803 still echoes down the years. How apt it is today, and not for only one day but every day! It might be emblazoned in every workshop, shipyard, coalmine, board room, office, school, canteen.....we need to emulate his spirit.

* * * * *

SHORT SEA CRUISING OUT OF LIVERPOOL

The Douglas sailings by the ships of the Isle of Man Steam Packet Co. now include Sundays during the summer, with the departure at 1030 returning 1600.

The schedule of Llandudno sailings totalled eighteen, with seven Sundays and the remainder on Tuesdays and Thursdays. MANXMAN and MONAS ISLE have been the two vessels concerned and doubts have been expressed about the continuance of the latter next year. It may be that by the time these notes are read, there will be some news. Both these ships have good bosuns, and have looked very smart this season, with the hallmark of their profession - a good clean teak deck, the like of which we may never see again!

After a long spell of fine, sunny weather, the first Llandudno sailing on Sunday 25th May took place on a rather cold, drizzly day. It is strange that this has been the pattern for first trips over several recent years - and last year's was cancelled altogether. Nevertheless, about 300 hardy souls embarked and about double that number made the afternoon cruise from the resort, though very little of the coastline was visible.

The second sailing gave us even worse conditions, for after a hot humid morning, we reached North Wales to a threatening sky. On sailing for the cruise, a thunderstorm broke which lasted spasmodically until our return in the evening, with much rain.

For a city like Liverpool and its environs, support for these sailings is extremely poor. The average may be about 300, but on Sunday 22nd June, MANXMAN sailed with only 95 passengers. The reasons must be today's cost as reflected in oil prices, poor advertising, unpromising weather forecasts (which have proved correct) and the popularity of the motor car to which so many folk are wedded for all their pleasures. Members of the Coastal Cruising Association, from as far afield as Manchester, give their support, whilst World Ship Society and Liverpool Nautical Research Society members are little in evidence. Merseyside "regulars" who enjoy sailing, cling to the hope that the sailings may be preserved for some years yet.

However, with the season half over, we have had two cancellations when the certainty of large carryings on other routes could not be neglected. On the first occasion, the number of people on the Co-operative Wholesale Society's charter to Douglas

had to be spread over two days. Then there was such heavy pressure on the Belfast/Douglas run, that we lost out once more, but had the option of sailing to Douglas instead, using Llandudno contracts. Llandudno/Douglas service has also been hit by cancellations, some of these by weather conditions.

Sunday 22nd June gave the sparse number of us a very pleasant day, and having left Llandudno at 5.15 p.m. in MANXMAN, we just managed to enter the channel at Q.1 buoy a very short distance ahead of LADY OF MANN, 4 p.m. from Douglas. LADY, having the legs of an Olympic challenger, was on our heels all the way up channel, and there was speculation that she might overtake and berth first. It was right on high water. MANXMAN was to swing off Woodside and approach the stage floodway, whilst LADY went straight in ebb-way, and when the manoeuvre was apparent, there were boos across the murky Mersey waters. The LADY used her bow thruster to good purpose, and was moored with passengers ashore before MANXMAN touched!

Over sixty pensioners and former employees of The Alexandra Towing Company made the Llandudno passage on Thursday 24th July, and MANXMAN wore masthead bunting. On return to the Mersey we were accorded a very fine welcome by five units of the Alexandra fleet, first with ALFRED keeping up with us, blowing her whistle and flashing her masthead signalling lamp. TRAFALGAR escorted us to the stage, the while Mr. Alfred Lamey waved his acknowledgments from MANXMAN's boatdeck, to the crews. We felt it was good to have something to celebrate.

Whilst at Llandudno Pier we were treated to a very spectacular display of flying by one of the latest R.A.F. fighters, and this was followed by a fly past of a wartime bomber.

Tuesday 29th July produced a fresh easterly wind. MANXMAN sailed with rather less than 300, and on reaching the headland Pentrwyn, it was decided that berthing would be a risk, with the swell prevailing. We therefore steamed back to Liverpool, arriving 3.45 p.m. with quite a number of disappointed passengers, especially after the two previous cancellations.

On conservation, we have seen a large grey seal on Puffin Island, and there were a small number of puffins on the ledges a few weeks ago. There was a black shearwater in Liverpool Bay in late July.

A STIRRING LANDFALL

A-waiting the day, be it distant or soon,
When the ships from the westward, by night or by noon,
In storm or in sunshine rejoicing will come....
And Fastnet - old Fastnet - he'll welcome them home!

* * * * *

Miss C. Fox Smith would not know, when she wrote that verse how prophetic it would be! She would be thinking of sailing ships making their landfall on the Fastnet Light after long ocean voyages. This lighthouse off southwest Ireland might promise the first glimpse of home for many a sailor long at sea.

But these lines remind me of another occasion, and a memorable one, when "Fastnet welcomed them home". It was late in 1941 and so far, all our convoys had been routed north of Ireland and so out into the Atlantic, to return by the same route - furthest from the airfields and U-boat pens of Western France.

Naval headquarters at Derby House, Liverpool decided to route a homeward Sierra Leone convoy via the Fastnet Rock and through St. Georges Channel, and its minefields. And so it was that HMY PHILANTE, aboard which was the Senior Officer of the Escort, brought the ships through against enemy aerial opposition, as well as strong easterlies with snow and ice. PHILANTE (1937) was the largest motoryacht built by Camper and Nicholsons of Gosport, and had been owned by Tom Sopwith. EVADNE (1931), a rather smaller version by the same builders, was in Fishguard at the time on a minor escort job. PHILANTE's convoy won through.

Now if you go to Oslo, you will see the immaculate Norwegian royal yacht NORGE resting on the placid water of the beautiful fjord, and she is our old friend PHILANTE. She was first to force the southern sea route to Britain and "old Fastnet" was soon to welcome other convoys, as Germany commenced to withdraw her bomber squadrons from Western Europe to the Russian front.

It seems strange that this beautiful craft, a credit to her builders, should be blazing the trail with her attendant destroyers and frigates. She may not have been designed for offensive work but her war record was a very proud one. Later she was a base ship at Loch Ewe, putting officers of escorts through most rigorous courses of anti-submarine warfare.

In 1977, it was a great pleasure to see and photograph her at the royal moorings off Oslo when cruising in the good ship UGANDA. Then in 1979 she arrived in Douglas for the Manx Millenium celebrations, with the King of Norway. With alternator trouble, she came to Birkenhead, as reported in our Bulletin for Oct/Dec 1979, and was attended by the Odyssey Engineering Works of Ocean Fleets Ltd., before returning to Norway.

"During each winter, NORGE is laid up at Nyland Shipyard, Oslo, her decks and upperworks covered by tarpaulins to protect from snow and ice" - so reports Mr. Bard Kolltveit, Curator of Norsk Sjøfartsmuseum. This is a very fine modern maritime museum at Bygdøy, a short waterbus trip from Oslo Townhall piers.

N.R.P.

THE FERRIES ACROSS THE MERSEY

Three years have passed since Merseysiders met in the Liverpool Playhouse one lunchtime to express concern at the threat to their ferries. A Bill had been deposited for the 1976/77 session of Parliament which, if it had become law, would have given the County Council power to close either Woodside or Seacombe Ferry at one month's statutory notice. The Bill did not contain provision for any form of public enquiry, although the then leader of the Council later gave his assurance that one would be held in the event of closure proposals, following a successful passage of the Bill through the House.

Volunteers came forward to form a steering committee for a Friends of the Ferries organization. At Birkenhead Townhall on the 30th March 1977 the organization was inaugurated. The Council's Bill did not become law. A later proposed clause for addition to the Central Government's Transport Bill, which would have facilitated procedures for closure of ferries nationwide, was dropped.

Since then, the "Friends" have been active in their primary object of supporting, assisting and seeking to improve the historic ferry services across the Mersey. There have been a number of fund raising functions.

In the May 1980 Newsletter, it was reported that the County Planning Officer, Miss Audrey Lees, acting for the policy and resources committee of the County Council, is

preparing a report on how the ferries can assume a more important role in leisure, tourism and education, whilst still providing a scheduled passenger service.

"Friends" derive satisfaction from the continuing operation of ferry services, when three years ago, their survival for more than a few months would have been doubtful, if the County's Bill had been successful.

The vessels still sail but until the threat to both cross-river services is removed, there can be no complacency. The need for the "Friends" is as urgent as in 1977.

The Newsletter points out that the single cross-river fare by ferry is now 21 pence, but this compares favourably with 30 pence charged for the crossing by train between Birkenhead (Hamilton Square) and Liverpool (James Street). Nevertheless, the ferry toll is more than four times the figure of five years ago.

In July, it seemed from press reports that Birkenhead Ferry would have to be closed, and there was talk of developing the Seacombe Ferry. It is understood that a good deal of costly work would have to be done to keep the Birkenhead Ferry operating. Some thousands of ferry commuters prefer to go to work by ferry, especially when the rail fare is so exorbitant.

Seacombe is quite differently placed. The river crossing is approximately one mile, but the equivalent journey by bus through the tunnel is four miles, and passengers are not allowed to board or alight except at the ferry terminal. There is no rail connection at Seacombe, and the road tunnel emerges in Poulton. Whereas once the Seacombe and Egremont areas were very convenient for commuters to Liverpool, if the ferry were to close, definite hardship would be caused. The very old, the young, the infirm, the partly sighted - all need to move around, irrespective of those using motorcars.

Then in late July, there was better news. It was decided that the Council hold an all-day seminar to really investigate the ferries question. The ferries might, after all, be a useful magnet for tourism, and work with the Maritime Museum and the development of South Docks, to the advantage of Liverpool. Even the ferry crews are putting forward suggestions for economies in operating the boats.

Surely it would be sacrilege to scrap the ferries out of

hand and perhaps better and wiser counsel is becoming apparent. Just imagine the wide, fast flowing Mersey bereft of its ferry-boats, and the chance for the citizen to sail upon its waters, pollution notwithstanding.

The subscription to be a "Friend" is £1 per year, with 50p for old age pensioners, c/o 1/3 Grove Road, Rock Ferry, Birkenhead, L42 3XS.

* * * * *

Come, cheer up, my lads! 'tis to glory we steer,
To add something more to this wonderful year;
To honour we call you, not press you like slaves,
For who are so free as we sons of the waves.

* * * * *

SOCIETY NOTES

The first meeting of the Society will not, after all, be held at the Maritime Museum, but at the usual rendezvous, Educational Block, Merseyside Museums. The programme for the coming season is to be:-

1980

Sept. 11 Liverpool's Canadian Connections. M.K. Stammers
Oct. 9 Jessie Hartley - Dock Engineer. Mrs. N.R. Ritchie-
Noakes

Nov. 13 The Tenth Cruiser Squadron. K. Longbottom

Dec. 11 Christmas Social and Members' Evening

1981

Jan. 8 Lord Kilsant. Dr. P.N. Davies

Feb. 12 Sea Shore Life. S. Horne

Mar. 12 Flats, Keels and Trows. M. Clarke

Apr. 9 Vanished Shipyards of the Dee. D.P. Branigan

May 14 Annual General Meeting

The Society is open to new membership, and if you have friends interested in ships and the sea, past, present and future then why not invite them along as potential members.

Correspondence concerning the Society should be sent to the Hon. Secretary c/o Merseyside Museums (as on page 53) and matters concerning the Bulletin may be sent to the Editor, N.R. Pugh, 7 Dunbar Road, Hillside, Southport PR8 4RH.

Subscriptions are due at the commencement of the season in September.

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.
Asst. Hon. Sec. - Miss G.L.G. Sweetnam
Editor - N.R. Pugh

They stood there by the rail while the swift ship
Tore on out of the tropics, straining her sheets,
Whitening her trackway to a milky strip,
Dim with green bubbles and twisted water-meets,
Her clacking tackle tugged at pins and cleats,
Her great sails bellied stiff, her great masts leaned:
They watched how the seas struck, burst and greened.

J. Masefield

Vol.XXIV No.4

October - December 1980

NEWS OF LOCH RANNOCH'S "GITANA"

Amateur sub-aqua divers, with the help of inflatable balloons have brought the last relic of the small steamer GITANA to the surface. This is her swivel anchor. GITANA lies beached and in reasonably good shape close to Loch Rannoch Hotel.

As will be remembered, she was built in 1881 by Seath of Rutherglen and was only in service for a few months before foundering in an exposed winter berth in the loch. Could she - we wonder - be sailing again on 7th June 1981, just 100 years after her launch?

(See the "Bulletin" Vol.XXIII No.1, Jan/Mar 1979).

A MANXMAN'S REFLECTIONS

We like to look back on the "good old days" and it was Captain Lyndhurst Callow, reminiscing to the World Ship Society which took me along to the Museum lecture Theatre on Tuesday, 9th September. An audience which filled the hall was not disappointed in the ex-Commodore of the Isle of Man Steam Packet Co., who had come over from retirement in the "land of the little people" to be met and entertained by Mr. & Mrs. Hallam, prior to the meeting.

Looking hale and hearty at 75 years, he told of how his parents wished him to be apprenticed to Cammell Laird and Co., but he had other ideas. Joining a ship was a simple procedure in those days, and young Lyndhurst took a fancy to the topsail schooner VENUS, loading in Garston. So he ups and asks if they want a cabin boy or deck boy. It was just what they were short of, but he had to wait for the skipper to return from shore-side. Prompt engagement followed - no form filling - no seamen's pool regulations and all the red tape of today.

With a cargo of coal for Port St. Mary, VENUS was towed to the Mersey Bar by one of W.A. Savage's coasters, and there left to fend for herself. The new boy was very seasick, but after Port St. Mary, things improved and VENUS went across to Portmadoc to load slates. These were all carefully stowed by mallet so that hardly any were found to be broken at Sligo.

Capt. Callow spoke of the alarm off Great Ormes Head when a gale they were riding out, completely reversed its direction. It reminded this reporter of a similar phenomenon off the Smalls in 1941. A slow coastal convoy of 6-knotters left Milford Haven in a southeasterly gale to run up St. George's Channel. The deep loaded colliers had their decks awash, and the few escorts rolled to dizzy angles, but we would soon be round the corner bowling along before it. Then there would be Bardsey to pass and some respite from the wind coming off the land. But when off the Smalls, the wind dropped suddenly, the sky darkened and very heavy rain cut visibility to almost nothing. And out of it all, came a snorting northwester to make a struggling convoy almost come to a standstill. Bad enough where steam and diesel are concerned, but most disconcerting in a topsail schooner with tall cliffs to leeward!

This writer knew the former MONAS QUEEN ex CAESAREA, and was interested in the remarks about her waywardness, and especially of her lack of stern power, which was a known characteristic. Captain Callow described how she once sheered in Douglas Harbour

and was only pulled up with an inch or two to spare, from hitting the Battery Pier.

He has been asked how many collisions he experienced. One was when ASSIDUITY hit PEVERIL off Lairds, and tore a hole the size of a door in her side. He spoke well of the cargo ship FENELLA.

Perhaps his assumed belief in the supernatural had not matured, when as master of CONISTER, outward bound Liverpool to Douglas, the mate informed him of a very bad weather forecast, with westerlies up to force nine. He decided to take a chance of reaching his destination seventy miles away before its onset, but had cause to regret not heeding the "still small voice". CONISTER's aerial was blown away, and he would not permit any man to re-rig in such a sea as arose.

Captain Callow's favourite ship was BEN MY CHREE (4) in which he rose in stages from Quartermaster to Master. "Those were the days when we carried passengers" he ruefully remarked! PEVERIL (2) he described - if confirmation was necessary - as a bad sea boat with a heavy uncomfortable roll.

Captain Callow still has a seaman's complexion, clear eyes and a keen sense of humour. He told of many near calls, but won through, ending his career as Commodore of the "Manx boats" in that fondly remembered steamer - the largest the Company ever had - LADY OF MANN (1). And she was always good to her master - can one say more?

N.R.P

* * * * *

OF MODERN GUNBOATS AND AN OLD STEAM YACHT

John Robinson, formerly of Merseyside Museums and now at the Science Museum, South Kensington writes: "Having seen your mention of the present HMS SANDPIPER in the recent issue of the Bulletin, it occurred to me that you might like to have a pamphlet on her commissioning in St. Katharine's Yacht Haven, London five years ago. You will see that she was built upside down, before being assembled the right way up on the slipway. The class rapidly proved unsatisfactory for R.N.R. use, their hulls being inadequate for the amount of equipment crammed on board, which adversely affected their sea-keeping qualities.

"The design was derived from a very successful R.A.F. air-sea rescue launch type, but as in other cases, adapting the type

for naval use meant "squeezing a quart into a pint pot". After a couple of seasons with the K.N.R. they are all back in regular naval hands. I saw SANDPIPER in the Tamar a couple of weeks ago, when she was leading the parade in a 'sail-past' for the Plymouth Navy Days." (August 1980)

The pamphlet referred to, has a photograph of this vessel being built upside down, before being turned over for launching at Dunstan's, Thorne. Displacement is 190 tons on dimensions 120 x 23ft. Although Janes mentions a speed of only 18 knots, this specification gives a maximum of 25 knots from diesels.

Whilst writing, John also mentions the steam yacht GLEN STRATHALLAN - "Her triple expansion engine is indeed on display here at the Science Museum, where it attracts a good deal of attention. You may be interested to know that the vessel was not scrapped, but deliberately sunk in Plymouth Sound, in accordance with her late owner's wishes, to provide an underwater 'site' for divers from the nearby sub-aqua centre at Fort Bovisand. It was hoped that the hull and superstructure would provide a haven for various fish, lobsters etc., and give them shelter from predators. But a few West Country winter gales soon put paid to that idea, and most of the structure has now collapsed on to the sea bed. Keep up the good work on the Bulletin!"

* * * * *

Below there! Oiler! What's your work? Ye find it runnin'
hard?
Ye needn't swill the cup wi' oil - this isn't the Cunard!
Ye thought? Ye are not paid to think. Go, sweat that off
again!
Tck! Tck! It's difficult to swear, nor take His Name in vain.
Men, ay an' women call me stern. Wi' these to oversee,
Ye'll note I've little time to burn on social repartee.

from "MacAndrew's Hymn" - Rudyard Kipling

* * * * *

SEPTEMBER MEETING

Due to the generous assistance of Friends of the Merseyside Museums and Art Galleries, our Secretary, Michael Stammers was enabled to make a 2-week visit to Eastern Canada, this "summer". The word is used in a purely seasonal sense, and could have been otherwise described!

Our meeting on Thursday, 11th September - the first of the 1980/81 season - was therefore a report of this tour with colour slides, and was entitled "Liverpool's Canadian Connections". Mike stressed our close ties with the northern Dominion in the 19th century, when two Liverpool docks were named "Canada" and "Brunswick", and they handled the bulk of imported timber from Canada to the whole of northern England. In fact by 1854, timber took second place only in import precedence to cotton.

Though inferior to English oak, Canadian woods became responsible in 1853/54 for a great surge in shipbuilding in the maritime borders of Canada. Many of the ships completed were bought by Liverpool owners MARCO POLO, which made a record passage from Australia in 1852, was built at St. John, N.B.

We saw a slide of Courtney Creek N.B. where there is still some shipbuilding of small craft, and where water power to cut timber, is conveniently located. A well known Nova Scotian ship-builder was Donald MacKay (1810-1880).

Also, we saw the ornate Victorian villa of the Moran family, who at one time had an office in Liverpool, negotiating ship sales etc. Elaborate wooden villas were also evident in Yarmouth, and at this Nova Scotian harbour we saw the large passenger and car ferry CARIBE, plying to Bar Harbour in Maine.

In Yarmouth, the firm of Killam Brothers keep an office interior just as it was last century, and such an office interior with its high stools and mahogany desks would make a period exhibit for any maritime museum.

Yarmouth presented a very colourful harbour, crowded with multi-hued fishing boats. Some, as in the Isle of Man are engaged in scallop dredging. Doubtless the very extensive Atlantic seaboard allows areas for this dredging, so injurious to species of bottom-feeding fish. The older fishermen of Port St. Mary affirm that some types of fish once caught in Manx waters have completely disappeared.

Lunenburg, the centre for Grand Banks schooners, still flourishes and a former fish processing plant is being turned into the Nova Scotian Museum of Fishing. Practically all the buildings are of wood and this one is painted in bright red. A block making firm still plies its trade, with a ship-chandlery shop next door.

There is a patent slip at Lunenburg on which we saw fishing vessel THE AMBASSADOR, bristling with dan buoys.

At St. John's, Newfoundland, C.T. Bowring Ltd., and Job Brothers, well known merchants with Liverpool connections are still prominent.

Halifax has a museum in the making - to be called "The Museum of the Atlantic". If we should need reminding of our connections with that coastline, we have only to look at the map to realise that Nova Scotia also has a Liverpool. The vote of thanks was made by John Lingwood.

N.R.P.

"IF" - ANOTHER VERSION

In our last issue, a radio officer's "if" was quoted and now another appears in a new publication named "Hands to Action Stations" published by Bryn Clwyd Printers, Llandyrnog, Denbigh at £2.95. This effort is by Able Seaman Doloughan of H.M. Submarine URCHIN:-

If you can keep a middle watch with pleasure
And wake up in the morning bright and gay,
Or ammunition ship in hours of leisure
With the G.I. bawling orders all the day;
If you can wash yourself in ice-cold water
When up north or in the dreaded Scapa Flow;
If you can walk out with the parson's daughter
And refrain from "going on" when she says "no".
If you can make a meal from tinned potatoes
And eat corned beef for weeks and weeks and weeks,
Nor grumble when you have to do your dhobying
In a bucket lined with rust and full of leaks;
If you can go ashore and yet keep sober
And never be a "skate" or "on the run" -
Then you can call yourself a decent sailor,
And what is more - you'll be the only one!

* * * * *

NEW NAMES FOR OLD

ATLANTIC RESOLUTE	ex CITY OF VENICE
BOOKER COURAGE	ex BRAGELAND (1973)
BENVORLICH	ex SHEAF ROYAL (1972)
BENLEDI	ex ROS CASTLE (launched as SHEAF CREST) (1976)

NEW NAMES FOR OLD (contd)

BLUE BAY	ex LORD HASTINGS ex ELENI E.F. ex HOPECKAG
COMMENCEMENT	ex ELDINA ex SOMERS ISLE (1959)
CORSICA VIVA	ex INNISFALLEN
EAGLE	ex PLYMGARTH (tug)
FORTIES KIWI	ex BRITISH KIWI
GIANNA A	ex AKLINGTON ex ASHINGTON ex TENNYSON
HAWK	ex FALGARTH (tug)
IRAN HAMMET	ex ARYA MAN ex CLAN FORBES (1961)
KYRGO	ex SILVERHARRIER
LEON	ex ANGLEGARTH (tug). LOTOR ex LOTORIUM
MEDITERRANEAN ISLAND	ex PATRIS ex BLOEMFONTEIN CASTLE
MOR STAR	ex BRIGHTLING ex BIRTE STEEN (1972)
PAOLINO	ex LANCASHIRE COAST ex TROJAN PRINCE ex LANCASHIRE COAST
PEARL	ex SOMERSBYDYKE
ROUNTON GRANGE	ex PACIFIC WASA (1972)
TEXACO WINDSOR	ex GLOBTIK WINDSOR
UNION TRADER	ex UNION MELBOURNE

OCTOBER MEETING

On Thursday, 9th October, we met at the Museum in a newly decorated lecture room where the lino flooring made for better acoustics than in the previous room, which was carpetted and curtained. There had been difficulties on occasions in hearing speakers at the back of the former room, which had some of the attributes of a broadcasting studio.

We came to hear Nancy Ritchie-Noakes of the Museum staff recount some of her researches into the life and work of Jesse Hartley, Dock Engineer, who did so much for Liverpool dockland in its expanding period, and whose labours covered a period of 36 years. Yet, Liverpool citizens may well ask, "who was Jesse Hartley?" His story would present great difficulty to biographers, for of his papers, only one personal document remains - his will. He made the bequest to his son John Bernard that all papers, manuscripts, models, instruments and plans which his son did not desire should be destroyed. His son did in fact carry out this wish.

In consequence, perhaps it is not therefore surprising that

so little is known of this fascinating character whose work deserves such approbation. He has gone unsung in Britain's architectural history.

Our speaker considers herself fortunate to be working where so many of his designs took shape. She hopes to eventually make a chronological study of his achievements, and has a great deal of data to catalogue. Her two years work at Merseyside County Museum is only a start to the project, and there are gaps in the research. Nevertheless it would not be possible to relate all the documentation in forty-five minutes, though a fuller account will be possible in a lecture in January next to the Friends of the Maritime Museum.

We were then treated to slides, commencing with Chester's Grosvenor Bridge, which stands to this day as an emblem of Hartley's genius. Hartley was born in Pontefract, Yorkshire in 1780, whose father built the bridge over the River Aire, and Jesse as a young man worked on it. In 1805 Hartley senior built the Castleford Bridge, a plaque describing him as "builder".

1809 found Jesse in southern Ireland working on the Duke of Devonshire's land, centred at Lismore. He designed the Market House there. He was associated over there with one William Atkinson, and various work was carried on in Youghal, Bandon etc.

Jesse was responsible for the beautiful sandstone bridge over the River Colligan at Dungarvan, which to this day is taking the very heavy traffic on the main Cork - Rosslare road. The stone was quarried in Runcorn and shipped from Liverpool.

All the time he was doing architectural work in Ireland, he was cutting his teeth as a dock engineer. He married one Ellen Penny in Dungarvan, but Nancy has not been able to find official records of this. The parish records appear to have been destroyed during the 1920 troubles. However, the marriage of one William Penny in 1808 in Dungarvan is probably Jesse's father-in-law. Ellen's parents graves were located in the churchyard.

In 1824, Jesse was interviewed with twelve other applicants for the post of Dock Surveyor at Liverpool. The competition was fierce. A survey by him of dock work to be done in Liverpool took much time, and he remained astonishingly busy during the whole of his tenure. And not only in Liverpool was he busy, for he was consulted by the harbour commissioners of Littlehampton in 1821, and designed the jetties for that south coast port.

The great Grosvenor Bridge over the River Dee at Chester

(1826-1833) was designed by one Thomas Harrison, and Hartley was responsible for the construction.

In 1835 there were big developments in Liverpool docks, and he designed the Albert Dock Warehouses and complex. The Albert warehouses stand today as a tribute to his ingenuity and are in very good condition. In construction he used a great deal of cast iron, for supporting pillars, roof trusses and even the roofing itself. He was interested in the "fireproof building" but knowing that these warehouses would be used for spirits, cotton, tobacco etc., he made experiments and came to the conclusion that there was no such thing as a fireproof building - fire resistant, yes. He knew that with great heat, his metal would melt or expand, and collapse.

He was always a man to take advice, and was remarkably humble in seeing anyone with ideas to offer. We saw a slide of the Canning Dockmaster's Office, fortunately still in existence, with its facade columns and pediments all of cast iron.

He was a pioneer with hydraulic machinery, and at Albert Dock there were flush toilets supplied by rainwater tanks. He was very conscious of pilferage, and to counteract undesirable access to various dock areas, built enormously high walls, which showed his extreme practicability and foresight. The castellated Princes Dock entrance gate is a good example. He knew that dock-gatemmen had cold, exposed work to do, so he built them cosy, warm little stone houses, the shells of some of which remain to this day.

One slide depicted the Bramley Moore high level coaling berths. When he planned a dock project, he was amazingly meticulous, using a colour code in his plans and giving every stone a number.

Of his flights of fancy, the Salisbury six-sided clock tower is an example (and the clock still works).

Nancy answered our questions after the coffee break, and we learned that as yet, there are no known large works of his on the Birkenhead side, and that Brunswick Dock was his first assignment.

In offering a very sincere vote of thanks, Wilfred Raine, himself engaged in property, asked a supplementary question as to whether there are any examples of Hartley's work in the city, but our speaker thought not. But of course, Nancy still has her quest which she will pursue relentlessly. This was a talk well illustrated and delivered.

TO BREAKERS

DIMITRIS VENTOURIS	ex MEGANTIC (1962)
EDWARD WILSHAW	(cable ship)
KAROS	ex CORTONA (1947)
MARILAKI	ex AMTHIOS APPESAKIS ex ORANYAN ex LA HACIENDA
PETROLA 50	ex MINSTER (1950)
OURANIO TOXO	ex PORTSMOUTH (1950)
SONG	ex GOLDEN BRIDGE ex LONDON BREEZE ex ROOKLEY ex WELSH TRADER (1954)
EILEAN GLAS	ex CERES ex OVERYSEL (1961 - coaster)

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GENERAL NEWS ITEMS

The Irish Naval Service has now relegated the three " - ton" class ex-British minesweepers to inshore patrol only, and so far the Verolme Dockyard at Rushbrook, Cork, has produced two more frigates for fishery protection. So there are now four vessels suitable for the rugged conditions on Ireland's western seaboard. Their names are DEIRDRE, EMER, AOIFE and AISLING.

GEORGE ARMFIELD ex WINCHESTERBROOK sank at Abidjan on 31st May and is a complete loss. She was built in Holland in 1960 and traded to the Mersey at one time.

The Italian DA KECCO ex BENWYVIS was on fire at La Spezia whilst laid up. So severe was the damage that she was sold for breaking up. She was built by C. Connell on the Clyde in 1966.

The search by YAK for the LUTINE's gold off Terschelling has been postponed until 1981, owing to the very bad weather continuing throughout the summer months.

The registering of ships in the Isle of Man will not now be operating until January 1981, as two bills have to go through the Tynwald Parliament. The Manx people hope that their own seamen will gain employment on ships flying the "legs of Man" ensign. It would appear that FUMURRA ex DUMURRA would now retain her Liverpool registry at least until the new laws are passed.

At an inquiry into a collision between the R.F.A. SIR GERAINT and the German TARPENBEK, the master of the former lost

his certificate, after 40 years sea experience and retired. The auxiliary was bringing military cargo from Antwerp to Southampton and was in thick fog off Selsey Bill when the collision occurred. Her speed was 12½ knots in a 70 yard visibility.

SEALINK and SEASPEED, the maritime subsidiaries of British Rail, now running to separate account, will be offered to the private sector within 2/3 years, once legislation has been passed. There is considerable speculation on the effect this will have on operations. The Irish Government is particularly interested in acquiring the Holyhead and Fishguard routes, which Britain has controlled for so long.

Marr's, the Fleetwood trawler owners, sent out two boats to make an experimental trip, returning in August with a catch worth £34,000; yet the enterprise was uneconomic.

Jeff Duke, who instituted the Manx Line in 1977, resigned as managing director in October. He said he would take a holiday and then go into business, but not shipping. And at about the same time, Sealink substituted their ANTRIM PRINCESS for the oft-failing MANX VIKING.

Early in September, the Royal Navy made the first visit to Shanghai for many years, not indeed since the AMETHYST incident. Feelings towards the British are now cordial and there was a warm welcome for HMS ANTRIM, COVENTRY and ALACRITY, with units of the Chinese Republic's Navy escorting our ships to harbour.

In mid-October HMS COVENTRY was one of our Royal Navy ships protecting British interests in the Ormuz Strait area, during the Iran/Iraq conflict.

It will be remembered that the former British Transport Commission's Clyde paddle steamer CALEDONIA became a floating restaurant in the River Thames. Renamed OLD CALEDONIA, she was gutted by fire in April, and her brewery owners have reluctantly had to send her to the breakers. It is thought that efforts will be made to replace her with KING GEORGE V, formerly of MacBrayne's. This old vessel has been in a Cardiff dry dock for the past few years, gradually deteriorating in condition. It is to be hoped that she is sound enough to withstand the coastal towage, if a positive decision is made.

RAINBOW WARRIOR, arrested in June and taken to Ferrol was still there in September. The captain was not in custody, but facing trial for obstructing whale fishing.

In October, the Fleetwood stern trawler JUNELLA went on rocks in the Hebrides. NORTHELLA managed to refloat her, assisted by the tug VERASPERE I. JUNELLA berthed at Stornoway under her own power with a twenty degree list.

On 18th September, there was news of two cruisers. The guided missile destroyer HMS EXETER was commissioned at Plymouth. The tampion on the muzzle of her forward armament is from the former cruiser HMS EXETER, which is so well remembered for her splendid part in the Battle of the River Plate. The other cruiser being discussed was HMS EDINBURGH sunk on 2nd May 1942, in the Barent's Sea by our own forces, after heavy U-boat damage. She was carrying £5m worth of Russian gold from Murmansk, and efforts to salve the metal have been proposed. But the hull still contains many bodies, and relatives of casualties are protesting that the wreck has been deemed a "war grave" and inviolate.

In TV coverage of the Iran/Iraq war and the devastated harbour scenes at Khorramshahr, there was featured a ship with bridge and after superstructure ablaze. This was the Italian CAPRIOLO, a container and general cargo vessel of 12,380 tons registered in Palermo. The crew had taken refuge in another ship.

The autumn is the usual time for the herring fishery to be in full swing in Manx waters, and a few years ago the catches were of prodigious proportions, with Scottish and Ulster boats prominent. Since we joined the Common Market and resulting conservation regulations being necessary, things have changed. Our EEC partners, having fished out their own waters, are only too anxious to do the same to ours, and send in their very large fishing fleets. In late summer the British Government instructed the Manx Agriculture and Fisheries Board to abandon restrictions, but there was no rush for licences to fish. There was an operational limit of 62,000 tons total catch, and the season ends about the end of September. It is sad that British fishermen are now in continual dilemma, and the humble kipper has become a luxury food item, instead of the poor man's dinner!

The Dutch cruise liner PRINSENDAM took fire in early October on passage from USA to Far East. All passengers and crew were rescued by the US supertanker WILLIAMSBURG and taken to Valdez, Alaska. Many elderly passengers were in liferafts, in night clothes, for over three hours. The liner was built in 1973 for Holland Amerika Line. It was hoped to tow her to Portland from the Alaskan Gulf but she sank, taking with her most of the passengers' belongings.

Amongst the casualties of hurricane Allen, was the 85,000 ton tanker MARY ELLEN which was waiting for a berth at Corpus Christi. In the 30 to 40 foot seas she failed to extricate herself and drifted on to Mustang Island, Texas. There were 37 men aboard. She was built at Kobe in 1964 as YOSHINOAWA MARU and later carried the name MARY ELLEN CONWAY.

Of even greater interest to us was the stranding at Bridgetown, Barbados in the same hurricane of BEN VEG, so well known in the Mersey when owned by Ramsey S.S. Co. She dragged her anchor for half an hour before taking the ground close to the casualty CURRENT TRADER, but both were later refloated by the tug ATLANTIC. BEN VEG is in course of having her name changed to BENN. Clelands, Wallsend were her builders in 1965.

In August there was a fire in a 200 year old barn at Windermere and many historic yachts, rowboats and speedboats valued at tens of thousands of pounds were destroyed. The blaze was in a property of the National Trust.

HMS SPEEDY, a naval version of the Boeing jetfoil of which CU NA MARA of B & I Line is a civilian example, is being used in fishery protection work, right out to the 200 mile limit. She has been given a boat deck with two rigid inflatables and launching derricks. After being shipped over from Seattle as deck cargo, her fitting out was completed by Vosper Thornycroft. Speed is said to be 43 knots.

N.R.P.

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Yes, that is the Purser - with lots of gold lace
And nothing whatever to do,
Not quite an officer, but quite a nice face
And matters immensely to you.
For he is the one who is really to blame
For whatever annoys you at sea,
But the joy of his life is to remedy same
And he will for a moderate fee.
A man at your table's unpleasant to see,
So either you go to another, or he.
And why is fresh milk not provided at sea?
Go to the Purser and sing him this song:
The passenger is right and the Purser is wrong
And alone of the crew, he has nothing to do

But to listen to nice little speeches from you...
The Captain has only the ocean to fear,
A furnace is fun for the Chief Engineer,
But the Purser has people to manage, poor dear,
And - God help the Purser!

A.P. Herbert

* * * * *

THE DALGLIESH LINE OF NEWCASTLE

On 9th December 1977 the following tragic notice appeared in the maritime press:-

"The Managing Director of Newcastle-on-Tyne shipowners R.S. Dalgliesh Ltd., was found dead in his car with gunshot wounds. Police said there were no suspicious circumstances. Mr. Robert Nicholas Dalgliesh (39) was found in Beal, Northumberland. A shotgun was beside the body. Mr. Dalgliesh was chairman of the North of England Shipowners' Association and chairman of the North East District of the General Council of British shipping. He sat on a number of the Council committees in London".

In circumstances such as these, one's deep sympathy goes out to those who mourn. No subsequent obituary notices were seen. Both chairmanships mentioned in the notice were later taken over by Mr. John W. Common of the ship-owning firm of that name.

Some time has passed, but I feel that the poignancy surrounding this tragedy should not go unrecorded. Some day the history of the Dalgliesh firm which started in 1905 may be written. The Watergate Steamship Company, under which the ships were registered, was formed in 1917. Now, in 1980 the ships with the blue funnel and a red "D" have disappeared from the seas.

This writer's interest, and concern in the demise may be understood by relating some of the sad story, which may have had a bearing on it, and also on the eventual loss of employment for the crews. Although they did little to proclaim their pioneering achievements, these shipowners modestly blazoned the route to Port Churchill on the Hudson Bay.

Nevertheless, the fleet's operations were in world-wide tramping and Port Churchill was only a part of their business, with PENNYWORTH, WARKWORTH and TAMWORTH principally involved. That there were two PENNYWORTHS and two WARKWORTHS involved in the story may not make the task of an historian the easier. Yet, I commend the writing of the "Dalgliesh Story" to anyone with a flair for research and recording a facet of shipping history which should not be forgotten.

It was very much a family business, employing seamen who stayed with them over long periods. At one time, the fleet was quite large carrying coal, grain etc., and being subject to charter.

In the early 1930's, the Canadian Government encouraged shipowners to trade to Port Churchill, which because of ice could only be reached for three months or so of the year. The port tapped the vast wheat growing belt of Manitoba and Ontario. Direction finding beacons were installed at Resolution Island and other points in Hudson Strait, as aids to navigation amongst the ice flows. PENNYWORTH was the first steamship of any size to force the passage and turn this into a navigable sea lane, later to be used by the ships of many nationalities. Each spring a silver handled walking stick was presented to the master of the first ship to arrive.

My interest was stirred by this pioneering effort in dangerous waters from the first, and after taking over "News Notes and Queries" in the late 1960's, I wrote to Messrs. Dalgliesh, inviting a brief history of their adventures. A reply was not forthcoming, but not to be deterred, I wrote to the master of one of the ships recently returned from Hudson Bay, mv. TAMWORTH. Again no reply, and the efforts were not then renewed.

At about this time (1969), a large London financial group was able to acquire the Watergate Steamship Company for a reported one and a half million pounds, and made Messrs. Dalgliesh managers for the ships they had previously owned. But this group, with all their various ramifications, had never owned a fleet of ships, and found that it was a very specialized business indeed, as well they might!

In February 1974, Watergate Shipping was reported as having been sold to the Norwegian firm of K. Jebsen for eleven million pounds! Quite a "capital gain" in fact. Dalgliesh's, no doubt in great sorrow, said that there would be no redundancies amongst their personnel, and that they had great hopes of coming back

into shipowning in their own right in due time. Fred Olsen's (according to the Journal of Commerce) were hoping to buy STARWORTH from Jebsens, and had already acquired STAR PINWOOD from France Fenwick. Both were similar bulk carriers built by Cammell Laird at Birkenhead in recent years. This writer attended the launch of STAR PINWOOD.

Then came the bombshell - the Jebsen deal had not gone through and the group was holding on. A spokesman for Dalgliesh said he could not confirm that the figure was eleven million pounds, but there was now some relief within the fleet, for the ships were likely to remain at least under the red ensign. Once more a spokesman said that a new Dalgliesh fleet was envisaged under their entire ownership. This may have soothed the troubled feelings of employees.

Still with the hope that the "Bulletin" might have the romantic story of the Port Churchill route, lying behind this sordid financial juggling, I felt induced to write once more to Newcastle. This time, I received a friendly letter from Mr. Nicholas Dalgliesh himself, expressing concern about previous requests not being answered, for, he said "we have only a small office". He asked if I had kept copies and unfortunately I had not. This was in 1974 and he ended amicably by promising a short article as soon as some business pressure had eased. This, I am sorry to say, never materialized, and I lost hope of getting a first hand account of their Hudson Bay operations.

The last four vessels were disposed of in 1979, which were the type SD.14 DALWORTH, and the three Cammell Laird-built motorships LETCHWORTH, NAWORTH and OAKWORTH which became PRACTICIAN, HUMANIST and PROGRESSIST respectively. In the early '1930's the progress made in opening up the Hudson Bay route was made by British enterprise, but since the second World War, the ships of many nations load at Port Churchill in what is still a short season.

I was deeply saddened by the notice in the press in 1977 of Mr. Dalgliesh's death, and that a romantic story of marine enterprise has not yet been told. This company, its seamen and ships, have served Britain well in peace and through two world wars. May they be remembered in the annals of British shipping in respect and honour!

N.R.P.

Lo! the day is dying, night is nigh at hand,
Shadows fall and darken over sea and land.
Storm and shine are ended, toil is past and blest:
Take thy welcome slumber, take thy well-won rest.

* * * * *

MERSEY NOTES

On Saturday, 2nd August a small plane bound from Isle of Man to Kent suffered a gasket failure, and had to ditch. The pilot, a Mr. Spiers, got a brief signal away to Speke Airport and mentioned "an island". A big search was made by helicopter and ships between the Mersey and Puffin Island, concentrating on Hilbre Island. MANXMAN and MUNSTER kept a watch on their normal routes and both Rhyl and Hoylake lifeboats were on service. There were about seven small fishing boats off the River Dee and none of the anglers had seen or heard anything untoward. But after nine hours, the wreckage was found afloat seaward of Great Ormes Head, with Mrs. Spiers clinging to it. Her husband and two children had drowned. The day was humid, with very little breeze and banks of sea mist. The wrecked plane was towed to Llandudno beach. All three bodies were in due course washed up on the Cumbrian coast.

Trinity House yacht PATRICIA made a visit to Liverpool in the weekend of 13th September, with Trinity House Elder Brethren on board. They inspected the sophisticated Mersey Bar Lanby Float which they maintain.

The impressively large ocean tug SIMSON of the Hamburg-based firm of Bugsier lay at the Manx Stage on Friday, 22nd August. She had towed a Greek cargo ship across the North Atlantic from St. John's, Newfoundland, in ten days. KAPETAN ANTONIS ex FLORENTIA ex NGATORO had loaded 5000 tons of grain at Montreal and had a collision with the much larger bulker GEORGIS PROIS, also Greek, south of Cape Race on 1st July. KAPETAN ANTONIS was surveyed at Halifax and went to St. John's NF for temporary repairs, but she was not capable of making the voyage to Avonmouth under her own power. She sailed from the Newfoundland port on 12th August in tow of SIMSON, and with destination changed, finished up in the East Float, Birkenhead. A voyage of two months with a heavy repair and towage bill, would seem a very

poor charter unless well insured. The ship was built by Caledon, Dundee in 1962, and the tug was built at Bremerhaven in 1973, dimensions 225 x 43 ft, with bow thrust and two controllable pitch propellers.

The Mersey Docks and Harbour Company hope to obtain a Government loan towards the building of the catamaran survey vessel mentioned in our last issue. Completion should be by the end of 1981 at Mactay Marine yard, Bromborough (a member of the Mowlem group). The twin hulls will be of steel, with a length of 52ft and beam 21'3" overall. The displacement will be 36 tons and the power - two Rolls Royce engines each giving 260 b.h.p. She will be a novel and interesting vessel to watch on the fickle and fast flowing waters of the Mersey.

Automatic tide gauges will soon record in the Pierhead Dock Office, the tidal state at several locations in the Mersey area. Up to now, the gauges have been read manually and the information passed by telephone. The cost will be £12,000 for instruments at Hilbre Island, Gladstone Locks, Princes Stage, Tranmere Oil Terminal and at Eastham. Readings will be instantly available at any time.

After some adverse criticism of the Merseyside Passenger Transport Authority in not using ROYAL IRIS for ferrying, it was noticeable that she was pressed into ferry service early in September. At this time, MOUNTWOOD had starboard engine failure.

Great store was held for continued employment at Cammell Laird's when the order for an R.F.A. tanker was announced this year. Then in August, it was learned that the order might have to be cancelled owing to a defence spending freeze.

On 30th August, the pleasure craft FAIR LADY OF CHESTER ran out of petrol when 20 miles northwest of the Mersey Bar. She was located by MANXMAN on passage to Douglas, and her position pinpointed ashore for assistance by Hoylake Lifeboat and the Mersey Pilot cutter. On this same day, in high winds a yacht was reported ashore on Puffin Island. Actually the location was Point of Air (!) and the crew was rescued by Trinity House tender WINSTON CHURCHILL which happened to be on buoyage maintenance. A helicopter also assisted.

A handsome cargo liner was sighted at the Mersey Bar on Sunday, 10th August with the name WINCHESTER UNIVERSAL. It was

not difficult to identify her as ex WINCHESTER CASTLE ex CLAN RAMSAY, built at Greenock in 1965 and she still flies the red ensign.

The Danish coaster HELLELIL which after fire damage at Mostyn was towed to Liverpool and thence to Aarhus, has been sold there for likely service in the Cayman Islands after repairs. A floating grain store is her present role.

The stern trawler STARELLA is to supersede MIRANDA this winter as fishery support vessel.

The Greek IRINI G.F. which brought grain to Birkenhead in September was delayed in the port because of a crew complaint that the ship had a leaky hatch, and was not seaworthy. She was built for Andrew Weir Ltd., in 1962 as INVERBANK.

Regarding KAPETAN ANTONIS mentioned on page 93, she left under tow for Cork after discharging. The salvage tug SIMSON went across to Stord in Norway to tow a floating dock to Murmansk. Unfortunately a nylon tow rope became entangled around the propeller inside the Kort nozzle. SMIT LONDON arrived to assist this large tow, and together they set off on 1st September.

It seemed such a shame in September that the promotion of British Leyland's new "Metro" car, and the animosity of the public to the wining and dining, claimed to be at public expense meant that we were deprived of a respectable view of the lovely VISTAFJORD off Pierhead. This Norwegian luxury liner was chartered for all of September to convey motorcar dealers from Gladstone Locks, and the chance of a sight for sore eyes for Liverpudlians was denied them. Finally she sailed away for Hamburg with cruise passengers. When Fairfields turned out that magnificent EMPRESS OF BRITAIN in the 1930's with three funnels, she came up the Mersey to show herself off before the head office of C.P.R. in Royal Liver Buildings. Then, we could bow to a stately lady - now the only object to adore is the ubiquitous motor car!

In continuance of the very poor summer in Britain in 1980, September gave several stormy periods. the jetfoil missed a few sailings to Dublin. On Saturday, 13th, a small buoy moored itself between Port Radar and Brazil boat beacon, having a length

of cable attached. It turned out to belong to Wallasey Sailing Club and was marked "Perch". This westerly gale also set C.6 buoy adrift, and it settled down close to the south side of the PEGU wreck. PEGU's foremast still stands from the time she broke her back on the revetment in October 1939. It acts as a handy perch for cormorants and gulls.

The cargo liner ORCOMA (1966) has been disposed of by Pacific Steam Navigation Co. Her new name is not yet known.

Contrary to expectation, MONAS ISLE, BEN MY CHREE and MANXMAN have been laid up for the winter in the somewhat exposed Morpeth Dock berth, with no dock sheds protecting them.

The B & I jetfoil CU-NA-MARA is being laid up for the winter because of the recession and reduced bookings.

The second ship of B & I's CONNAGHT type is to be named LEINSTER. The present Rushbrooke-built LEINSTER is to be re-named INNISFALLEN. The last INNISFALLEN sold this year, is named CORSICA VIVA..... confusing?

N.R.P.

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HMS LIVERPOOL - TENTH OF HER NAME

Jotting down little statements seen in the press or heard on radio sometimes help an editor later on. Earlier this year, I wrote "One is set wondering what belongs to who" when Cammell Laird Shipbuilders requested the take over of No. 5 drydock from Western Shiprepairers, for their own use. The fine point is made that its use is connected with shipbuilding and not ship repairing. That scrap of paper can now be destroyed in the light of circumstances, for are not the two concerns parts of a heterogeneous group? The reason for the request has become obvious.

HMS LIVERPOOL is a Type 42 missile destroyer and is the first ship to be built in Laird's covered hall, where HMS EDINBURGH of the same type is to follow, and HMS BIRMINGHAM and

COVENTRY have been built there already and are with the fleet.

In the despondency of these days of recession, there was a bright dry day for hundreds of people to mass on the waterfront, just before noon on Thursday, 25th September. The name ship for the Type 42 is SOUTHAMPTON.

Lady Strathcona, wife of the Defence Secretary, (oh, for those former titles of First Lord..... etc.,) hurled the champagne bottle to good effect. The launch was ten minutes before noon, and surprisingly she was held to the flood by a tug almost out of sight off Bromborough. There was no attempt to carry out the normal procedure and put her away in Laird's wet basin for fitting out, for with the forty year old gates of the wet basin, being in course of replacement, the programme had been changed. She was to go into No. 5 drydock of Western Ship Repairers, for the fitting of underwater sonar gear. As launched, she already had funnel and masts, and anyway, was 1 year ahead of target in the new pre-fabricated form of building.

Why then was she stemming the flood off Bromborough? The tide was on the turn and time was vital. The truth was a shock to Merseysiders, for the "big brother" mentality of the trade unions had struck again. The Western Ship Repair yard has been closed, and yet picketted for over two years, and pressure was put on the tugboat men not to handle her into No. 5 drydock. Normally such a responsible band of men, the tug men succumbed to the pickets' demands, even after the Confederation of Shipbuilding and Engineering Unions had raised no objection.

Four tugs of The Alexandra Towing Company had been ordered, and their managing director Mr. Henry Bickett said that the whole situation was ludicrous, but that their crews were not to blame for the conflicting instructions from their unions.

But who, one is left wondering do the tugboatmen owe their allegiance to? Does blind loyalty to unions come before the prime interest of their country of birth, their employers who pay their wages, and their families. I repeat - I know they are responsible men, and why could they not have taken a long cool look at the damage to Merseyside which this sort of behaviour perpetuates. "Call a dog a bad name and hang him" - an old saying - and sadly true in Liverpool's public image.

HMS LIVERPOOL was put into Brocklebank Dock, to be towed to Laird's wet basin on 5th October, with her fitting out programme re-arranged. Fortunately there were no lay-offs amongst the shipyard workers, who nevertheless felt pretty sore with their tugboat brothers.

But away with sheer cussedness! Our thoughts went to our late President, Ronald B. Summerfield and the research work he did, and the lectures he gave, on the succession of HMS LIVERPOOL's. Had he lived, I'm sure that he would have been at Birkenhead for this occasion. Members will therefore be pleased to know that our Vice President Mrs. Betty Summerfield did her bounden duty and attended the launch in Ronald's place. The yard number of the new destroyer is 1374. Completion is for late 1981.

N.R.P.

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Down dropt the breeze, the sails dropt down,
'Twas sad as sad could be;
And we did speak only to break
The silence of the sea.
Day after day, day after day,
We stuck, nor breath nor motion;
As idle as a painted ship
Upon a painted ocean.

S. Taylor Coleridge

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THE LOSS OF BIBBY'S DERBYSHIRE

On 14th September news broke of the feared loss in the Pacific typhoon designated "Orchid", of DERBYSHIRE ex LIVERPOOL BRIDGE carrying 158,000 tons of iron ore from Seven Islands on the St. Lawrence River to Kawasaki, Japan. Her last "Anver" report to US Coastguards said that she was hove to in 25.18N 133.12E on 9th September, which was about 650 miles southwest of

Tokyo Bay. The storm was severe and extensive, centred at 6 a.m. that morning at 23.12N 133.00E and moving WNW at 12 knots. The wind was estimated at 67 mph. Then at 1700 gmt on the same day, the centre was estimated to be 210 miles SE of the Island of Kyushu, and travelling northwest at 12 knots. "Orchid" skirted Okinawa on 10th. At 6 a.m. on 11th the position of the centre was 34.03N 131.03E and travelling north at 25 knots. Wind was over 50 knots within a radius of 150 miles. Very heavy rain was associated with the storm. There were casualties on Kyushu and Honshu, and many ships put to sea to ride it out. Mr. Griggs of the Bibby Line flew out to Japan.

The radio silence was ominous, yet hope persisted. The ship was only 4 years old, maintained in the high Bibby tradition, and built by Swan Hunters. 44 persons were on board including the wives of two officers.

An extensive search of the area was instituted, and the Japanese frigates MOTOBU and OSUMI reported spasmodic oil coming to the surface in 25.46N 133.34E. At last, it had to be assumed that DERBYSHIRE had foundered with all hands. An open air service was held on Liverpool's Pierhead on 25th September as a mark of respect for all those who lost their lives. A further service was held in the Liverpool Anglican Cathedral on Thursday, 16th October, at which the congregation numbered over three thousand relatives, friends and shipping company representatives. The red ensign and the Bibby houseflag were in evidence and there were hundreds of wreaths; one from HM The Queen and Prince Philip. The lesson was read by Captain David Marsh, the relief captain of DERBYSHIRE. The Rector of Liverpool Donald Gray, reminded those present that there are still tremendous risks associated with essential occupations.

Our Society offers sincere feelings of sympathy to Mr. Derek Bibby and the Bibby Line of which he is chairman. This is a severe loss with consequences of a personal nature stretching away into the future - many of us understand the "sadness of the Sea".

N.R.P.

THE MARITIME MUSEUM

The attendance figure of 50,000 up to early October is considered very satisfactory. The Director of Merseyside Museums has expressed his thanks to the "Friends of the Maritime Museum" for their assistance to date. LIVELY LADY will remain here until next year.

Meetings of the "Friends" will take place at 7 p.m. on the last Thursday of each month (except November). In January Nancy Ritchie-Noakes will speak on her researches to date, concerning "Jesse Hartley". In February, Martin Heighton will give a talk on the future of the Maritime Museum.

SOCIETY NOTES

Members of Liverpool Nautical Research Society may ponder their travel problems, if any, in attending the monthly meetings should our venue be changed to the Maritime Museum lecture theatre, when completed next year. Our Chairman has mentioned this as a possibility in the 1981-82 season, but members' reaction will be noted. There is ample car parking space at Mann Island. The Pierhead bus terminal will probably be in use for some time yet unless there is fast development at the old Exchange Station site. Cross-river members will be near the ferries - infrequent though they are. With the closure of James Street station in the evenings, railway travellers on the vaunted link-and-loop system will be disadvantaged, as Moorfields and Central stations are inconveniently placed.

Perhaps we could also have a lobby on the greater convenience, or otherwise, of starting our meetings at 7 p.m. instead of 7.30. This would help the Museum's security arrangements, and benefit older members using public transport.

N.R.P.

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If you are reading this Bulletin for the first time, and are interested in joining a Society of folk with similar interests, please contact our Hon. Secretary c/o Merseyside County Museums, or attend one of our meetings at 7.30 p.m. on the second Thursday of each winter month at the Museum in William Brown Street, Liverpool.