

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

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I am Mistress of England - the Seas I hold!
I have gambled, and won, alone. . .
I have freed my land from the power of Spain,
I have gathered in gold from the Spanish Main
With the help of my mariners bold.
I have saved my land from the dreaded foe,
My fleet will be known to fame,
And many a ship has sailed to the west
In Gloriana's name!

"Elizabeth of England"
by Agatha Christie

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SEA CLOUD - A LATE WINDJAMMER

In 1931 the last of the grain ships under sail were still coming round Cape Horn, but their future was insecure. And in that year the square rigger SEA CLOUD was launched at Kiel as a birthday present yacht for Marjorie Hutton, American millionairess. The story was told in BBC TV's "Under Sail" series, at the early time of 5.25pm on Monday, 7th December which proves a very convenient time for pensioners to view such items. By the time the office workers, and people who have slaved all day, get home and have

their meal, it is time for the usual crime and cowboy stuff! At teatime, we get the sheep dog trials, the "Great Liners", the railway films but in the evenings. . . oh dear. . . your reporter switches off!

It was grand to see these wonderful sea pictures, even if a week's charter does cost £35,000 for her fifty passengers who go just for the experience of travelling under sail. She cruises in the Caribbean in winter and in the Baltic in summer, with a crew of 55 including cadets. The crew has no idle hands at sea for maintenance work is continuous. Her mainmast is 174ft above water level and with a favourable wind she can make 13 knots. For emergency she has four diesel engines giving 18 knots. At present she is owned by a consortium of German business men who keep the ship in opulent condition.

The name on her bows is SEA CLOUD OF GRAND CAYMAN and for this reason she flies the red ensign.

At her launch, her name was HUSSAR but after Marjorie Hutton's divorce, the name was changed to SEA CLOUD. She evidently had her vicissitudes, and was found rusting away in Panama under the name of ANTARNA a few years ago. The refit cost £900,000.

DECEMBER MEETING

The tenth of the month was the day for our annual Christmas Social, and as usual it proved a happy evening, giving time for friendly conversation, viewing member's exhibits and of course partaking of the very tasty refreshments, which are added to so nobly by our ladies providing fruit cakes, mince pies etc, of the home-made variety.

The number present was in the region of 25 to 30 which, with the first snow of winter, and extremely cold conditions outside, showed very staunch spirit. We were not to know however, that this was only to be the start of a truly arctic spell, with icy blasts, deep snow, traffic chaos and all the things we fear in our British climate.

Looking round the room, there was a board of illustrations concerning the P.S.N.C. paddler VALPARAISO wrecked off the Chilean coast many years ago, and a photograph of the model ship constructed by our Chairman John Lingwood. There were albums of photographs of ships, and some watercolours by Mike Stammers and Ray Pugh.

To end the evening, there was a slide show illustrating the good ship UGANDA's National Trust for Scotland's summer cruise in 1978. The cruise began in King George V dock, Glasgow with the tug FLYING SCOUT connected forward. HMS BATTLEAXE was fitting out at Yarrow's quay, and passing Greenock, P.S.N.C's OROPESA was also completing.

Next morning cruise passengers went ashore at the Scottish island of Rum in drizzly rain, in six large covered motor launches. A colour slide now showed the first sighting of the St Kilda group before breakfast next day, and we were soon circum-navigating the precipitous islands and rocks called "stacs". Being a bird sanctuary, we were surrounded by gannets, and to a lesser extent, fulmars, puffins, shearwaters etc.

It was exciting to sail through the narrow gap between the second largest island Boreray and its close neighbour Stac Lee. We sailed into Church Bay, the site of the old settlement, now with an Army garrison guarding the missile tracking station on Hirta's highest peak - Conachair. On the slide, the peak was shrouded in mist.

Next stop was to be Reykjavik after two days of pleasant, sunny sailing. On the way, we inspected the Westmann Islands including the island of Heimay which split in a volcanic eruption in recent years, and had to be evacuated. It is now being re-populated.

On we went, to pass the fabulous island of Surtsey, which rose out of the sea a few years ago, and is one mile long by 400ft high. Steam was rising from the hot lava as we passed, as seen on the slide.

We arose next morning to find UGANDA at anchor off Reykjavik, and with passengers suitably clad for a day ashore. But it was not to be, for there was a cold wind on this 30th June blowing from the glaciers, which created such rough water, that the Captain and cruise leader sadly had to abort the landing. In any case our ship was dragging her anchor and the tugs HAKL and MAGNI came to push.

And so, for safety's sake, we put to sea without putting feet ashore in Iceland. Incidentally we had Magnus Magnusson on board as lecturer.

After these treacherous conditions, we gently plunged into head seas with spray across the foredeck, but little movement of this fine old ship. The following morning was a Sunday, as we sailed into Thorshaven, Faeroe Islands - a colourful town, with

seemingly every house a different hue. We landed in ship's boats and split up into various parties to visit one or other of the islands. for this speaker, Klakksvik, a northern fishing port was the choice. After a look around Thorshaven, our ferry DUGVAN arrived and the coastal trip took 2 hours. We had 200 passengers in this staunchly built ferry. The approach up the fjord was enlivened by our two Scottish pipers, standing below the jackstaff on which was the national flag of the Faroese.

Our first stop was the Seamens Mission, whose staff were all ready for us, and we sat down to a very fine dinner of Faroese lamb, potatoes, peas etc, after soup. Words of welcome were spoken, and we walked through the little town to the church, which has a wooden fishing boat suspended in the rafters. We were told the history of Klakksvik and of its church and had some singing, by which time we could hear the DUGVAN's whistle, warning that we should re-board her. Two hours of pleasant scenery saw us back in Thorshaven, as was also the Russian white hulled liner POLYUS, bristling with electronic gadgetry with quite a large crew, not allowed ashore, and sentries patrolling fore and aft whilst she was alongside.

Across the North Sea in misty conditions, the weather broke into glorious sunshine as we approached the Norwegian coast and entered Aalesund in late evening. Here one could walk round the quiet town in daylight, right up to midnight. A colourful, friendly town which sent the town band to the quay to welcome us, and see us off next day.

After breakfast we went up the Horunds fjord in glorious warm sunshine, though the peaks above were snow covered. Some of the fjord-side villages are most picturesque in their green setting, with the dark mountains behind, and some have no land connections but depend on water transport for all services.

At the end of the fjord, UGANDA anchored off Oie, to disembark passengers electing to return to Aalesund by coach and ferry, and to embark passengers who had made the journey out that way. After the heat of the morning, the sky darkened for a while and there was thunder amongst the high peaks on the return. The whole day, a most memorable occasion. and so after a short stay, we left Aalesund with some regret for one felt a friendly, pro-British atmosphere.

UGANDA was soon breasting the grey seas on her way to Dundee, with negligible movement. Built in 1952, she reminds one of the days when planters used to travel out to Kenya. She has been

described as P & O's most profitable ship, and a worthy product of Barclay Curle & Co. We do not like to think, that perhaps her days are numbered.

The talk ended with a few black and white slides from the 1977 cruise, which included Kirkwall, Gothenburg and glorious Oslo. The last slide was of one of the Oslo water buses which carry visitors to the Maritime Museum, Viking Ship and Small Boat Museums at Bygdoy less than 2 miles away.

Being a member of the Scottish National Trust costs £7.50 per annum, and in 1982 a dormitory class passage costs £235 for 10 days again visiting St Kilda, Scottish Lochs, and Norwegian fjords.

Our speaker in this impromptu talk was Ray Pugh.

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Oh ye who have your eyeballs vex'd and tired,
Feast them upon the wideness of the sea;
Oh ye whose ears are din'd with uproar rude,
Or fed too much with cloying melody -
Sit ye near some old cavern's mouth, and brood
Until ye start, as if the sea-nymphs 'quired!

John Keats
(submitted by Fred J Reid)

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THE UNFORTUNATE LOSS OF PRINCE IVANHOE

A passenger in PRINCE IVANHOE on her last voyage, Martin Oatway, describes the experience in magazine "Paddle Wheels":-

"On this never to be forgotten trip, I could envisage no problems as we cruised the Gower coast in calm conditions. However, on hearing and feeling the two shuddering scrapes as we were approaching the end of Port Eynon Bay it was immediately apparent that we were in trouble. I imagine that in the fulness of time, the cause of this regrettable accident will become known, but I would only wish to comment on the efficient way in which passengers were issued with life jackets and kept advised of the situation we were faced with. Also, of course, the way in which the rescue services were so quickly marshalled.

"The saving grace of the whole situation was the way in which the engineers were able to re-start the engines and Captain Neill's successful beaching of the vessel on Horton beach. Whilst being a

reasonable swimmer, I would not have given myself much chance had we gone down in the position we first struck. Whilst realising the potentially dangerous situation we were faced with, the passengers appeared to remain calm, and once the children had found the whistles on their life jackets, an orchestrated response soon emerged. In what was a tense situation it is now amusing to recall how passengers were still requesting souvenirs to be sold, pictures taken in full life jacket gear, and later, on the coach home to Minehead, one old lady asking the chances of a possible fare refund."

THE 1981 SAGA OF PRINCE IVANHOE

Though the season started slowly, and there were mishaps too,
It soon became apparent that what was hoped was true.
That on the Bristol Channel the ship would have support,
For with the sun, the people came - imagination caught!
At last success seemed in the grasp of those who had believed,
But cruel fate her dark hand showed, alas they were deceived.
For sailing past the Gower Coast there came a mighty shock -
Prince Ivanhoe had mortally struck a reef of rock.

The Captain put his ship ashore, and there she now lies, lost
But by this courageous action prevented dreadful cost.
For all aboard were rescued and safely brought to shore,
But Prince Ivanhoe, alas, will sail the seas no more.
Although hopes now lie dashed, and hearts be broken too
From this sorrow, triumph gain, for I believe in you.
Believe in men of vision, sadder now but wise,
And ask that you have faith restored, and let "Phoenix" rise.

Colin Chafer

Paddle Steamer Preservation Society

HOSPITAL SHIP MAINE

There are many facets to nautical research. There was an article in "Ships Monthly" remarking on the poor weather which naval reviews endured. Not so, was this writer's experience in the Jubilee Review of 1935, when heat wave conditions held throughout at Spithead. His letter was printed in the monthly journal, mentioning that the Royal Yacht VICTORIA AND ALBERT was followed round the lines of anchored ships by the hospital ship MAINE, conveying foreign diplomats and members of Parliament.

This brought forth a welcome letter from an ex-Navyman in Hastings, telling of his service in MAINE from 1942 to 1944 "when she did sterling work following up the 8th Army from Alexandria to Cape Bon: then over to Sicily and Italy."

He continues - "She was brought home and scrapped just after the war. I saw her in Leith docks and a pal of mine saw her being broken up at Inverkeithing. I am told that the ship's bell is hanging in the Nottingham Royal Naval Association premises."

Originally MAINE was built by the Fairfield Company for the Pacific Steam Navigation Co as PANAMA and registered at Liverpool.

N.R.P.

SHIPS FOR DISPOSAL

ARCTIC BUCCANEER	MANCHESTE CONCORDE (1969)
ARCTIC GALLIARD (trls)	MANCHESTER CRUSADE (1971)
BRITISH LOYALTY (1968)	PUTTENHAM HMS
BRITISH GULL (1960)	STONEGATE (1961)
BELGULF MERCURY (1974)	TONGHAM HMS
CLAN MACGREGOR (1962)	WILD CORMORANT (1973)
IKEJA PALM (1961)	

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SHIPS TO THE BREAKERS

ASPRELLA (1959)	
CHICHESTER HMS	
CHRYSOULA II	ex ASSIOUT
EL FLAMINGO	ex BRITISH DEFENDER (1950)
EARL LEOFRIC	ex HOLYHEAD FERRY I (1965)
EUROPEAN LIBERTY	ex EASTERN SKY ex CYPRUS SKY ex ELMINA PALM
JOSEPH CONRAD (trlr)	
KOTA RAKYAT	ex CLOVERBANK (1957)
MYRINA (VLCC 1968)	
PALLIUM (1959)	
PETROLA 27	ex ESSO LONDON (1964)
ROSS ALTAIR and ROSS SIRIUS (trlrs 1963)	
RESURGENT	ex CHANGCHOW (RFA 1951)
SHOULTON HMS	
TRAVELLER	ex HUAL TRAVELLER ex HOEGH TRAVELLER ex ARANDA ex ARAGON (1960)

This vessel was 125 years old last August. she was built by a Swedish company for service on Lake Mjosa, the largest lake in Norway. She is known locally as "The White Swan of Lake Mjosa" and during the summer months provides a passenger service daily between Eidsvoll on the south bank, and Lillhamer on the north. Four other ports are visited on the 12 hour trip. She is owned by a non-profit making company, whose members man the vessel, and are unpaid.

She sank at anchor in the winter of 1937 and again in 1967, but was raised and taken over by volunteers who formed the new Company for her. She has averaged twenty-three to twenty-four thousand passengers in every season since. In the dining saloon, the menu has remained these very many years - salmon and potatoes, strawberries and ice-cream.

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"The Lifeboat" - Mary Wilson
(wife of Harold Wilson)

NEW NAMES FOR OLD

AUSTRALIND	ex DAPO STAR ex QUEENSGARTH (1959)
AL ZAHRA	ex LOCH LOMOND (1975)
AL SALAMA	ex LOCH MAREE (1975)
AL BATTAL	ex SCOTSMAN ex JARAMAC 42 ex E.BRONSON INGRAM (tug)
ATLAS	ex LADY THERESA ex YORKSHIREMAN (tug 1967)
AUTOTRADER	ex ULIDIA ex STENA CARRIER (1970)
ARC AELOS	ex CITY OF CANTERBURY (1976)
ANNIE	ex LEMBULUS (1974)
BENATTOW	ex ZEELANDIA (1980)
BOSUN BIRD	ex CHERRY BOBS ex ESSO DOVER
CAPE ANTIBES	ex TEMPLE INN (1972)
CHON VENT	ex MARCHON VENTURER (1962)
CITY OF LONDON	ex MENTOR
DENTON VENUTRE	ex EL HUSSEIN ex DORSET COAST (1959)
HALA	ex BRITISH LOYALTY
KANDARA	ex GEESTCREST (1972)
KERRY EXPRESS	ex SEALORD CHALLENGER (1968)
MANSCO	ex SEA BRISTOLIAN ex FOREMAN (tug 1959)
MANAMARIA	ex BRITISH MAPLE
METRO SUN	ex SHELL SCIENTIST ex PARTINGTON (1965)
MAIN EXPRESS	ex ORIENTAL EXPORTER ex PEISANDER (1967)
MATRA	ex PORT CAROLINE (1968)
MANAAR	ex PORT CHALMERS (1968)
MACEDONIAN REEFER	ex WILD MALLARD ex MATAURA (1968)
NUVOLA ROSSI	ex FLYING FOAM (tug 1962)
NUVOLA VERDE	ex FLYING SPRAY (tug 1962)
NOGI	ex HAIFOSS ex MERCANDIAN SUPPLIER (1975)
POLAR PRINCE	ex PRINCESS ANNE (1974. Trlr for seismic work)
RUBY ISLANDS	ex STRATHDUNS (1977)
RIM	ex ESSO HYTHE (1959)
SMIT MANILA	ex SEAFORD ex SEAFORTH CHALLENGER (tug 1973)
STUDLAND BAY	ex MARON
SOL EXPRESS	ex EARL SIWARD ex DOVER (1965)
SALVOR I	ex MSC TALISMAN (tug 1961)
SALVOR II	ex MSC TARN (tug 1962)
SEBASTIANO	ex BRITISH UNITY (1969)
SIGIRIYA	ex EUCADIA ex LINKMOOR (1961)
SCANDINAVIAN SEA	ex BLENHEIM
STAD WEESP	ex WD CRESSINGTON ex CRESSINGTON (1961)
TRUCKTRADER	ex ANDERIDA (1972)

NEW NAMES FOR OLD (contd)

THEO	ex THE DUCHESS (1963)
VASILIKI II	ex MAPLEHURST (1961)
YAU FOOK	ex SILVEREAGLE (Lairds 1970)

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MARITIME DISCOVERY AT BREMERHAVEN

Our thanks go to Wallasey member R F Cooke for bringing to our attention a matter of interest described and illustrated in the German "Westmann Magazine", of which he sends a translation.

During excavations for a turning basin opposite the Europa Harbour in 1962, the ribs of a vessel became exposed in the sand. The art-historian Siegfried Fliedner visited the site, and although he knew of a type of vessel called a "cogge" from Hanseatic times, he had certainly never seen one. By voicing his opinion that this was in truth a "cogge" he left himself open to ridicule. The wooden vessel dated from the year 1380 when the enterprising Hansa merchants were operating in north Europe. He was right, and careful excavation work commenced. A misshapen anchor and many artefacts were collected and stored.

Many will ask why this wreck without a name is worth such attention, and the answer is that she is the only one, amongst many hundreds of Hansa ships to have survived to help solve some of the problems of that fascinating period.

In all the histories of the Hansa period which lasted from the 12th till the 16th century, information about this most successful type of ship is hard to come by. But it happens that the "cogge" is so much a part of all considerations over the trade, connections, influence and prosperity of the Hanseatic League that exploratory discoveries must interest not merely the ship-archaeologist but especially the economic historian.

One may see the "cogge" on many coins and seals; a plump thick-bellied ship, looking like an overladen washtub, dancing through high seas - a fair weather sailor that only reaches its proper harbour with a following wind, and with luck. Indeed, one wonders if the merchants were well advised to entrust their good and even themselves to what appear unseaworthy craft. The 600 year-and-more-old ship in Bremerhaven has some very surprising answers, and unseaworthy they certainly were not. She had no name and never went to sea. She was at a fitting out quay when an exceptional tide tore her away. Her wild maiden voyage ended on a sandbank.

The very careful and prolonged preservation work now taking place, means that the ship will only emerge into the confines of Bremerhaven maritime Museum in the year 2000.

Unfortunately space in this Bulletin does not permit of the whole detailed story, but we may say that the overall length of this "cogge" is 75ft with a beam of 25ft, a high ratio L/B. The draught would be 6ft and the carrying capacity would be about 100 tons. Normally the ship would have a forecastle and an aftercastle, but only the latter was built when she came to grief. The mast and rudder have not been found.

And so, if you visit Bremerhaven Museum, you may see through an inspection window of a preservation aquarium, the ghostly frame of this interesting find, lit up in a mist of spray as part of the polyethylene-glycol treatment. Eventually, like the Viking ships at Oslo, she will emerge into the Museum's galleries about twenty years hence. The full details are contained in "Westermann's Monatshefte" for September 1981 - page 61.

VISUAL RECORD OF CAMMELL LAIRD HISTORY

It was good to learn in December of a surprise find at the Williamson Art Gallery, Slatey Road, Birkenhead. Seventy wooden boxes containing 3,700 glass slides had awaited opening and cataloguing. This mountain of wooden boxes had been known about, but work on other projects came first, and so it proved of great interest that all these slides were concerned with Cammell Laird's output within the period 1900-1930. Some weeks will be needed to make a catalogue and they do not only illustrate ships built, but photographs taken in the yard's power station, the sawmills, engine shops etc. Lairds accomplished several "firsts" - in the fitting of propellers, the use of steel, and in welding. Anything connected with the production from the Birkenhead yard is included, and several reproductions of works by Samuel Walters are in these boxes stowed away so long ago.

We saw on BBC TV from which this report is written, the conversion to aircraft carrier of CAMPANIA in the first World War. Several museums will doubtless be anxious to obtain copies of the complete list when ready.

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And yet, O splendid ship, unhailed and nameless,
I know not if, aiming a fancy, I rightly divine
That thou has a purpose joyful, a courage blameless,
They port assured in a happier land than mine.

MERSEY NOTES

The coal-burning puffer BASUTO Built at Glasgow in 1902 is to end her days in the Ellesmere Port Boat Museum. She has worked in the Manchester Ship Canal for over 50 years, and was sold in 1979. Her new owners placed her at Llanerchymor on the Dee estuary, near the ex-Duke of Lancaster. KERNE went round to the Dee and towed BASUTO to Birkenhead, and thence on 2nd October 1981 to Frodsham.

The former Mersey "Cock" tugs with the Vernicos names were still on the rocks on the southwest coast of Wales at Christmas-time. They are in the hands of the Receiver of Wrecks - sad, after such useful lives in our port.

George Alcock has told the Merseyside Chamber of Shipping that port charges are badly affecting traffic through the port of Liverpool. He has asked the Government to be more flexible with grant aid, but said it was like banging one's head against a brick wall! He now thinks matters should be put to the E.E.C. because "if we get the port right, we get Merseyside right".

For the last few years, a very busy small ship has carried stone from Penmaenmawr to Liverpool, docking at the north end. She is RAYNESTONE ex MAPLE ex MALTA FAITH ex SOUTRA which was built for Salvesen's trade with Norway in 1958. She came from the Fleming and Ferguson yard at Paisley. She is to be broken up at Birkenhead, and has been replaced by SAND SKUA carrying on the trade between Rayne's Quarry and Liverpool.

The Panamanian coaster MARK ex CEMARK ex TIDE II ex BREEHORN was grounded on sand in the Dee estuary in late October. She was on a passage from Bayonne to Mostyn and refloated, apparently undamaged. After discharge she came to Weston Point. On 17th December 1981 she left Plymouth with china clay for Spezia, quite quite a long and arduous voyage for a 500-tonner. she was not heard of again and by Christmas should have been through Gibraltar Strait. Dramatically, a report came from the German coaster WESER, another of our "regulars", that she had sighted a body and empty liferaft two miles from the Longships - neither recovered. Other wreckage was later found confirming that MARK sank. The weather was fair on 17/18th in that area, but changed on 19th with southwest gales and heavy seas.

MANXMAN's sailings for 1982 have been announced. This may be her last season with I.O.M.S.P.Co and she is only likely to make three Liverpool-Douglas crossings:- May 29th 1100, June 4th 5am (TT), and September 11th 9am.

As these notes are typed HIGHLAND SEABIRD is expected in the Mersey (early February) for an assessment of her suitability

for Mersey ferry/cruising work. She was built in Norway in 1976 of aluminium alloy, with twin hulls.

So the barge which collided with and almost sank our Mersey ferry ROYAL DAFFODIL a few years ago, is now at the bottom of the Irish Sea. She may be remembered in the Mersey as BLUE STAR, but under recent ownership of the Laxey Towing Co, her name was changed to LAXEY BAY. It happened at 11pm on 25th November in heavy weather, when she was being towed by the Douglas tug SALISBURY from Ardrossan to Peel with a cargo of 1800 railway sleepers. When only 7 miles from her destination, the tow parted and the old Mersey grain barge sank in about 90ft of water. The sleepers were a possible danger to small craft and by 5th January, 106 of them had been recovered and held at Douglas by the Receiver of Wrecks.

Pandoro's ro-ro service from Liverpool to Larne using BISON, BUFFALO and PUMA continues to prosper. In 1980, 24,323 units were carried and a further investment of £4m has been granted. There is confidence that the service will grow, with Liverpool ideally positioned between Ulster and our main manufacturing areas. Phew! A whiff of good news.

Oil rig supply ship REDOUBTABLE has been bought by The Alexandra Towing Co. for service around our coasts. She was built in Yugoslavia in 1975 as SEA HUSKY, sold to French owners in 1980 and renamed CHAMBON ALIZE. She may be used in Irish Sea rig work after an initial period in the North Sea, and arrived at Liverpool from Marseilles on 31st January.

In Jan/Feb the U.S. drilling rig WESTERN APOLLO II has been making test borings about 20 miles west of Blackpool.

For 1982, a Season Contract (May 21st - September 25th) between Liverpool and Douglas costs £144. Ten vouchers for day trips can be bought for £64. If you are an O.A.P. there is a special concession. an initial payment of £10 is made, and every day trip is then at half fare, full fare being £9.80. So if a pensioner makes ten day trips under this arrangement, he is £5 better off than with £64 worth of vouchers, and can of course, go as often as he likes at similar charge.

The three container ships CP TRADER, CP VOYAGEUR and CP DISCOVERER - Laird built - running in the container trade between UK/Continent and the St Lawrence ports, have been chartered out to a Japanese/Chilean consortium. somewhat mind-boggling that? Canadian Pacific Steamships evidently find that present traffic can be carried in one larger vessel, CP AMBASSADOR ex DART ATLANTIC.

For those who like to follow the ship sales and scrappings in the weekly editions of the maritime dailies, The Journal of Commerce now lists these on a Friday and Lloyds List on a Tuesday. Comprehensive information is also given in the World Ship Society's

"Marine News" and also in "Ships Monthly". It would seem that ship sales, for further trading or for the breakers' yards in the last year or two, have been more prolific than in any previous period. The over-tonnaging in oil transport, the change over to containerization and the general recession have been major factors.

£6000 bought the former Isle of Man Commissioners' dredger and buoyage tender MANNIN II laid up at Fleetwood as redundant. A Mr Eddisbury of Manchester who had built his own cabin cruiser based at Glasson Dock, has to sell her to pay for his new purchase, which he believes may be hired out to weekend diving parties. MANNIN II was built in 1936 and is coal fired, probably the last of her type in Britain. Preservationists, naming themselves the Manchester Steamship Society will maintain her. (Reported by BBC TV).

The Coastguard Service is to spend half a million pounds this year, and much of it will go on communication equipment. VHF radio has transformed the usefulness of the service. It is hardly likely that the man-in-the-street comprehends the changes which have recently taken place. It came as a surprise, for instance, that Coastguards in Shetland found that they now had reliable contact with the oil rigs by this means, and as one man said "it was like putting on a light in a dark room". VHF direction finding has also become a reality where at one time it was deemed impracticable. Our own Mersey and Irish Sea Coastguard force is now very well equipped and regularly trains with modern gear.

And perhaps whilst mentioning Coastguards, we should not forget the splendid work done at the Port Radar Station, Seaforth, right round the clock. working as part of a team with the pilotage service, the tugs, the lockmasters, and shipping agents, the Tower now gives so valuable a service that the Port of Liverpool could not do without it.

The small coastal tanker ESSO DOVER often seen in the Mersey over past years, is now a floating fuel store at St Helena, with the name BOSUN BIRD. Built 1961 at Poole.

The rather unfortunate tug SEA BRISTOLIAN, which had one or two mishaps around our coasts, and acted as funeral contractor for one of our well loved Manx steamers, has been sold to become MANSCO. Early in October 1981, both she and her tow, AFRODITI P were aground at Montalvo, on a voyage from Vigo to Piraeus.

.B & I's CONNACHT has had a refit in Brocklebank Dock carried out by Seaforth Welding Co. This is the first time a B & I ship has had a Liverpool refit since Harland and Wolff attended to MUNSTER In 1972. Competition was keen.

Three Chinook helicopters with twin rotors and carrying

42 passengers when in service, were shipped to Royal Seaforth in ATLANTIC COGNAC. There, "choppers" were soon fitted and away they flew to RAF Odiham, Hampshire.

After contracting out to the Westminster Dredging Co, the M.D. & H.Co have ordered their own trailing suction dredger from Appledore Shipbuilders, for delivery mid-1983. The cost is £6m, and MERSEY 41 will then be disposed of. she will join the grab hopper MERSEY MARINER which commenced service last summer. Manning will be by M.D.& H.Co personnel.

After the departure of ULSTER QUEEN and ULSTER PRINCE for Ostend, the Irish and Continental Line are hoping to start up a new Liverpool-Belfast service in March. There will be a daily service, seven days per week at about 11am. At first ST PATRICK will be used, now on a Continental route. She will be renamed and fly the British flag. Meantime, the company has bought the Scandinavian ferry AURELLA and named her ST PATRICK II. She is of 7000 tons built 1973.

The O.C.L. giant TABLE BAY ex BARCELONA of 47,000 tons recently moved 493 containers at Royal Seaforth, where a very successful performance was given to her.

"Water will be back in Canning Dock by the autumn" says the Chairman of the Merseyside Development Corporation - Mr Leslie Young. Albert Dock will be developed for leisure and recreation, the Government allocating £24m to the Corporation. It is planned to restore the Canning river entrance and locks in the Canning and Brunswick areas.

After twenty years continuous work, MERSEY COMPASS has been sold to a Dutch owner. she was built by Fergusons in 1960 for £3½m - showing what inflation has done to prices.

In the last few years, there has been a marked increase in the number of people fishing the Mersey from the giant rock slabs at Seaforth, particularly near Port Radar. There is considerable danger from the strong tidal effect, and the risk of people falling between the boulders. This has been apparent since the dock was built, but now action has been taken and "fishing is prohibited".

N.R.P.

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Then did Ocean,
The great showman, out of the bountiful deep
Conjure all manner of strange creatures
To delight them: flying fish that shot through the air
Like quicksilver, smack against the sail,
Then dropped to deck into the breakfast saucepan
Waiting there; the prosperous tunny,
Fat as an alderman with rows of double chins;
The glorious dolphin, bluebottle green
With glittering golden fins, greedy
For the succulent weed that trailed like garlands
From the steering oar. There were many more -
These marvels were the day's. What words can paint the night,
When the sea was no darkness but a universe of light?
Lo, in their wake a shoal of little shrimps, all shining,
A sprinkle of red coal! Drawn by the gleaming cabin lamp,
the octopus,
The giant squid with green ghostly eyes, hugged and hypnotized:
While fathoms below, in the pitch black deep were gliding
Balloons of flashing fire, silver
Streaming meteors. O world of wonder! O splendid pageantry!
Hour after dreamy hour they gazed spellbound,
Trailing their fingers in the starry sea.

"Ballad of Kon Tiki"
by Ian Seraillier

HIGHLAND SEABIRD ON MERSEY FERRY TRIALS

Coming from the Clyde, the motorized catamaran arrived at Seacombe on Sunday afternoon 14th February, after being weather-bound in Douglas since 10th. After a series of trial runs before MPTE officials and the press, she left the Mersey on Friday 19th. With a view to running the ferry services more economically, she is to return for a more extended period of trials in May.

HIGHLAND SEABIRD was built at Mandal, Norway in 1976. Her twin hulls are of aluminium alloy, with two M.T.U. "V" type engines giving a speed of 27 knots. Her present owners are Western Ferries (Argyll) Ltd.

GENERAL NEWS ITEMS

In October last the crew of cruise ship BLENHEIM went on strike at Gibraltar when they heard that the ship was to be sold by Fred Olsen to D.F.D.S. Some passengers flew home but others stayed on board and arrived Plymouth 4 days late. The ship has since been re-named SCANDINAVIAN SEA.

TV viewers may have seen a film of the locating of the wreck of the sail-driven warship BREADALBANE sunk 128 years ago in Lancaster sound. Arctic conditions seem to have preserved the wreck, as TV underwater cameras proved.

The southwesterly gale which affected our islands on the evening of Saturday, 19th September, caused three deaths and widespread damage on land. The most prominent casualty on the coast was the capsizing of the Icelandic TUNGUFOSS ex MERC ASIA, 1327 tons. She had a cargo of meal and was on passage from Avonmouth to Le Havre when a list developed, increasing to thirty degrees and necessitating a "Mayday" call, when in the Lands End area and 2½ miles off the coast. It was 9pm and therefore in darkness when two ships altered course to assist - KILKENNY and FJORDSHELL. The crew was in a desperate situation when fire broke out in the engineroom. But even in very rough seas and with the wind gusting force 9 to 10, the Sennen lifeboat managed to take nine men off. The remaining two - all Icelanders - were lifted off by helicopter with nobody injured. The stricken ship, now on her beamends, was not seen to sink, but the debris found later floating in the area was sufficient evidence. TUNGUFOSS was built in Denmark in 1973. She will be missed by the European meteorological authorities, for like all vessels in the fleet of Islands H/F of Reykjavik, she has reported weather conditions in code every three hours, wherever she happened to be. She was a very similar vessel to URRIDAFOSS which is often seen in Manchester Ship Canal.

A lifeboat, liferafts etc, were washed up on the beach at Praa sands four days later. The lifeboat and helicopter rescuers were decorated by the Icelandic Government in February.

The redundant CALEDONIAN PRINCESS built in 1961 has at least two claims to fame. She was Sealink's last turbine steamer on the Dover/Calais route, and the last ship to be built at the Denny yard, Dumbarton. Also, she had served on eight different cross channel routes.

As a consequence of the Iran/Iraq war, about 70 ships were still held up in the Shatt al Arab river in September 1981, and due to silting were trapped, making their future problematical.

Included were CAPETAN COSTAS, built by Doxfords in 1959 as Weir's YEWBANK, and GULF HERON, built by John Brown's in 1959 as CLAN MACINDOE.

The handsome two-funnelled Canadian Pacific ferry PRINCESS PATRICIA was offered for sale at Vancouver in December. She was a Fairfield product in 1948 and has lasted well.

The usefulness of inflatable lifeboats as demonstrated by the inshore types now in use by the RNLI has caused experiments to be made with much larger inflatables. One has been portrayed carrying 84 persons at speed, but without cabin comfort - it is bound to have its uses.

In a previous issue, the increase of piracy on the high seas was mentioned. In August 1981, the Mobil operated tanker CORSICANA of over 17,000 tons was on a loaded passage from Singapore to Jakarta. Doing 12 knots, the second officer saw three men with knives and machetes approaching the bridge. "money or kill" was their threat. They got away with £4,000 from ship's safe.

Mr D Waddington, Employment Minister, said in the Commons in December - "Senseless rows will destroy Southampton as a container port", following the industrial unrest which has caused several shipowners to go elsewhere.

Your editor likes some exactitude in the reporting of ship casualties and has reminded a Radio Merseyside commentator that ships do not "flounder", but often do "founder". However, he was in good company with one of Lloyds' feature writers, reporting on the "floundering" of UNION STAR, in Lloyds List.

The aircraft carrier HMS TRIUMPH has been sold to Spanish breakers. The ocean tow from Chatham was undertaken by the French tug ABEILLE 30.

Canadian Pacific Steamships have sold one of their VLCC's - T.G.SHAUGHNESSY of 252,000 tons. She was built in Japan in 1971, and has gone to Japanese buyers. A Lloyds List correspondent suggested the deal was like selling icecubes to eskimos!

The Smit ocean tug POOLZEE had a difficult task in towing an oil rig to Guayaquil, accomplished at Christmastime. The tow was via the Magellan Straits, and although summer in those parts, a severe gale was encountered on the Pacific side. The tow was adrift twice and it was more than a week before headway could be made, but these sturdy Netherlanders continue towing ungainly objects across the seven seas.

Reverting to the ex-Lipton racing yacht SHAMROCK V, in her rebuilt condition she was shown on BBC2 TV's "Under Sail" item on 23rd November. We saw her doing engine and sail trials in Spithead, before she was handed over by Camper and Nicholson's to her Italian owner. Lloyds Yacht Register (which will not be printed in future) shows that she is ex QUADRIFOGLIO ex SEA SONG ex SHAMROCK V and that she was built at the Gosport yard (now closed) in 1930. Her port of registry is Olbia in Sardinia and her home port St Gallia.

BI's UGANDA customarily has her annual overhaul at Malta in January, during her winter programme of cruises in the Mediterranean. This year she had to have a new rudder stock after damage at Limassol and Rhodes.

At Harwich, the Dunkirk train ferry has been axed. ESSEX FERRY and NORFOLK FERRY have been offered for sale, and CAMBRIDGE FERRY laid up.

ANTRIM PRINCESS is laid up at Newhaven, after long service on the Stranraer route.

Sealink's drydock at Holyhead has been closed down and refit work has to go to other yards.

WAVERLEY's 1981 season ended on 28th September with a final passenger total of 194,211. In 1982, she will work the Clyde at Easter, Oban and Fort William area at the end of April, with a special trip to Staffa and Iona on 25th April. In May and early June, her cruising will be in the Forth, Tyne, Humber, Thames and along the Sussex coast. For the last two weeks of June she will be in Bristol Channel. She has a full programme of sailings on the Clyde in July/August. For most of September she will be on the South Coast and around I.O.W. ending with a period on the Clyde.

During refit of MANX VIKING at Falmouth, her relief ship on the Heysham run is AILSA PRINCESS.

One of Sealink's relief ships on the Holyhead run was DOVER built 1965. Her name was changed to EARL SIWARD, and now, bought by a Cypriot owner, she is known as SOL EXPRESS. She is working in the Eastern Mediterranean with the larger SOL PHRYNE ex AEOLIS ex TAISELSU MARU on passenger/ro-ro work.

The obsolete destroyer HMS CAVALIER is being preserved as a showpiece at Southampton.

The Coastal Cruising Association held their A.G.M. at the Blossoms Hotel, Chester on Saturday, 30th January 1982, with a trip on the River Dee in the newest launch LADY DIANA, with comfortable

heated observation lounge and bar. Their aim - to foster cruising in the waters of Great Britain - is a worthy one, as we see passenger services dwindle year by year. Another tourist attraction, MAID OF THE LOCH which has sailed for many years on Loch Lomond has been withdrawn this year, demonstrating how little is left of healthy water travel. "Rule Britannia" seems out-dated. Do we require a national song for Briton's mastery of the motorways? Please - no prizes offered!

FREE ENTERPRISE IV is laid up at Barrow after service in the North Channel. EUROPEAN GATEWAY will run from Cairnryan to Larne on her own.

Paddler TATTERSHALL CASTLE was being towed by CEMENCO of Blue Circle Industries on 22nd January, when she struck Cannon Street Bridge. There was damage to the rails on her paddle box. Next day the dumb barge MONTIGNE towed by CEMENCO struck Southwark Bridge - no damage. But a little later that day, the crane pontoon DOUGLAS RITCHIE towed by CEMENCO struck Cannon Street Bridge, with damage to scaffolding and to the pontoon. But CEMENCO had not finished yet, for on 26th she collided with the tug KILDA lying at Charlton and caused damage. Could it be a case of wrong bifocals!

N.R.P.

THE WINTER TOLL OF SHIPPING

The Irish coaster UNION STAR had only been launched in Denmark in October 1981, and was on her maiden voyage in December when she was lost off the Cornish coast. Bulk fertilizer had been loaded in Ymuiden for Arklow, and she suffered a total engine failure in very heavy weather. The Falmouth-based tug NOORD HOLLAND offered assistance on the usual "no cure no pay" basis. There seems to have been some delay over terms and with time ebbing away, the coaster struck the rocks, and set up a life saving operation for the eight people on board, including the skipper's wife and child. A helicopter lift was now impracticable, and so the Penlee lifeboat had to make a dramatic rescue attempt. Fate was against her and she was smashed to pieces, with the loss of her eight man crew, and also the coaster's crew - 16 in all. It was later said that UNION STAR was undermanned by two men. By late January 1982 the wrecked coaster had been flattened by heavy seas and was breaking up. A local scrap firm who bought the wreck may get little or nothing from her.

Again in December, HULLGATE was a casualty of a different

sort. Well known on the Mersey, she was loading petrol at Milford Haven when there was a leak in the pumproom, followed by an explosion in the engineroom. One man was killed and several injured. Thousands of gallons of water were pumped into the ship to prevent the fire reaching the cargo forward. HALIA and SILJESTAD had to be moved for their safety. Eventually the tugboat monitors succeeded in extinguishing the flames. The thought arises that we on the Mersey have been very fortunate considering the many ships, if small, using the estuary with "low flash" cargoes.

MAERSK ANGUS ex EVELYN MAERSK, a 53,000 ton tanker, now under the British flag, had an engine breakdown when close to St Kilda, and in danger of grounding under those precipitous cliffs. The crew was taken off and a service vessel MAERSK RANGER towed the casualty to the Clyde, after there had been danger to the remote and unique Atlantic bird sanctuary.

BOBRIX, a green hulled coaster of 956 tons sank south of Falmouth and six were rescued by helicopter. Loose hatch covers were the cause of the disaster. NOORD HOLLAND stood by and intended towing the heavily listing vessel to port, but she turned over and sank.

GRAINVILLE was in birkenhead some weeks before her loss, in early December. Her "mayday" said that she was sinking fast 10 miles southwest of the Tuskar Rock. Waves were said to be 35ft high. Helicopters were flown from both Ireland and South Wales. The French trawlers L'AURORE and PAMPERO picked up survivors, and the French ESPOIR and Irish GRAINNE took part. The ship was on passage from Belfast to Bilbao with steel scrap. She capsized and sank, and four of her crew of twelve were lost. She will be better known as ex-BATTERSEA of the Central Electricity Board (Stephenson Clark) built by S.P.Austins in 1951, and one of the last "flat iron" type, designed for sailing under Thames bridges.

BONITA sank in the entrance to the English Channel. She was a 9,000 ton Ecuadorian container ship, on passage from Hamburg to Costa Rica, and developed a heavy list. There were 36 on board including children and officers' wives. All were saved by the St Peter Port lifeboat.

MR & MRS W B HALLAM - AN APPRECIATION

We have been sorry to lose the cheery presence of Bram and May Hallam at our meetings of late, for they are amongst our longest serving members. Travel difficulties, coupled with an indisposition

affecting balance, have caused Bram to "retire". In retirement, one can always bounce back and we shall welcome our friends from Waterloo whenever they feel able to attend.

His many illustrated lectures on shipping matters to our Society commenced in 1952 with "The White Star Line". He has addressed the World Ship Society and several local historic societies. He has made many friends, and with his "photographic memory" seldom, if ever, used notes during his talks.

Bram's illustrated records in "Sea Breezes" of the tug fleets of Rea Towing, The Alexandra Towing, Liverpool Screw Towing and Lighterage and of J H Lamey & Co, were followed by his book "Blow Five". Had Bram not taken a lifelong interest in towing, the story of Mersey tugs would never have been put to paper so completely.

His comprehensive, even unique, private library mirrors not only tugs, but a wide vista of the shipping scene.

Bram and May are thanked for their support given to Nautical Research throughout the years, and we wish both many years of quiet retirement, close to their beloved Mersey.

Editor

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Sun spangled morning! Baltic June!
The yacht is clinically clean,
the summer breeze conveys from Omsk
A breath of ice and evergreen,
Paintwork all white outside and in,
And pennants flickering like whips,
And jostling ripples keeping up
That slipshod slap against the ships;
Later of course, the shadeless deck
Will burn, one's thin-soled shoes will bake -
Can I be twentynine today?
Oh, no there must be some mistake!

"Birthday Blues" by William Plomer
referring to Daisy, Princess of Pless at Kiel 1903

FEBRUARY MEETING

"Marine Prints" was the title of our talk on the eleventh of the month. Mr R G Loram gave us a fascinating talk on the techniques and progress of marine prints, well illustrated with prints from his own collection, and from the Anderson and Wrottsley Collections of the Museum.

Marine prints were often especially in the early stages, works of art in their own right, and not simply copies of paintings in a different medium. From the 17th century great stress was laid on the technical accuracy of the hull form, rigging, etc, of the ships depicted.

There are three main techniques for print-making; Relief - including woodcuts and engravings, Intaglio - including line engravings, drypoint, mezzotint, stipple engraving and aquatint, and planographic including lithographs, chromolithographs, zinc lithographs and other modern printing methods.

In relief printing, the wood is cut away to leave raised lines which receive the ink. Woodcuts were popular in the 15th/16th centuries; but few prints of marine interest were produced. The technique was improved in the early 19th century, and became known as wood engraving. The end grain of the wood was used. This was usually boxwood because of its close grain. The wood was cut with a V-shaped engraving gouge and not with a knife. Wood engravings were a popular method of making illustrations for magazines, such as the Illustrated London News.

With Intaglio printing, the lines are cut out from a printing plate and the ink goes into the hollow. The paper was placed on the plate, and the two put into a press to transfer the ink on to the paper. Intaglio prints are readily recognizable because the indented "plate mark" round the edge where the paper has been pressed into the plate.

Line engraving was developed by gold and silversmiths to decorate their wares. In the 17th century it was used to engrave copper printing plates. After about 1820, steel plates superseded copper. This harder metal made it possible to reproduce many more copies.

At first, marine artists such as the Dutch Backhuizen, reproduced their own direct on copper, but the process became increasingly used to reproduce other artists' works. Traditionally the name of the artist of the original work appears at the bottom right hand corner of the print, and that of the engraver at the left hand, perhaps with the words "pinxit" and "sculpt".

The etching process also uses a flat copper plate. This is coated with an acid-resistant wax, and the artist scratches his lines through this. The plate is then immersed in acid which deepens the lines. The technique was first developed by the armourers to decorate their products. With etching it is possible to produce considerable gradations.

Etching was first developed in the 17th century, went out of fashion in the 18th and was revived in the 19th century.

Mezzotint was an attempt to produce more tone than etching or engraving could. It was invented by Ludwig von Suben in 1640. A copper plate was roughened by rocker tool and the artist scraped away the roughness to make his picture. This technique was popular for portraits, but it was not used very much for marine subjects.

Aquatint became very popular. Its invention coincided with a great expansion in the size of prints in the early 19th century. A copper plate was treated with a fine coat of powdered or liquified resin as the basis of the process, resulting in a splendid range of tones. Aquatints were often coloured. Sometimes this was watercolour applied by hand and sometimes applied by separate wood blocks. the improved Watmann paper which did not have to be dampened before use, and did not shrink, made it possible to print in up to twenty colours.

Many prints were made by a mixture of techniques; the main outlines might be etched whilst details could be by line engraving, and light and shade by mezzotint or aquatint.

Lithography was a technique that did not need a heavy press and it thus became very popular after its discovery in the 1790's. A smooth grained stone was substituted for the copper plate. The picture was drawn directly on the stone with a greasy chalk. The stone was wetted and when inked, the ink only adhered to the greasy areas and not to the wet surfaces.

An important advance in lithography was the use of paper sized with gum arabic. The drawing was made on the paper and when placed in a press with the stone, the image was then transferred to the stone. This, of course, did away with the need to draw direct on to the stone with everything as a mirror-image.

Chromolithography was the technique of printing different colours from the same stone. These are readily recognizable by the "register marks" at the corners of the print. Each colour was, of course, printed separately, and the "registry marks" ensured that they were in the correct position. Zinc plates and

rollers superseded stone for lithographic printing. In the late 18th and early 19th century, prints were bought in increasing numbers. In London the print publishers and sellers played a major role in expanding the market. This included men like Boydell and Ackermann, who would commission prints and contract with particular artists to copy their paintings. Ackermann, who was an excellent engraver especially helped to develop and promote the technique of aquatinting.

Ackermann's still sell prints as does the long established Parker Gallery. The latter firm are members of the Society and have long been specialists in marine prints.

Mr Loram concluded his lecture by showing a wide-ranging selection of slides of prints in the Museum's collections, including illustrations of the various print-making techniques. Our speaker also presented a display of prints from his own private collection.

M.K.S.

A NEW CHURCH BELL FOR ST KILDA

For over 60 years the tiny kirk on St Kilda, when inhabited, had a bell to summon worshippers. This bell had been salvaged from the steamship JANET COWAN of Greenock which was wrecked on the island in 1864. The bell, however, disappeared at the time of the evacuation just 51 years ago.

A new bell has been generously cast by William Hume and Co of Greenock, and both bell and a commemorative plaque have been engraved by the Greenock Engraving Co.

The crew of JANET COWAN was saved and spent a week there before borrowing the St Kildans boat, in which they reached Lewis and the mainland. In recompense, they sent the islanders meal and flour and £9 cost of returning the boat. The restoration of the kirk has taken volunteer workers of the Scottish National Trust nine years to complete. They are dedicated preservationists, who face extremely lively passages in small fishing craft to reach these outlying and fascinating islands.

EXETER MARITIME MUSEUM

David Goddard the Director of Exeter Museum is a collector of boats and has been acquiring fresh specimens since the Museum opened in 1977. He was interviewed for BBC2 TV on 11th November last.

It seemed strange to see a Hong Kong junk only built last year, sailing into the Museum's basin. There are Portuguese fishing craft, including ADEOS AMIGO, a small lugger in perfect sailing condition. There are Arab dhows from the Gulf, and a typical Peruvian reed boat from Lake Titicaca, which is 400ft above the treeline.

Interesting British exhibits include the dredger BERTHA built in 1844, and only retired from work in Bridgewater Dock in 1970. It is thought she may have been built by Brunel. then there is the tug ST CANUTE which worked for many years at Falmouth, and was built in Denmark in 1931. A small launch in full working order is JOHN PLAYER'S HERO, and a metal boat named IBIS was rescued from a compost heap, having taken part in some African exploration work in 1905.

An exhibit of a smaller kind is a case of pistols reputed to have belonged to Captain Woodgett of CUTTY SARK, one of which he used to quell mutinous crew.

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Over that morn hung heaviness, until
Near sunless noon, we heard the ship's bell beating
A melancholy staccato on dead metal;
Saw the bare-footed watch come running aft;
Felt far below, the sudden telegraph jangle,
Its harsh metallic challenge, thrice repeated:
"Stand by", "half speed ahead", "slow", "Stop her"!
They stopped..... The bosun whispers
Hoarsely behind his hand - "Now all together!"
The hatch-cover is tilted; a mummy of sail cloth
Well ballasted with iron shoots clear of the poop;
Falls like a diving gannet. The green sea closes
Its burnished skin, the snaky swell smoothes over,
While he, the man of the steerage, goes down, down,
Feet foremost, sliding swiftly down the dim water:
We dream. Too long! Another jangle of alarm
Stabs at the engines. "Slow", "half speed", "Full ahead"!

Francis Brett Young
"Sea Burial" (1884-1954)

JOTTINGS FROM MANXLAND

Port Erin RNLI has the lifeboat OSMAN GABRIEL N°37-27 which was bequeathed in July 1973 by a gentleman of that name from Hove. The history board in the station, shows that help was given to the yacht RAMSHACKLE of Glasgow on 8.9.78. (surely an unfortunate choice of name!) It is also recorded that two of the crew of coaster MOONLIGHT were saved during a storm on 9.9.70, as described in this Bulletin at the time. The late Denis Maddrell was coxswain in that memorable rescue.

Port Erin had a lifeboat named MATTHEW SIMPSON in 1939 and there was one on station in 1972 named VINCENT NESFIELD. When launching at this station, the boat leaves the house down an inclined ramp to plunge into the Bay, and makes a fine sight as she becomes waterborne.

At Port St Mary, the larger "Arun" type THE GOUGH RITCHIE N°54-06) is maintained afloat. She is a fast, powerful boat of one of the newest types.

Port Erin holiday-makers may inspect the lifeboat in the RNLI house on the promenade, where many useful presents are on show, the sale of which brings welcome revenue to the Institution.

In the autumn of 1981, almost all the fishing boats at Port St Mary were fitted out for scallop dredging, and the following boats, registered at Castletown, were seen:

AMBIS, FENELLA ANN, VERVINE, DAWN MAID, HEATHER MAID, MAUREEN PATRICIA, ZULU WARRIOR, SPAVEN MOR, DE BOUNTY, MATHILDE, CATHERINE A, ELIZABETH C, L'EQUINOXE and FREY.

The number of yachts, cabin cruisers and all kinds of pleasure craft seen at Port St Mary was astounding in these so-called hard times. I had to agree with a local resident, that taking account of what we had just seen of the Boat Show on television, the value of privately-owned craft in the harbour must have totalled many hundreds of thousands of pounds.

At the south end of the Isle of Man, the high land has lent itself to the installation of radio beacons, and there are three near The Chasms, Port St Mary. One is for shipping and has the morse callsign "CN". An automatic transmission is made for one minute every 6 minutes continuously on the long wave frequency of 301.1 khz. It commences at 3 minutes past the hour, with accuracy of plus or minus 5 seconds, so is quite a good time check at any time of the day or night. It is now entirely automated and controlled from Langness Lighthouse. "CN" is a very useful beacon for ships rounding Chicken Rock.

And for cross bearings on the same frequency, the navigator will hear Point of Air ("PY"), South Rock Lightship ("SU"), Skerries Lighthouse ("SR"), Bardsey Island Lighthouse ("FB") and Wicklow Head ("WK").

There is also an aircraft beacon on this low frequency waveband with callsign "I O M" in morse with its counterpart transmitting the same callsign on VHF 110 mhz. At sea level the VHF beacon is audible for about 15 miles, but about four times this range for the overflying aircraft to Ulster and on trans-Atlantic routes.

When JAGUAR commenced her Liverpool-Douglas service in June 1981, one of her first jobs was to import a caterpillar tractor for the Foxdale Quarries. The firm of French Keir & Co is blasting massive quantities of rock for the new Douglas Breakwater. JAGUAR's usual sailing times are 2330 from Liverpool, and 1230 from Douglas.

SOCIETY NOTES

It was much regretted that our January meeting had to be cancelled in exceptionally severe wintry conditions. Then in February, we had the railway strikes which again prevented some, like the writer, from attending. Post-Budget "blues" could be the order of the day in March, and how to pay the winter's fuel bills! But we shall soon see the spring flowers in all their glory, for come what may, they will fulfil their task to brighten our hearts, oblivious to any industrial action in nature's cycle.

The Society is open to new membership, and if you have friends interested in the sea, why not invite them along as potential members? Our meetings are normally held at the Merseyside Museums, William Brown Street, Liverpool at 7.30pm on the second Thursday in each month September - May. Correspondence should be sent to the Hon Secretary, c/o Merseyside Museums, and matters concerning this Bulletin to the Editor, N R Pugh, 7 Dunbar Road, Hillside, Southport PR8 4RH.

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

Often I think of the beautiful town
That is seated by the sea;
Often in thoughts, go up and down
The pleasant streets of that dear old town
And my youth comes back to me.
I remember the black wharves and the slips,
And the sea-tides tossing free;
And Spanish sailors with bearded lips,
And the beauty and mystery of the ships,
And the magic of the Sea.

"My lost youth"
Longfellow

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April - June 1982

COMMISSIONING CEREMONY HMS LEWISTON

On 31st July 1981 the minesweeper LEWISTON was commissioned for service with the London Division of R.N.P. Our member John Robinson, now at the Science Museum, South Kensington has sent along a copy of "London Log" describing the event.

The commissioning order was made by Sir John Fieldhouse,

K.C.M.B., Admiral in Her Majesty's Fleet and C in C of H.M. Ships and vessels employed and to be employed in the Fleet. Addressed to Lieut A.H. Jones R.N. the order reads:-

"The Admiralty Board on Behalf of the Defence Council having directed that Her Majesty's ship LEWISTON is to be commissioned at London on 15th June 1981, or as soon afterwards as circumstances permit, you are to proceed forthwith to commission her for sea service. On commissioning you will be under my full command. You are to bring to my immediate notice, and to the notice of the appropriate local authority, anything which gives you cause for dissatisfaction with the ship or any part of her and any other matters of importance, in particular those relating to the welfare of the Ship's Company. May God's blessing be upon the ship and the company hereby entrusted to your command, and may your joint endeavours to uphold the high traditions of the Royal Navy in the service of Her Majesty the Queen be crowned with success and happiness. Given under my hand this 1st day of June 1981.

J. Fieldhouse - Admiral."

The ceremony took place at Tower Pier, at which junior ratings used swords to cut the commissioning cake, as was done when this writer attended the commissioning of the nuclear powered submarine HMS COURAGEOUS at Barrow in 1971. (Incidentally, at that time the ill-fated HMS SHEFFIELD was fitting out in the next berth).

A few details of HMS LEWISTON, typical of this class of mine-sweeper, may be of interest, for she is similar to ships in which Merseyside R.N.R. ratings perform their training.

Length overall	153ft
Beam	28'9"
Draught	7'6" fwd 8'6" aft
Masthead height	52ft
Gross reg. tonnage	471.6 tons
Fuel capacity	43 tons
Water capacity	17 tons
Endurance	10-14 days at 12 knots 5 days continuous sweeping.
Engines	Napier Deltic 420 shaft RPM giving about 16 knots 300 " " max. revs. astern.

Deltic engines run best at high speeds. The engines are normally controlled from the Engine Control Room, but are controlled directly from the bridge when sweeping live mines to enable the engineroom to be evacuated.

The electric generator is a 2-stroke, 6 cylinder Foden RD6, giving 220 volts at 275 amps.

There is a magnetic compass, gyro compass (Sperry) with repeaters in the tiller flat, wheelhouse and bridge wings. The echo sounder has a range up to 1100 fathoms. The radar has a maximum range of 64 miles with high mountains, 15-20 miles with large ships and 5-6 miles with yachts and small craft. The Decca Navigator has a positional accuracy of plus/minus 50yds by day within 100 miles of the "slave" stations.

Lieut Jones writes that "these coastal minesweepers handle extremely well. There is a tremendous response to controls and great reserve of power. the turning circle is very small, acceleration terrific, and astern power sufficient to give a remarkable ability to brake in quick time."

Since she was laid down at Buckie in 1956 and completed in 1960, she has operated in waters around Iceland, Gibraltar etc and been on fishery protection patrols.

N.R.P.

THE 175 YEARS OF THE BIBBY LINE

The history of the Bibby Line has been brought up to date in a 1982 edition by Edward Paget-Tomlinson M.A. The last edition was published in 1969. A copy of the new book has been sent to those who have contributed to the success of the Company, and to those who have shown great interest in its past and present progress. The book is very well illustrated and contains a very well detailed fleet list. It can be purchased for £7.50.

FUTURE PLANS FOR MERSEY DOCKS

The M.D. & H.Co announced their intention early in March, to close the Waterloo Lock, and with it will go the former Irish passenger berths, ships presumably going into North Docks. There will be no more cargo handling in Birkenhead Docks, as for liner trades. Nevertheless the Birkenhead system is to remain open, but with only the North Alfred Lock for entrance.

Run up the sail my heartsick comrades;
Let each horizon tilt and lurch -
You know the worst: your wills are fickle,
Your values blurred, your hearts impure
And your past like a ruined church -
But let your poison be your cure.

"Thalassa"

Louis Macneice - 1907-1963

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THOUGHTS ARISING FROM "SHIPS TO THE BREAKERS"

SONG ex GOLDEN BRIDGE ex LONDON BREEZE ex ROOKLEY ex WELSH TRADER..... It was hard to believe that twenty-eight years had gone by since as a young M.H. & H.B. clerk, I had returned as often as I could to the office windows one bright morning to look at the spanking new WELSH TRADER. She was lying in the Mersey, waiting to proceed into Birkenhead Docks to load for, I think, the Bibby Line. Wm. Pickersgill & Son had certainly turned out a smart looking tramp, or to use the in-phrase of those days, "general purpose cargo ship".

WELSH TRADER had a nicely balanced appearance, with two hatches forward of the midships structure, one between the funnel and the bridge (trunked up through the accommodation), and two aft. She had well raked masts and a funnel of decent shape and proportions.

I note that the Trader Navigation Company must have sold the ship to Stephens, Sutton and co of Newcastle who renamed her ROOKLEY. Granted her handsome appearance, my thoughts were drawn to some of the vessels built for Stephens, Suttons's Thomasson Shipping Co in the post war years and to a complete contrast. How many readers recollect RISELEY of 1957? Built by Swan Hunter and Wigham Richardson, she was reported to be the largest British cargo vessel at 11,230 tons deadweight at the time of her completion. She had bridge as well as machinery aft, and was the fore-runner of so many unattractive vessels to come!

Like so many other NE coast tramp shipping concerns, Stephens, Sutton have now disappeared. The editor has reminded us that, as with the Dalgliesh Line, this process has not been accomplished without tragedy. Criticized by some economists for the conservatism of their management policies, I have long felt that British

tramp shipowners have not always had a fair press. Not only did Dalglish's develop a new trade in opening up Port Churchill on Hudson's Bay, but its principals took careful stock of technical innovations. In 1924 for example, they accented the motor vessel ELMWORTH as part of a large scale trial venture. Together with her close sister OAKWORTH, she was to be compared in operation with the steamers FARNWORTH and WARKWORTH, which had the same hull forms.

ELMWORTH was accounted a good ship of her type. She had a dead-weight of 8000 tons, and she had a Harland B & W six cylinder engine of 1850 bhp giving a service speed of about 10½ knots. It appears at first, that by and large, the whole of her machinery worked well, but unfortunately there are two blemishes on her record in the difficult days of the early 1930's. In 1932 her electrical plant failed completely, and in 1936 during a voyage from Australia to Dublin, her main engine required urgent attention. She put in to Durban, where her own engineers replaced the pistons in all six cylinders in four days without any shore assistance.

Dalglish's sold her the next year to a Norwegian owner. Their experiences with her and OAKWORTH left them unconvinced of the all-round superiority of diesel over steam.

It has to be remembered that tramp shipowners of those days aimed to achieve a fleet replacement policy based as far as possible on their own earned financial reserves. By the very nature of their business in the open freight market they were amongst the first commercial concerns to feel the effects of changes in the economic climate. They were bound to react with caution to technical innovations, especially in matters of power plants. Traditional reciprocating steam engines were comparatively cheap, reliable and could be readily maintained and serviced by sea-going personnel already in their employ. Experience with motor ships was paid for dearly by some owners, who by the scale and nature of their operations in the business, simply could not cope with losses due to mechanical problems. These could keep vessels out of service at critical times, during and between hard fought for charters.

Alan McClelland

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Local radio announcer describing the Falklands Task Force leaving Portsmouth on 4th April - "The sailors are standing stiffly to attention in the stand-easy position". It is to be hoped they did not do themselves any injury!

THE "GOVERNOR FENNER" CASE

To nautical people today, the international collision rules are one of the facts of life. Yet it took a deal of arguing and several nasty collisions to bring in their introduction one hundred and thirty-four years ago.

It was the arrival of the steamship which brought this matter about. Recently the "Bulletin" carried the account of one collision in the Mersey - that between RAMBLER and SEA NYMPH in 1846, which resulted from this lack of universal rules. In 1841 there had been a much more serious collision off the Skerries which started the ball rolling.

On the afternoon of Friday, 18th February 1841, GOVERNOR FENNER sailed from the Mersey with 117 emigrants and a crew of 17. This 700 ton wooden ship belonged to Andrews Brothers Ltd of New York, to which port she was bound. At 2am on Saturday she was 15 miles west of Holyhead. There was a fresh SSW wind and GOVERNOR FENNER, under double reefed topsails, jib, mainsail and spanker, was running on a course west by north, or in the words of her mate she "had boarded her larboard tack".

At this time the lights of a steamer approaching from the westward were observed fine on the port (weather) bow. The lights were a white masthead, white on the starboard side and red on the port. This was an optional lighting scheme suggested by Trinity House. GOVERNOR FENNER has no lights at all.

Trinity House had also drawn up a set of collision rules. These dealt with the action to be taken by sailing vessels, but also stated that steamships were to be regarded as sailing vessels running free, and should therefore give way to sailing vessels.

The oncoming steamer showed no signs of altering course and shortly before 2.15am the master of the sailing ship realised that a collision was imminent. He ordered the helmsman to let the ship run off before the wind, ie turn to starboard; but before she had turned very far, GOVERNOR FENNER struck the paddle steamer squarely on the paddle box. The ship she had struck was NOTTINGHAM from Dublin to Liverpool, with passengers and a cargo consisting largely of sheep and cattle. The fact that she was struck on the paddlebox probably saved the steamer. The blow smashed the paddle wheel to pieces and drove in the paddle shaft so that it disabled the engine but did not penetrate the hull. The sailing ship's jib-boom hit the funnel, sending it over the side.

The damage to GOVERNOR FENNER was much more serious. Her bows split open and the ship began to sink rapidly by the head. So rapidly did she go down that there was no time to rouse the unfortunate emigrants. The captain, who had run forward managed to grab a rope and scramble on to the steamer's deck. The mate tried to run aft to get to his recently wed wife, but was forced into the rigging, and dropped from the foreyard on to NOTTINGHAM's deck. The watch on deck had taken to the rigging.

Attempts to launch a boat from NOTTINGHAM were not too successful. The seaboat already turned out was accidentally set adrift empty. By the time a second boat was launched, no survivors were found. The deck of the steamer presented a chaotic scene. Smoke and flame rose from the broken funnel - steam was blowing off and the animals were crying out in fright. Some had been killed or injured in the collision, and under the impression that the ship was sinking, the crew began to throw sheep and cattle overboard. Seven cows and seventy-six sheep were disposed of before it was realised that she was to stay afloat.

With her engine disabled, NOTTINGHAM hoisted two stay-sails but made little progress. It was not until 5pm on Saturday evening that she was taken in tow by a Drogheda steamer and towed to Liverpool. The Captain and mate were the only two survivors from GOVERNOR FENNER. Stories began to go around the port and appear in the press that the American ship was unseaworthy - these were denied by the two survivors. They endeavoured to get some form of inquiry held but nobody would move. The matter was even raised in Parliament but the Government refused to act. The master approached the Mayor of Liverpool with no response. His chief supporter seems to have been the "Times" which commented on the fact that nobody seemed to think that, as the 134 people lost were only sailors and emigrants, it was worth sending a vessel to search the area for bodies, or to hold some inquiry to get at the facts of the matter.

The captain of NOTTINGHAM blamed the sailing ship for not altering course to port, whilst the captain of GOVERNOR FENNER considered that NOTTINGHAM should have turned to starboard. It was clear that what was needed were statutory international collision rules. While Trinity House rules were basically sound they were optional. Admiralty had adopted them and some port authorities endeavoured to enforce them in their areas, but for a lot of shipping they were ignored. It was to take more collisions to drive the matter home.

D.P. Branigan

It is a beauteous evening, calm and free;
The holy time is quiet as a nun
Breathless with adoration; the broad sun
Is sinking down in its tranquillity;
The gentleness of heaven is on the sea:
Listen! the mighty Being is awake,
And doth with his eternal motion make
a sound like thunder - everlastingly.

"Evening on the beach"
William Wordsworth

OUR ROYAL NAVY - HAS HISTORY REPEATED ITSELF?

Reading "Samuel Pepys - the man in the making" by Arthur Bryant, one cannot but be struck by the way British Governments have run down the strength of the Royal Navy, and then been sadly awakened by the consequences. In 1982, we have seen brand new warships being offered for sale, many in Reserve scrapped and dockyards and their workforces being made redundant. And then came the blow; that British people and their territory thousands of miles away from the homeland were ruthlessly taken over by a fascist power - Argentina. Do our rulers never learn the facts of history?

So whilst musing over the debacle of spring, 1982 and the sending of a task force, let us consider what was happening in 1663. "Early in October Mr Cutler, one of the great merchants of the Exchange, told Pepys in a coffee-house that there was a likelihood of war with the Dutch. "I hope we shall be in good condition before it comes to break out" was his reply.

"The first three years of Pepys' service at the Navy Office had been years of retrenchment. During the Commonwealth epoch the cost of the Navy had risen to the unprecedented sum of £20,000 a week, and at the Restoration the Navy debt had amounted to another three quarters of a million.

"Foremost of the demands made by the English people of its new Government was the reduction of armaments and taxation. The core of that government's difficulties lay in the fact that it could meet neither of these demands efficiently without credit. For as long as the servants of the State were unpaid, however corrupt, inefficient or superfluous they might be, they could not be dismissed, and, as long as the unpaid balance of their wages

kept accumulating, the ultimate burden of national taxation remained the same.

One can see that even if "moneyterism" was not the "in word" of the time, the public was putting pressure on the government to economise on armaments.

In the mid-1660's "Pepys was beginning to see the haunting horror that was to dog his country until the inevitable end came: that without money the Navy could not be kept at sea. Talking that November with Carteret, he frankly stated his belief that it would be impossible for the King to set out a fleet next year and that all must come to ruin, and Carteret agreed. In the middle of a national calamity (the plague of London) and a deep trade depression, England found herself committed to the most elaborate and expensive naval war which the world had yet seen, and with no other financial machinery for meeting its costs that the antiquated system of parliamentary aids and subsidies which she had inherited from the middle ages. It has been reckoned that the Dutch, with their more modern commercial apparatus, expended over twice as much on the sea war of 1664-67 as the English government. Most of this, of course, was hidden from Pepys and his fellow officials at the time. They only knew that money was wanting and that the Navy must be ruined unless it was found."

"On March 6th, 1667 the Government officially acquainted the Navy Office of its intention to lay up the battle fleet. Instead it was resolved to strengthen the harbour fortifications and rely on a few flying squadrons from the northern and western ports to cripple the Dutch by preying on their commerce. Of the advantages to be derived from plundering Dutch merchantmen, Pepys - though under no delusion as to the probable result of laying up the Fleet - was already something of a judge."

"On June 3rd" as the great chronicler wrote in his diary - "sat down to a good plain dinner at the Trinity House, Deptford. Here among others was Mr Evelyn, and after the feast these two worthy men talked awhile of the alarming news that the Dutch were at sea with eighty men-of-war and twenty-five fireships. Five days later, despite anxious hopes in Seething Lane that the wind had scattered them, they were officially reported off Harwich; at much the same time their guns were heard at Bethnal Green. Military steps (for naval there could be none) were now taken to repel them."

The British Fleet lay beyond a boom placed across the River Medway, helpless in their lay-up condition.

"Next morning the Dutch broke through the chain across the Medway and, under the ineffectual fire of the shore batteries, bore down on the deserted English warships. These the dockyard men had refused to tow up the River as ordered, having been more profitably occupied in moving their own belongings to safety. The ROYAL CHARLES ex NASEBY, was captured and a number of other men-of-war fired. Late that afternoon the news reached London: "which struck me to the heart" wrote Pepys."

So surely in the 1980's we must struggle to maintain the strongest British naval force we can afford both in size and quality. The Argentine invasion of the Falklands was to demonstrate the folly of running down what we have known as our "sure shield". We might, a short time later than 2nd April 1982, not have been able to use the services of some important ships. In the event, we were fortunate at very short notice to despatch a fine task force. The lion's tail was twisted and his justified ferocity may have surprised the "junta" which had deemed unlawful annexation a simple operation. Nevertheless, as these lines are written, our naval losses have sadly been substantial - HMS SHEFFIELD, HMS COVENTRY, HMS ARDENT, HMS ANTELOPE and the merchant carrier ATLANTIC CONVEYOR.

N.R.P.

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Do you remember water like molten silver gleaming?
And white sails that crept slowly past?
Stealthily, silently, as though they knew
They might disturb our sweet enchanted dreaming.....

"The Nile"

Agatha Christie

NEW NAMES FOR OLD

AUTHOR	ex BENARMIN
ATLANTICO	ex KING GEORGE (1975)
ARRING	ex TARRING ex LAMBETH (1958)
ANGELIKA R	ex CLAN MACGREGOR (1962)
BERGE BOSS	ex BEAUMARIS
BORRENMILL	ex LA ENSENADA (1974)
BRINDLE	ex MAYTHORN (1962)
CAPE ELIZABETH	ex SAINT FERGUS
CYNTHIA JUNE	ex ARKLOW RIVER

NEW NAMES FOR OLD (contd)

CLAUDIA P	ex SAINT COLMAN (1963)
CLAN MACBOYDE	ex CLAN MACGILLIVRAY (1962)
DEVONIUN	ex DEVONIA
FORUM CRAFTSMAN	ex CRAFTSMAN
FALKON	ex RIVERINA
G M E PALMA	ex IKEJA PALM (1961)
ISLAMI	ex MALDIVE TRUST ex AARO (1960)
IONIAN GLORY	ex COMPIEGNE (1958)
JENNIE W	ex SHELL MARINER ex FALMOUTH (1965)
KANDAVA	ex GEESTCREST (to Russia)
KINBRACE	ex ESSO WOOLSTON (1958)
MELPOL	ex CARIBBEAN ex COMMENCEMENT
	ex ELDINA ex SOMERS ISLE
MELPO K	ex AL JABARIAH
MAGIC MERCURY	ex BELGULF MERCURY ex AFRAN MERCURY
	(1974)
MALDIVE VALOUR	ex ESSO IPSWICH (1960)
MEDITERRANEAN STAR	ex COWAL (1954)
NEDLLOYD HOLLANDIA	ex HOLLANDIA (1977)
OTAGO BUCCANEER	ex ARCTIC BUCCANEER (trlr)
OTAGO GALLIARD	ex ARCTIC GALLIARD (trlr)
POSEIDON II	ex FLYING MIST (tug)
PIVA	ex BELLOC (1980)
PALAMIDI	ex DON MANUEL ex FINNAMORE MEADOW
	(1961)
PACIFIC STANDARD	ex LORNA B ex KWAKWARU ex IRISHMAN
	(tug - 1967)
REDOUBTABLE	ex CHAMBON ALIZE ex SEA HUSKY (tug -
	1975)
SAINT COLUM I	ex SAINT PATRICK
SAINT PATRICK II	ex AURELIA (1973)
SAPNA	ex MARWIT (1960)
SEA WAVE	ex BLUE WAVE ex ELMBANK (1960)
SUNWARD II	ex MAERSK COMMANDER
TEES REDWING	ex DUTCH ENGINEER (1964)
TELEMACHUS	ex IXIA (1964)
VICTORY I	ex MALVERN PRINCE (1970)
WIMPEY GEOGORE	ex WILLIAM J EVERARD

OBITUARIES

We are sorry to record the passing of two well-known sailormen. Alan Villiers DSC passed away at his Oxford home on 3rd March 1982. He was born in Australia in 1919 and first went to sea in a barque in the Tasman Sea, and will always be remembered as a prolific writer of books on sailing ships.

In 1957 he commanded the replica of the MAYFLOWER, and taking a most southerly course, sailed her to the U.S.A. Many of our members will remember his talk to our Society on 9th January 1973 entitled "Sailing Ships" so well illustrated by films of his own taking.

Bob Roberts who died in February at the age of 74 and hailed from Dorset, may not be known in Liverpool. He might be described as "The Last of the Sailormen" which was the title of one of his books. After skippering West Country schooners he joined Everard & Co and in 1954 took over the sailing barge CAMBRIA trading in East coast ports. The owners sold the barge to him in 1965 and he traded her until 1970. He then sold CAMBRIA to the Maritime Trust and she now lies preserved in St Katherine's Dock, London.

MARCH MEETING

On the eleventh of the month, Dr Peter Davies gave the Society an entertaining and illuminating talk about the great shipping magnate Lord Kysant and his family.

He demonstrated what a large part luck or chance played in his rise in the business world. This far outweighed any quantifiable or predictable factors in explaining his huge success. On the face of it, Owen Cosby Philipps came from unlikely background. His father was an impoverished but noble clergyman - the Reverend Sir James Erasmus Philipps, vicar of Warminster. He had no less than six sons and five daughters.

After a normal education, the sons were expected to make their own way in the world. The eldest son John, whilst training to be a lawyer, married a rich heiress Leonora Gerstenberg in 1888. With his wife's money he became a member of parliament, and in 1890 became involved in two investment trusts. He proved to be an able businessman, eventually becoming chairman of twelve such trusts. He provided financial backing for many overseas

projects - especially railways - and assistance for other members of his family. He became Viscount St Davids in 1918.

The second son, Ivor was also successful. He joined the Indian Army, and married into a well-to-do family - the Mirrlees - who owned the famous Glasgow engineering firm. When he retired from the Army, he became MP for Southampton and director of many large companies. During the First World War he returned to the Army, raised a division, became a major general, and was knighted.

Owen Cosby Philipps (later Lord Kylsant) was considered slow and backward as a boy. After a basic education (his two brothers went to Oxford - he did not), he was apprenticed to a Newcastle ship-broker. Subsequently, he moved to Glasgow and assisted John Philipps in his election campaign. John, for his part, helped his younger brother to start his own single ship company. This venture - the King Alfred Line - yielded little profit at first and Owen Philipps therefore decided to move his business to London - the world centre of shipping, insurance and finance in the 1890's. With good supplies of capital he rapidly built up his shipping business.

In 1902, he acquired the Royal Mail Steam Packet Co, one of the largest and most prestigious of all the British lines. To this, he added 57 shipping companies which represented a staggering thirteen per cent of the total British merchant fleet.

Of the remaining three Philipps brothers, Alfred was drowned at sea aged 25 in 1889, Bertram became a successful businessman, with the assistance of his elder brothers, and Laurence, the youngest, was possibly the most financially successful. He established a major insurance group and controlled many companies. Even his hobby of racing horses made him money because he invented the "tote".

All the brothers' success largely depended on John's fortuitous meeting with his future wife Leonora Gerstenberg. Hence Dr Davies's remarks as to the way that luck was to benefit the life of Lord Kylsant.

It is sad to think that Lord Kylsant is chiefly remembered for the financial crash of his shipping empire, and his subsequent imprisonment for issuing a false prospectus. He was a firm believer in the seven year cycle of boom and slump in the shipping business. At the end of the First World War he had put all his resources into a fleet of almost 100 new ships for various lines. These had been built at inflated prices, but the shipping business slumped rapidly after 1922. Kylsant maintained a facade of profitability, by paying

dividends even though they had not been earned. His last major purchase was the acquisition of the White Star Line from the ailing International Mercantile Marine. This was at the very high price of seven million pounds. In fact it was paid for in Royal Mail group shares!

Kylsant received an ageing and miscellaneous collection of vessels, and therefore set out to re-build the fleet. As Chairman of Harland and Wolff Ltd, he was also very enthusiastic about the new diesel engines coming into marine service. Harlands took out a licence to build Burmeister and Wain type engines, and the two new White Star ships that were actually built - BRITANNIC and GEORGIC - were motor ships. Unfortunately for Lord Kylsant, the anticipated boom turned out to be an unprecedented depression in 1929, and the veneer of profitability could no longer be maintained.

The mighty Kylsant group crashed, and subsequently disintegrated. The once great White Star Line was compulsorily merged with its old rival - the Cunard Line.

M.K.S.

SHIPS TO BREAKERS

ASPRELLA (1959) BRITISH EXPLORER (1970)
CONISTER ex SPANIEL ex BRENTFIELD
HMS DIAMOND
ELIAS ex MEMPHIS (1947)
EUROPEAN LIBERTY ex EASTERN SKY ex CYPRUS SKY ex ELMINA PALM
FIESTA ex CARINA ex BARROW QUEEN ex MONAS QUEEN (Lairds -
1946)
HIOS ex GEORGIOS C ex HUNTSFIELD (1958)
HULLGATE (after fire)
LANCASTER ex CITY OF LANCASTER (1958)
MALEA ex MISTRAL ex BUSHWOOD ex LONGFELLOW (1953)
HMS TRIUMPH
HM Sub TIPTOE TESTGARTH (tug)
TEXACO LIVERPOOL ex REGENT LIVERPOOL (1963)
TEXACO WELLINGTON ex CALTEX WELLINGTON ex PAULUS HOOK (1944)
9 DE OCTUBRE ex SAINT MICHAEL ex QUEDA (1959)

This is the midnight - let no star
Delude us - dawn is very far.
This is the tempest long foretold -
Slow to make head but sure to hold.
If we have cleared the expectant reef,
Let no man look for his relief.
Only the darkness hides the shape
Of further peril to escape.
She moves, with all save purpose lost,
To make her offing from the coast;
But, till she fetches open sea,
Let no man deem that he is free!

Rudyard Kipling
(1865-1936)

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HMS LIVERPOOL - SEVENTH OF THE NAME

On a beautifully sunny May day (10th) and with a fast flowing midday tide, a large crowd gathered at the Pierhead to watch the new destroyer LIVERPOOL leave Cammell Laird's Wet Basin. As if to give a close-up view to the onlookers she passed majestically at short range, and sounded a farewell on her whistle. It was said that she was bound for Devonport, still had some trials to complete, and might be destined for the Falkland Islands before long. We wish her well wherever she may go, showing which to many of us, is the proudest flag on earth - the White Ensign.

How our former President, the late Ronald Summerfield would have enjoyed this wonderful Mersey spectacle, for he it was who researched the details of all six LIVERPOOLS. On May 18th, 1967 at our annual A.G.M. Ronald was presented with a fine model of the 6th HMS LIVERPOOL by our then-President, the late Sir Arnet Robinson. This 50ft to 1" model was commissioned by the Society as a mark of their gratitude for his long and devoted service.

May this Laird-built destroyer serve her country as well as did the sixth of the name, built by Fairfields in 1938.

N.R.P.

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The first Atlantic crossing by a power driven vessel, not assisted by sails was CUPACAO which crossed from Rotterdam to West Indies in 22 days in 1827. She was a wooden paddleboat of 438 tons built at Dundee. The SIRIUS crossed in 1836.

MAY MEETING

The Annual General Meeting of the Society was held at the Museums at 7.30pm on Thursday 13th with a Council Meeting preceding it at 6.15pm. These meetings raised little of a controversial nature, and as we are not a profit-making concern, are relieved to be able to keep our heads above water in these difficult times of rising costs. We did not plan to expend cash from the deposit account on the printing of transactions or other outlays at present.

The accounts as presented by the Hon Treasurer T D Tozer, were therefore accepted.

The election of Officers and Council Members did not take long, as they were voted to serve for a further term "en bloc", as shown in the season's programme card.

It is not proposed to increase the subscription rates at present, which are Ordinary members £5.00, Country members over 30 miles from Liverpool and Pensioners £4.00, Man and Wife membership £7.00, Students/Juniors £3.00 p.a. These were the rates fixed in 1980.

Through the facilities at the Museum, we are privileged to enjoy coffee and biscuits at the interval of our talks. The charge (not included in the annual subscription) has been 10p but we have had to increase this charge to 15p as from present date, a loss having been incurred. We should like to thank Miss Jill Sweetnam for her help with the coffee, and also other members who "muck in" with the washing up etc.

Our Hon Secretary Mike Stammers mentioned some of the possible talks for the next season starting in September. Unfortunately he had an attack of laryngitis which we hope soon leaves him. Keith Griffin's lecture on "Maritime America" which should have taken place on 14th January, had to be postponed due to the very severe weather. This may appear in the next season's fixtures. There may be a talk by Mr Cowden of Elder Dempster Lines on "What's in a name". Also one from Dr Starkey on "The Upper Mersey". Our next A.G.M. in 1983 will be amalgamated with a Members' Project event. Other talks likely are "Devon and Cornwall - their maritime connections" by Mr Myers, early marine steam engines, and some historical notes on the "Lampart and Holt" Line.

There is news that the American replica of GOLDEN HIND owned by a U.S. consortium will be on Merseyside from 18th June to 18th

July. She will be on show to the public in West Float, Birkenhead from 24-28th June, and in Princes Dock, Liverpool from 28th June to 15th July, between the hours of noon and 7.30pm - Admission 80p. She can also be chartered for cocktail parties at £50 per session.

Work has gone ahead to prepare N°2 Liverpool Pilot Boat (EDMUND GARDNER) for exhibition at Liverpool Maritime Museum. She will be berthed in Princes Dock this summer on show to the public together with the former I.C.I. motor barge WINCHAM, and the dumb barge OAKDALE. At some future time, the intention is to move them to permanent berths in the Canning/Salthouse/Albert system, when these docks are once more flooded.

The evening was concluded with a short film concerning Mersey pilotage.

N.R.P.

BOOKS, BOOKS.....

If any of our members are motoring in Cumbria, they may like to know that Edward Paget-Tomlinson has a shop at 1A Market Street, Ulverston, dealing in new secondhand and antiquarian books. It can be assumed that a fair proportion of the books on offer have a maritime or inland waterways flavour!

MERSEY NOTES

One of the most regular small container ships seen in the Mersey these last few years was CRAIGANTLET, plying between Belfast and Garston for the Cawood concern. That she went on the rocks below the lighthouse on Black Head, Killintringan Bay, just north of Port Patrick, came as a surprise in February. Her crew of eleven was lifted off safely by helicopter. She was inward bound to the Mersey. It happened on an ebbing tide at about 4am with a strong southerly wind. Although in an exposed position, salvage chances had to be assessed and the tugs ARDNEIL and IRISHMAN proceeded. A serious bend was apparent in the hull and in fact her back was broken. The Belfast tug DUNOSPREY also had a look, and her master believed the coaster would sink if refloated. All containers were soon washed off the deck and those below deck, broached. The deck cargo included tanks of toxic waste which caused anxiety ashore.

David Hunt, the Conservative MP for Wirral is certainly a fighter for Merseyside. He it was, who talked out the bill in

Parliament to close the Mersey ferries, and give more time for sober reflection. And we all know what the continuance of the ferries has meant in times of railway strikes! In May, he is to see David Howell, the Secretary of State for Transport, regarding the M.D. & H.Co's proposal to cease cargo handling in the Birkenhead system. He will be accompanied by representatives of port workers' groups, reckons that economies are only on paper, and the loss to Birkenhead would be enormous.

During the ASLEF rail strikes in January/February 1982 the Mersey Ferries were very busy, with the 1715 sailing from Liverpool to Birkenhead carrying about 1,000 passengers. These passengers would not have been able to reach their places of work in the mornings, but for the existing ferries. It seems strange then, that Mr Latta of the M.P.T.E. should state at this time that the ferries had no viable place in Merseyside's transport system!

On 5th April the Trinity House tender WINSTON CHURCHILL replaced the Mersey Bar Lanby Buoy with a new one, complete with the necessary "racon" which shows the buoy on radar screens as a cross, distinguishing it from vessels anchored nearby.

ROYAL IRIS will be making 2-hour cruises on the Mersey during the summer, leaving Liverpool at 15.05 and Woodside at 15.20. The first cruise was on Easter Monday, and they will continue until mid-September.

Possibly the last vessel ever to be built at the Cammell Laird shipyard at Birkenhead, now that the yard is to concentrate on oil and gas rig hardware, was RFA BAYLEAF. She departed from the wet basin on Friday 26th March.

The crane-barge SIMSON III was busy in March dismantling the Dingle jetty.

Rea's tug ROWANGARTH left the Mersey on 30th March with THUNTANK VI in tow, for Rotterdam. A week previously, the tanker had broken down west of the Bar, and was brought in by CEDARGARTH and MAPLEGARTH.

The IOMSP denied that there had been panic selling of the Coy's shares in early March, probably on the issue of the very poor statement for the past year's trading.

Considerable interest was aroused this spring by the appearance in Birkenhead Docks of a small vessel named STAVENES, which had been towed from Port Penrhyn, Anglesey, by a Rea tug. She was

built at Bergen in 1904 and as a small passenger and cargo steamer, served along the Norwegian coast and fjords, until 1972. She was converted to diesel propulsion in 1955. In 1972 she was registered in Britain as owned by a London businessman and used off Anglesey as a yacht. She sank at her moorings in 1976 and was later raised. She is now on a free charter in the Duke of Edinburgh's scheme, and is being worked on by Cammell Laird apprentices, and so is likely to remain here.

The new Alexandra Towing's tug SUN LONDON was on trial in the Mersey on 5th April, another MacTay product, she is now working in the Thames area.

Of the two former Liverpool/Belfast night ships of P & O which sailed for Ostend late in 1981, ULSTER QUEEN has been sold to Cypriot Greeks and renamed MED SEA.

The closing of the 80ft South Lock at Birkenhead took place in April. The only entrance is now through the 100ft North Lock.

Pacific Steam Navigation Co's loading berth is being moved once more. From Huskisson Dock, a move was made to Vittoria Dock, Birkenhead a few years ago. Owing to draught limitations at the Alfred entrances, the ships will in future load and discharge in Canada Dock, Liverpool.

It is good news for Liverpool, that Continental Ltd are to extend their granary facilities at Royal Seaforth Dock. The work is commencing immediately and some time in 1983, the daily output of soya products will be increased from 1500 to 3000 tons per day.

There is news that cafeteria type catering is being installed in the four car ferries of the I.O.M.S.P.Co. LADY OF MANN has been in dockyard hands for interior modifications to this end.

The catamaran HIGHLAND SEABIRD arrived in the Mersey on Friday 7th May for three months of trials as to suitability for ferry and river cruise work on the Mersey. There are tentative ideas for opening up new landing places, particularly on the Upper Mersey.

N.R.P.

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Men stand together waiting for a call,
Their yellow oilskins glisten as they stir.
Each clambering comber toppling wall on wall
Seethes and roars by before its follower.
The ship goes labouring on, until a pause,
A lurch, while a sea mounts and climbs and crowns:
Then like some rapturous instant's loud applause
The thundering billow breaks aboard and drowns:
Flooding the deck rail under, that she lies
Quenched, and the seaman wonders, Will she rise?

J Masefield

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ORNITHOLOGISTS - PLEASE NOTE

Our Merseyside Museum has had a serious inquiry from a correspondent who would like to know if anyone has knowledge of the activities of a gentleman by the name of E Carpenter, trading from 61 Lime Street in the late 1860's and early 1870's.

One of his lines was the export of live sparrows to Canada, where they were much appreciated as insect eaters. It is known that he shipped 600 to Montreal in May 1871 and there were probably other shipments.

It seems that the native birds over there found the Canadian winter inhospitable, migrated south, and were reluctant to return from their warmer quarters, when spring really did arrive. But by that time large quantities of caterpillars ravaged the municipal trees and bushes. These industrious and spartan British birds were found to stay on the job throughout the winter, scavenging until the caterpillars appeared, and falling on them with great veracity. Allan Line are thought to have provided free freight for sparrows, at a time when they were doing rather well with human emigrants.

SHIPS FOR DISPOSAL (new names not known)

BRITISH GULL, FRESNO CITY (1970), MARKHOR (1963)
MONSONE UNIVERSAL ex SA LANGKLOOF (1963)
STONEPOOL (1966) STRONGBOW (tug-1977) SVENGULF MAERSK
STRATHMAY ex MANORA (1970), STRATHMEIGLE ex MERKARA (1971)
STRATHMORE ex MORVADA (1971)

GENERAL NEWS ITEMS

The British India's liner DWARKA having been disposed of, left the cruise liner UGANDA as the only ship with the black funnel with white band of those owners, now a subsidiary of P & O group. UGANDA, having been requisitioned as a hospital ship for Falkland operations in April, sailed with a white funnel and a red cross thereon. So, will the British India's funnel ever appear again, with a doubt in this writer's mind that aged 26, she will be re-converted for cruising?

The vehicle ferry FARRINGFORD, after a long period on the Lymington-Yarmouth IOW service, and a much shorter one on the River Humber, has been sold to Western Ferries Ltd, Glasgow. She was built in 1947.

Now that MAID OF THE LOCH will no longer make her regular trips on Loch Lomond, she may become a floating restaurant with Ind Coope (Scotland) Ltd having an interest. She may be kept in steaming condition to make limited excursions on the famous Loch. Meantime, a little further north on Loch Katrine, the tiny steamer SIR WALTER SCOTT will be sailing amongst Trossachs scenery. She will sail from Trossachs Pier for Stronachlachar at 11am and 2.30pm but sailing times should be confirmed. Return fare is £1.50 with special fares for pensioner parties.

It is good to know that cruises by motor launches from the Groves, Chester are to operate from March onwards. The River Dee as far as the Iron Bridge is pleasant enough water on which to spend one and a half hours of a fine day. Messrs Bramston and Bithell run these sailings, and have acquired EVELINA ex KINGSLEY built in 1926 at Teignmouth. she has seen service in the Scilly Isles. Her new owners have renamed her LADY EDWINA GROSVENOR, after Earl Grosvenor's new daughter, both arriving on the same day. The vessel was brought to Chester by road and craned into the Shropshire Union Canal, and thence sailed over the weir at high water on 10th February.

On Windermere, SWIFT will not be in service this year due to the economic situation. There are no plans to dispose of her and she may operate again in 1983. The Lake passenger vessels now have the blue hulls of Sealink UK Ltd.

The wreck of PRINCE IVANHOE still lies on the Gower coast, but will shortly be demolished for navigational safety. Lundy Island was said to be badly affected last summer and to have lost 5000 visitors. the usual supplies continued to be carried to the island

in POLAR BEAR, and a helicopter service was operated by Castle Airways from near Hartland Point. The fare was £25 return but only 4 passengers could be taken at a time. Hopes are that another ship operator will carry passengers to Lundy in 1982.

No sooner had the story of NELLIE M being sunk by the I.R.A. IN Moville Roads been told, than a copybook repeat was performed on SAINT BEDAN. Armed men boarded the ship, put the crew adrift to reach the nearby shore and placed bombs to blow the bulkheads. SAINT BEDAN was carryin coal from Blyth to Londonderry. The pilot station for the Ulster city is in Irish Republican waters, and the winding channel represents the border. It is nonsense that incidents such as this should happen twice, when our Navy is patrolling outside Lough Foyle and along the Antrim coast watching for arms smuggling. Meantime, the owners of NELLIE M and SAINT BEDAN, have filed claims against both the Dublin and London governments for their losses.

The former Clyde ferry and cruising ship QUEEN MARY has arrived in King George Dock, London for conversion to a floating restaurant. However on 26th November 1981, a fire broke out in mid-afternoon which the London Fire Brigade had under control within half an hour. There was no structural damage, but after the gutting of OLD CALEDONIA which she is intended to replace, it sets one wondering just what makes floating restaurants so liable to fires.

The former MacBrayne ship KING GEORGE V has been sold for scrap as she lies gutted by fire in drydock at Cardiff. She, also, was intended to be a floating restaurant.

Doubts have been expressed about the future of Manchester terminal docks where only containers and no break bulk cargo is being handled. If Manchester Liners' Mediterranean service was moved to Felixstowe, a decision would have to be made on the future of the inland port. The Upper Clyde is also extremely vulnerable with no large ships using the port of Glasgow nowadays. Even though yards like Yarrow's are building ships on the upper reaches, the cost of maintaining a deep dredged channel is heavy.

The Alexandra tug INDOMITABLE was engaged in anchor work this spring in West African waters.

On 6th April, Princess Margaret launched the 124th SD.14 type vessel at Austin and Pickersgill's yard, Sunderland. Two out of every three SD.14's have been for export - this one was named UNITED DRIVE.

It was of interest to note in May that the motorship ST HELENA, which carried a small number of passengers and cargo between the U.K. and the island of St Helena, was requisitioned for the Falklands task force. She has been replaced by the coaster ARAGONITE for the time being, which may be remembered as Nobel's Explosives LADY ROSLIN of 1958.

In February, the South African Navy's frigate PRESIDENT KRUGER (F.150) capsized off the Cape. Built by Yarrow's and commissioned in 1962, she was one of the "Rothesay" class, three of which were acquired for South Africa.

That a fishing boat was missing on the coast of Donegal on 3rd April with two men aboard and helicopters were searching, was not an uncommon type of report. But the name of the vessel seemed strange - WOJDYLA, until in reading a newspaper on the same day I discovered that this is the Polish surname of the present Pope!

The Libyan flag tankers EL BREGA and RAS LANUF, built in 1974, have been manned under contract since that time, by personnel of Blue Funnel Line. Now, the parent company, Ocean Fleets has had to agree to a reduction in complement of 2 officers and 2 ratings per ship for economy reasons. But it should be a compensation that the British company is manning three more Libyan tankers owned by the same company, General National Maritime Transport Corporation - EL HANI, EL GURDABIA and EL FWAIHAT.

AILSA PRINCESS, so long on Sealink's North Channel run, is being converted for the Weymouth/Cherbourg route in place of MAID OF KENT which being steam driven and dating 1959 has gone to breakers.

N.R.P.

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Adventure on, companions, the attempt
At high adventure brings reward undreamt.
The raging sea is grim with reefs unconn'd:
There is a way, a haven is beyond.

John Masefield

SOCIETY NOTES

The replica of GOLDEN HIND will be berthed in Princes Dock, Liverpool on Wednesday 14th July, when it has been arranged for members of the Liverpool Nautical Research Society and of World Ship Society to meet on board her at 1930 hours. Members of each Society have always been happy to take an opportunity of fraternization such as this presents. This social and maritime occasion has been arranged on our behalf by the Chairman, Mr Lingwood, and we hope that as many as possible will attend. There will be a charge of £1 each, which includes refreshments.

Your editor would like to thank all members and friends for their kind wishes during his spell in Southport Infirmary 7th - 23rd March.

May we remind new readers of this Bulletin that they may obtain further information about the Society from the Hon Secretary M K Stammers, at either the Merseyside County Museums, William Brown Street, Liverpool 3, or at the Liverpool Maritime Museum, Pierhead, Liverpool 3.

Subscriptions and all matters concerning cash should be sent to the Hon Treasurer T D Tozer, 137 Milner Road, Heswall, Wirral, Merseyside.

Contributions, queries etc for the Bulletin should be sent to N R Pugh, Editor, 7 Dunbar Road, Hillside, Southport PR8 4RH.

It is regretted that a report of our April meeting is left over until our next issue.

Members may like to be reminded that this 1982 season is almost certainly the last for the "classic" turbine steamship MANXMAN. It might be said that "they don't build ships like her any more!" She is the last of the five fine vessels built by Cammell Laird for the Manx Company after the ending of the war in 1945, and plans are afoot for her preservation, as a specimen of the pre-carferry era.

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

Slowly thy flowing tide came in, old Avon.
Scarcely did mine eyes,
As watchful I roam'd thy green wood side,
Perceive its gentle rise.
With many a stroke and strong
The labouring boatmen upward plied their oars,
Yet little way they made, though labouring long
Between thy winding shores.
Now down thy ebbing tide
The unlaboured boat falls readily along;
The solitary helmsman sits to guide,
And sings an idle song.

"The Ebb Tide" - Robert Southey

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GOLDEN HINDE's VISIT TO THE MERSEY

By courtesy of our Chairman John Lingwood, and of the World Ship Society of whose Liverpool section he is Chairman-elect, some members of "Nautical Research" were able to spend a very pleasant evening on board GOLDEN HINDE. This occasion was on 14th July, after some very

rain and thunder at teatime. We had with us some "Friends of the Maritime Museum".

This GOLDEN HINDE is of course a replica, but for all that, she is a real ship and not just a toy. She has modern navigational aids and safety equipment and is steered by a wheel and not a whipstaff as in the original. She is also powered by a diesel engine, but we were not able to view this, so the rumour that it was the only wooden diesel engine in the world could not be verified! Under canvas she is reported to sail unexpectedly well and is sea kindly.

The very idea that the original could have harried the Dons on the Spanish Main and circumnavigated the world in the late sixteenth century seemed nothing short of amazing. That any of the crew returned from these voyages seemed even more so, when one realizes the perils to which they were exposed.

Captain Tom Edge, the present master, gave a talk in which he vividly described the lives of the common sailormen of the period, which his audience found spell-binding. The dangers from dirt, disease, infestation, putrid food and slimy, brackish water were much greater than the risk of being killed or wounded by the Spaniards. The crew lived on the gun deck, sleeping on the bare planks without mattresses or bedclothes, often in wet conditions and even this accommodation was shared with the livestock they carried on board, not to mention the rats.

The officers and "gentlemen" had the use of the great cabin, but even here they must have suffered from overcrowding even if conditions were not so crude as below.

One of our members asked Captain Edge if the guns were fire-able, whereupon the gunner was summoned and after a short time there was a loud bang from one of the culverins on the gun deck, accompanied by a dense cloud of white smoke. The piece was not shotted so no idea could be gained of the range or accuracy, but it is understood that the original guns would carry for about two hundred yards maximum.

Very pleasant refreshments were laid on, which were taken in the hold, about the only place in the ship where many of us could stand erect.

One wonders what Sir Francis Drake would have thought of sandwiches and potato crisps.

W P Raine

GOLDEN HINDE left Waterloo Locks at 1000 on Sunday 18th July. Liverpool Coastguards in wishing her bon voyage confirmed that she was bound for Fishguard. It is quite possible that with the wind being NNW.4 at the Bar, she would hoist sails.

THE FALKLANDS TASK FORCE - APRIL 1982

Everyone will have followed the Falklands conflict in newspapers, on radio and television. Very soon, books will be written on the politics and military aspects, and it is beyond the scope of this journal to cover even a minor part of the story. There we were plodding along into this missile age, with many lessons still to learn - and we learned them the hard way. With skill and not a little good fortune we won through. It was hard-going whilst it lasted. The least we can do is to list the gallant ships which took part:-

Royal Navy and Royal Fleet Reserve

HERMES (flagship)	YARMOUTH
INVINCIBLE	EURYALUS
ENGADINE	DIDO
FEARLESS	BATTLEAXE
INTREPID	RHYL
SHEFFIELD (sunk)	BIRMINGHAM
GLASGOW (damaged)	SOUTHAMPTON
COVENTRY (sunk)	PEARLEAF
ANTRIM	PLUMLEAF
ALACRITY	APPLELEAF
ARROW	TIDESPRING
ANTELOPE (sunk)	RESOURCE
GLAMORGAN (damaged)	FORT AUSTIN
BROADSWORD (damaged)	OLMEDA
BRILLIANT	STROMNESS
PLYMOUTH (damaged)	HYDRA
SIR GERAINT	HERALD
SIR GALAHAD (sunk)	HECLA
SIR TRISTRAM (damaged)	FORT TORONTO
BRISTOL	ARDENT (sunk)
SIR PERCIVAL	ARGONAUT (damaged)

Various merchant ships, requisitioned or chartered

CANBERRA	PICT
UGANDA	ESSO FAWLEY
ELK	FINNANGER
EUROPIC FERRY	BRITISH TEST
NORLAND	BRITISH DART
ATLANTIC CONVEYOR (sunk)	IRIS
STENA SEASPEED	SAXONIA
BRITISH ESK	ORIONMAN
BRITISH FERN	LUMINETTA
BRITISH TAMAR	G. A. WALKER
BRITISH TAY	CORTINA
BRITISH TRENT	CORONA
EBURNA	BRITISH WYE
LYCAON	BRITISH IVY
ANCO CHARGER	BRITISH AVON
YORKSHIREMAN	QUEEN ELIZABETH II
SALVAGEMAN	ATLANTIC CAUSEWAY
IRISHMAN	BALTIC FERRY
JUNELLA	NORDIC FERRY
NORTHELLA	GEESTPORT
CORDELLA	SAINT EDMUND
FARNELLA	ST HELENA
TOR CALEDONIA	BRITISH ENTERPRISE III
ASTRONOMER	SCOTTISH EAGLE
BALDER LONDON	CONTENDER BEZANT
ALVEGA	VINGA POLARIS
WIMPEY SEAHORSE	

Some ships were requisitioned so late in the campaign to free the invaders, that they may not have arrived in time, and formed a strong back-up.

In view of her many visits to Liverpool to keep the British Army garrison in Ulster equipped, it was sad to see on TV the fire and explosions on board RFA SIR GALAHAD. Maybe her wreck will remain testimony to the battle for the beachhead.

N.R.P.

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On 26th July the ceremony for thanksgiving and remembrance for those lost in the Flaklands conflict was held in St Paul's Cathedral.

On the second Thursday of the month we held our members' "Research Projects" occasion. It was on the eve of Good Friday, with cool northerly breezes ruffling the cherry blossom, in that season when Browning declared "Oh to be in England now that April's there".

A varied and interesting number of short talks were given to the unfortunately rather sparse audience. H M Hignett gave an illustrated report on the origins of the Pilot Service, with some particularly interesting pictures of the 18th Century German pilots. Our Chairman, Mr J E Lingwood showed an interesting set of slides recording the voyage of a Pacific Steam Navigation Co's cargo liner in the 1970's. Mr K Stuttard discussed the methods of research used to extract all the details needed to build his excellent model of the jigger flat SARAH LATHAM. Mr M Clarke produced slides of his recent trip in one of the last steam powered vessels on the Irish Sea, an Irish Harbour Commissioners' hopper barge. Our Secretary talked briefly about the new developments at the Maritime Museum.

BRITAIN'S FIRST LIFEBOAT STATION - FORMBY

A book has been produced with this title, by our members Barbara and Reginald Yorke, the price of which is £1.80 (by post £2.00). We recollect the talk given to the Society by Mrs Yorke on this subject. Any profits on the publication of this book will be donated to the P.N.L.I. Widows' Fund. The publishers are The Alt Press, Wicks Lane, Formby. It can be purchased at Merseyside Museums' shops.

FLASHBACKS TO THE FALKLANDS

In the Spring of 1978, our Secretary Michael Stammers joined an expedition to the Falkland Islands, sponsored by South Street Seaport Museum U.S.A. to review hulks lying in those far-away waters. In our report of that September's meeting, when Mike addressed us regarding his experiences, he told us that for passengers travelling to the islands, there was no longer a sea link. One flew via Rio de Janeiro and Buenos Aires to obtain the necessary visa, at which some of us raised our eyebrows. Throughout the visit, the tricky relations between the Falklands authorities and the Argentine Government were in evidence. The final stage of the flight was from Comodoro Rivadavia on the Patagonian mainland. Mike also went to Punta Arenas in southern Chile to see what hulks lay in that area. For Mike - the

TV pictures we have seen must have had a real poignancy.

Then, looking back through old numbers of the Bulletin, the autumn 1974 issue reports the launch of the ill-fated HMS COVENTRY at Birkenhead on Friday 21st June, leaving no further British warship on the stocks here at that time. (HMS Liverpool and HMS Edinburgh were to follow however).

Our "Mersey Notes" say "COVENTRY is designated a Type 42 destroyer and is a sister of HMS BIRMINGHAM, at that time nearing completion in the wet basin.

In the after-dinner speeches following the launch, it was revealed that Lairds had built on average two warships per year in the last 134 years. But there were political undertones, for Laird's chairman Sir David Barritt remarked that the decision of the previous (Conservative) government to confine warship building to certain yards other than Cammell Lairds, and the then (Labour) Government's plans for pruning the defence programme, implied that there seemed little prospect of more naval work on the Mersey.

But Admiral Sir Anthony Griffin, Controller of the Navy, said that there was no intention to shut the door on Lairds - they would be keeping in touch.

Survivors from the former HMS COVENTRY were present at the launch, and in a frank BBC interview one of them said - he did not think the new ship would stand up to the hammering the "C" class cruiser of the name received in World War II, before she was finally sunk in the Mediterranean in 1942.

And in this regard, your Editor added the remark - "defensively maybe, but the punch to be packed by the new vessel will be far superior, if ever she has to use it". So we are left pondering if she failed in aggression, or became the victim of weak defence.

The "C" class cruiser was built of steel in 1918 before the widespread use of duralumin, even for superstructure. The naval lessons learned off the Falklands may yet stand the nation in good stead in the missile age, though we mourn for those lost. Naval warfare has gone through tremendous change since 1945, and we must accept the technological challenge.

N.R.P.

DEFINITELY NOT NAUTICAL RESEARCH!

The BALLYSHANNON foundered off the coast of Cariboo,
And down in many fathoms went the Captain and the crew;
Down went the owners - greedy men whom hope of gain allured;
Oh, dry the starting tear, for they were heavily insured.
Besides the Captain and the mate, the owners and the crew,
The passengers were also drowned, excepting only two;
Young Peter Gray, who tasted teas for Baker, Croop and Co.,
And Somers, who from eastern shores imported indigo.
These passengers by reason of their clinging to a mast,
Upon a desert island were eventually cast.
They hunted for their meals, as Alexander Selkirk used,
But they could not chat together - they had not been INTRODUCED.

"Etiquette" - Sir W S Gilbert

FEW SHIPS INVOKE "AGE CONCERN"

Not so far from Douglas in the Isle of Man, in rolling countryside, one may find a home for old horses. There are visiting days, just like going to see an old friend in hospital or convalescent home.

But what about old ships? A few get cared for in old age, but all too often it is the breakers yard or the "Greeks". As mentioned before, some fine old Mersey ships have soon gone to their doom under new ownership, ill-stowed, overloaded or carelessly navigated. Of course, some may say that ships are not human so why the equivalent of a grassy meadow in old age? Then again, some sentimental old seamen might disagree and say that ships have souls anyway!

What gave rise to these thoughts was the case of MARMARAS (Greek), well known in Mersey's dockland in other days as Elder Dempster's DALLA. She left Rostock for Alexandria on 13th October 1981 with not less than 11,903 tons of steel blooms on board. Emerging from the Kiel Canal into the North Sea she met a force ten gale.

After carrying "generals" between Britain or the U.S.A. and West African ports for years, she was just not strong enough for this enormous load. The orlop deck in No.4 hold collapsed, with a shift of cargo. Fortunately she was brave enough to reach Rotterdam for refuge, and before the damage could be assessed, nearly 3,000 tons of steel had to be discharged. It is no bed of buttercups for our old ships!

NEW NAMES FOR OLD

ALDEBARAN	ex MARYS KETCH ex ALFRED EVERARD (1957)
ASSIMI	ex ASTORIA ex SELMA DAN (1964)
AZURE SEAS	ex CALYPSO ex SOUTHERN CROSS (1955)
ALKISMA ALARABIA	ex LAUDERDALE (P & O 1972)
ATLANTIC FISHER	ex SANDGATE (1976)
BADRE	ex AL GOURAINIAH (1971)
CITY OF LOBITO	ex LAGOS PALM (1961)
CAST RORQUAL	ex NORDIC COMMANDER (1976)
COUNTESS FIONA	ex COUNTESS OF KEMPOCK ex COUNTESS OF BREADALBANE (1936)
CHAR LIAN	ex MANCHESTER CONCORDE (1969)
CHAR CHE	ex MANCHESTER CRUSADE (1969)
ELLIE	ex NELLIE M
GOLDEN LADY	ex ROCKHAMPTON STAR (Lairds 1958)
GULF OSPREY	ex PHRONTIS ex PEMBROKESHIRE (1967)
GULF KESTREL	ex DUNSTER GRANGE ex CLYDE BRIDGE ex CLYDESDALE
GLENHAVEN	ex LORRAINE D ex CAMBRIAN COAST
GRETCHEN	ex GRETCHEN WESTON ex FRENDO STAR (1974)
GOLIATH	ex EMINENT ex EMPIRE TESSA (tug)
HIAWATHA	ex DORSET FULMAR ex FORMOL (1969)
JENNIE W	ex SHELL MARINER ex FALMOUTH (1965)
LONDON VOYAGER	ex WELSH VOYAGER (1977)
LOUISE	ex LOUISE WESTON ex FRENDO FAITH (1974)
MONITOR	ex CAROLINE WESTON ex FRENDO GRACE (1974)
NEVIS	ex ROSS KELVIN (trlr)
PROBA	ex TOURMALINE (1962)
REGENCY	ex APOLLON XI ex ACHILLEUS ex SEMIRAMIS II ex ORPHEUS ex IRISH COAST (1952)
SAFINA-E-BARKAT	ex THEOVOS ex CITY OF EXETER ex STRATHDAPE
ST CLAUDE	ex BOSTON SHACKLETON (trlr)
SUNNY	ex STONEGATE (1961)
SUTAS	ex TOPAZ (1962)
SILVER HOLME	ex SILVER ARROW II (for service Windermere ex M.S.C. Co)

The dockside loafers talked on the quay
The day LOCH ACHRAY towed down to sea:
"Lord, what a handsome ship she be!
Cheer her, sonny boys, three times three!"
And the dockside loafers gave her a shout
As the red-funnelled tug-boat towed her out.

John Masefield

ELLESMERE PORT BOAT MUSEUM

In these modern times, how romantic has become the life-style of the bargee and his family, and how we like to linger and look back on how they kept vital goods moving about the country. A slow if economical form of transport was theirs; whilst now we have juggernaut lorries racing along motorways, eating up fuel at costs which have raised commodity prices. All for what? To put their loads in many instances into store just to await their need. And it may take half a dozen or more lorries to carry what a barge did, and we, the consumers pay up and wonder why our coal, bread etc are so dear.

I wonder if thoughts like these were in the minds of the 500 passengers on board the Mersey Ferry OVERCHURCH after they had visited the Ellesmere Port Boat Museum on sunny Saturday 12th June. How surprised the former bargees would have been to know that in 1982 so many people would be interested in their craft and way of life. And these same people may now realize that although many of our canals still exist, and could be brought back into use, the roads have been given preference.

It was a grand afternoon for this unique cruise, which proved to be a "sell-out" and should surely demonstrate to the Merseyside Transport Authority the attraction of ferryboat events. To sail through Eastham Locks and up a part of the Manchester Ship Canal was in itself an experience many had not had before.

The organization was through the auspices of the "Friends of the Ferries" who have worked so valiantly to bring home to the people of Merseyside, the need to support opportunities to sail on the great River Mersey, we have on hand. The Coastal Cruising Association had promulgated information about the cruise to their members nationwide. So perhaps it was no wonder that in the end, it was over-booked, and would stand repetition.

Sunshine blessed the day, even if the return trip was cooler, but with a boat such as OVERCHURCH, everyone was comfortable, and

refreshments were on hand, even during the tie-up at Ellesmere Port.

We departed from Seacombe landing stage at 1pm, picking up our Liverpool contingent at 1.10 and Birkenhead people at 1.20. There was a loudspeaker commentary by Mr Jarvis and Mr Stammers of the Maritime Museum as we proceeded.

We saw on Cammell Laird's slipway, an oil rig module, identical with one launched earlier in that week. HMS EDINBURGH a type 42 destroyer, painted in yellow undercoat could be seen in the covered building berth. Thence we passed the medium sized tanker MOBIL ASTRAL at Tranmere Oil Terminal, before proceeding over towards the Dingle, where the oil jetty has recently been demolished.

Rather surprisingly, we then took our way up the Garston Channel, seeing Otterspool Gardens, and several bulldozers working on riverside land to be used as recreation space. There was insufficient time to reach Garston Docks, but it had been an interesting diversion, as this part of the Mersey is seldom navigated by passenger ships. We then retraced our way back to the entrance to Eastham Channel, opposite Bromborough and skirted the Wirral shoreline passing the power station and Eastham gardens. These gardens were a great attraction at the turn of the century, and could be so again with waterborne facilities and a small landing pier. At present, access by public transport is not conducive to bringing Eastham back into popularity.

Camera shutters were clicking, and we saw several ships including NIELSE DANIELSEN, MONZAINA, ACTIVITY, KRUSEVO, WHARFEDALE H, CABLEMAN, TEXACO STOCKHOLM, SHELL MARKETER and SHELL ENGINEER.

The last named had entered Eastham Lock ahead of our vessel, and so, after the gates were closed astern, we were raised to the slightly higher water level of the Manchester Ship Canal. Here, a "friend of the ferries" - in fact the Hon. Secretary himself Keith P Lewis, was photographing the event from the quayside. Mr and Mrs Craig Carter (Sea Breezes) were on board, and there were several members of Liverpool Nautical Research Society too - Ken Stuttard, Kent Richardson, Gordon Ditchfield, Geoffrey White, Miss Watkins and Ray Pugh.

For some of us, this was a first experience of the Canal, banked as it is with stone setts at a forty-five degree angle. This absorbs the wash of passing ships most effectively. After leaving the lock, we saw the tall crane which used to remove

funnel tops from ships to enable them to negotiate the bridges of the upper reaches, but is now seldom if ever used.

And so we reached our mooring berth well in sight of the Boat Museum, and with a five minute walk to reach it. Museums are difficult to describe - the best remedy for that, if you were not wish us on this trip, is to take the first opportunity to go and look. Anyone with an interest in boats, and particularly inland waterways craft cannot be disappointed.

The large warehouse is the home of all sorts of exhibits, even to fine Staffordshire pottery carried in the barges. Some of the old photographs of barges ploughing through ice-bound canals are fascinating. The life was hard, but these tough bargees would be very surprised if they could come back and discover what a lively interest is now being taken in their craft. To them, it was the inevitable way of life.

The basins, full of narrow boats and wide boats, seem to surround the warehouse. There are large boats like MOSSDALE, BIGMERE, PARCASTLE and SARAH ABBOTT and many colourful narrow ones like PUPPIS.

Time soon passed, and the sun still shone for our departure at 5pm. On the quay to see OVERCHURCH away, were the Mayor and Mayoress of Ellesmere Port, and the Director of the Boat Museum. The return stops were at Birkenhead, Liverpool and Seacombe in that order.

N.R.P.

MARINE INQUIRIES

The Bulletin used to be called "News, Notes and Queries". Here are two inquiries which fall into the last category:-

From Mr Ian Grant, 58 Coleman Street, Brighton BN2 2SQ:

"I imagine I am the only Brighton member of the Society and being at a distance I wonder if you can help me. For the past two years I have been assisting a friend at the University of South Carolina in connection with a thesis he is preparing on the "Blockade runners of the Civil War and their contribution to the Southern War Effort". He has requested a brief company history of Jones Quiggin and Co. Do you know anyone who might be able to provide this information? They built BANSHEE I and II, LUCY, WILD DAYRELL, BAT, BADGER, COLONEL LAMB, FOX, GEORGIA BELLE, HOPE and LYNX 1862-1864".

From Capt. John O Attwood, 18 Leicester Road, Hill Lane,
Southampton SO1 2NY.

"I am trying to discover information about a ship called MARIA. Official Number 65895, built in 1871 for Johnson and Co, Liverpool, sold the following year to the L.S.W.R. Company. I really want information about her first year in service."

Any information our members can offer can be transmitted directly, and your Editor would like to be "kept in the picture."

When I retire, I'd like to go
To a cottage by the shore,
Where I'd gaze at seas of blue
And sunset skies of golden hue.
I'd watch the seagulls swoop and fly,
Down to the sea, up to the sky.
For the wide majestic sea
Is a constant delight to me.

Margaret Robson

IN RETROSPECT

Since the list given in the Spring issue of the Bulletin in 1981, some main items have been:-

- 1981 April-June: RAMBLER/SEA NYMPH collision.
 Obituaries: Jack Thomas, Norman Morrison,
 Reg Carson and Alexander Bicket.
 Laxey Towing Co.
 Kenneth Brown and the Journal of Commerce.
 Blue Funnel/Elder Dempster. Present Fleet.
 Coastal Cruising.
- July-September: Attempt to row across Atlantic
 Llangollen Canal
 "J" Class racing yachts
 In memory of Sir William Hillary
 The Irish hooker
 Our Maritime Museum.
- Oct-December: St Kilda - a British outpost.
 Sinking of Nellie M
 Manx fishery and the kipper

1982 Jan-March: Loss of PRINCE IVANHOE
 Hospital Ship MAINE
 SKIBLADNER - World's oldest paddler
 Marine discovery at Bremerhaven
 Record of Cammell Laird history in slides.
 HIGHLAND SEABIRD. Trials
 Winter's toll of shipping.
 Mr and Mrs Hallam - appreciation
 St Kilda's Kirk - new bell
 Exeter Maritime Museum
 Jottings from Manxland

April-June: HMS LEWISTON. Commissioning.
 Ships to the Breakers. Thoughts and memories.
 Collision - GOVERNOR FENNER and NOTTINGHAM.
 Royal Navy - has history repeated itself?
 Obituaries: Alan Villiers, Bob Roberts.
 7th HMS LIVERPOOL
 Sparrows sail to Montreal.

LIGHTHOUSE KEEPER IN DANGER

To be in lighthouses struck by lightning on three occasions was the lot of Bert Leslie who died in Noble's Hospital in June 1982 after several years of happy retirement in Port Erin. The lightning strikes occurred once at May Island and twice at Mull of Galloway. On one occasion at the Mull, it happened on "brass day" which was the weekly cleaning of all brasswork. He had just gone to wash his hands on completion of the work, when there was a brilliant flash and explosion. The mantle of the main light was broken, and the light had to be kept working with a wick appliance called the "Liverpool light". Electric cables were torn from the walls, and the charge travelled very close to a cupboard containing explosives.

Northern Lights, Edinburgh, service and staff all lights and radio beacons on the Isle of Man. Bert Leslie ended his career as an electronics man at the long established radio beacon at Cregneish. This station has now become fully automated and controlled by land-line from Langness Lighthouse. This writer will sadly miss Bert, a gentle Scot who in his own way "did his bit" to promote safe navigation.

N.R.P.

TALL SHIPS' RACE - 1982

The start of the Tall Ships Race was signalled by the Duke of Edinburgh at Falmouth on 25th July. The first lap was to the River Tagus. The ships taking part included:-

KRUZENSHTERN (USSR)	SIR WINSTON CHURCHILL (Brit)
DAR MLODZIOZY (Polish-new)	MALCOLM MILLER (British)
GORCH FOCK (German)	ETOILE (French)
SAGRES (Portuguese)	GLADAN (Swedish)
BELLE POULE (French)	FALKEN (Swedish)

Our member Gordon Ditchfield viewed the preparations and the start, with camera well primed.

Also in Falmouth Bay at the time were HMS LONDONDERRY F108, the Admiralty's trials ship for surface weapons; the minesweepers IVESTON M1151 and BOSSINGTON M1133; and the oil rig defence and patrol ship SHETLAND P298.

How dull is life for those who see
No beauty in a rolling sea,
And who on starry nights are dead
To moonbeams shining overhead.
How dull is life for those who find
No beauty in a surging tide,
And who, when morning's bright and new,
No pleasure find in sparkling dew.

Margaret Robson

A BACKWARD GLANCE

In the last autumn Bulletin, our events September 1979 to May 1981 were listed. Since then, we have had:-

1981 Sept:	The Story of the Submarine	H Macleish
Oct:	Port of Parkgate	D Place
Nov:	Thames Barges	D Sattin
Dec:	Christmas Social. "UGANDA" slides	N R Pugh
1982 Feb:	Nautical Prints	R G Loram
Mar:	Lord Kylsant	Dr P N Davies
Apr:	Members' research projects	
May:	A.G.M. Film: "Mersey Pilotage"	H M Hignett

GENERAL NEWS ITEMS

It came as welcome news at the end of July, that P & O's UGANDA is due in the Tyne in mid-August for a refit by Smith's Ship Repairers Ltd. She is returning from Port Stanley where she has been the Task Force's main hospital ship, and is giving passage to the Gurkhas. She is required to be back in service on educational cruises in September. P & O's ELK is also refitting on the Tyne.

On a passage from Weymouth to Cherbourg in July, a fire broke out in a caravan on the car deck of AILSA PRINCESS. The caravan was completely destroyed, and damage was caused to several cars and pleasure boats. This shows the need for the greatest stringency on board car ferries, and that fire fighting equipment is ready for use at all times.

After 80 years the trawler owners J Marr & Son are pulling out of Fleetwood, and basing eight vessels at Hull. They have recently made heavy losses. The Chairman, Alan Marr blames the E.E.C. fishery policy and says that if our Government want trawlers as a part of Britain's strategic reserve, it must come up with some sort of subsidy. We all remember what a vital role trawlers played in both World Wars, and to realize that the number of these vessels flying the red ensign has dwindled to a very small number.

During the Task Force's duties in the South Atlantic, CANBERRA steamed 31,000 miles, carrying troops and repatriating prisoners back to the Argentine.

Following the requisition of the motorship ST HELENA, acting as support ship to minesweepers in the South Atlantic, the Blue Funnel liner CENTAUR has been chartered to replace her. CENTAUR can carry 188 passengers and will run between Avonmouth, Tenerife, Cape Verde, Ascension, St Helena and Capetown. With cargo only, the route has recently been covered by the coasters ARAGONITE (ex LADY ROSLIN) and PEP SEA.

The Alexandra Towing tug SUN LONDON, recently based at Felixstowe is moving back to the Thames. The tug fleet at Felixstowe will then consist of GANGES, SAURIA, ALFRED, EGERTON and DHULIA.

GEESTCREST which had been sold to the Latvian Steamship Co has been chartered back to the Geest concern. This is because their GEESTPORT has been requisitioned for the Falklands Task Force.

Whilst on passage from South America to Avonmouth, tween-deck sections on board P.S.N.C's OROYA collapsed. This left copper blocks weighing one ton overhanging and in a very dangerous position for

unloading. As "danger money" eight dockers were paid £2,000 each to handle the cargo. Liverpool, and not Avonmouth, will in future be the first port for unloading in the U.K.

The new Trinity House tender PATRICIA, built by Henry Robb & Co, Leith, has been christened by the Countess Mountbatten of Burma.

Reverting back to the sinking of NELLIE M by the I.R.A. in Moville Roads earlier this year, the ship was raised and left Derry for Dublin, where she arrived on 24th April. Her name has been changed to ELLIE, which needed a minimum of paint!

Late in May, our member Gordon Ditchfield was in Newcastle from whence he made a cruise to Scarborough and back in WAVERLEY. In the Tyne was the tug GOLIATH which looked interesting. She is destined for preservation there, and had just arrived under tow by RALPH CROSS after a lengthy lay-up on the Thames. GOLIATH is ex EMINENT ex EMPIRE TESSA.

Another small vessel seen on the Tyne was Effluent Services' KIELDER ex JOHN S DERBYSHIRE ex EDWHARF ex ESSO JERSEY, built by Scotts in 1961. The E.S.L. ships with pale green funnels, some of which are based at Egerton Dock, Birkenhead appear to be named after British reservoirs. Carrying to sea for dumping, corrosive liquid waste, their life span cannot be expected to be a long one.

During the summer, Sealink's DARNIA was undergoing modification for the Stranraer/Larne run, and meantime the French VILLANDRY stood in for her.

The Liberian tanker HERCULES was bombed by the Argentines during the spring conflict. She sustained damage and reached Rio de Janeiro with an unexploded 500lb bomb on board. The Argentines claimed that she was assisting the British Tas Force, when she was 500 miles from the Falkland Islands. It was denied that she was in any way connected with our naval operations, and her captain declared that his ship was in ballast, and going via Cape Horn to Alaska to load crude, which incidentally had been her custom. It was decided not to endanger life by trying to de-fuse this device and to sink the ship 250 miles from the Brazilian coast. In July, the tug SMIT LLOYD III towed HERCULES Out of Rio harbour for the sea cocks to be opened. At this time, an insurance claim had not been lodged and the case was thought to be unique. The ship was built in 1971.

ATLANTIC CONVEYOR had been laid up in Liverpool Docks for some months before being requisitioned to carry aircraft with the

Falklands Taskforce in April 1982. There had been no work for her on the North Atlantic due to the recession in trade. With her accommodation and machinery aft, her huge container space made her very suitable for the job in hand. That Argentine missiles were very soon to sink her, and kill a number of the crew, came as a shock to your reporter who had eyed her from the Southport train on many a day, lying idle, and for the moment redundant. And now, after the Liverpool Cathedral remembrance service to the dead of that ship, comes the news that the U.S. Navy are likely to acquire her five sister ships to similar aircraft carrying duties. They are - ATLANTIC CAUSEWAY, ATLANTIC CHAMPAGNE, ATLANTIC CINDERELLA, ATLANTIC COGNAC and ATLANTIC CROWN. It is said that Atlantic Container Line, of which Cunard is a part, is to order replacements of ships running on lower fuel consumption.

N.R.P.

MERSEY NOTES

Although we did not expect HIGHLAND SEABIRD back in the Mersey for further ferry trials until November, she arrived at the end of July. A firm named Castle Express Co has, at the time of writing, taken her over to make three trips per day to Llandudno. Later, and perhaps before these notes are in print, she is making cruises from Liverpool to Blackpool. It is pointed out that the journey is quicker by sea than by road! The fare to Llandudno is stated to be £7.50 return in the saloon which has good seated accommodation for 188 passengers.

Garston is now in the top ten of British container ports, with a through-put of 60,000 boxes per year.

Name changes are often reminders of past events. Just prior to the final cessation of Clyde Shipping Co's long established service between Liverpool and Waterford, which ended in 1969, the coaster SARSFIELD was chartered. This vessel is still trading to the Mersey under the name RADCLIFFE TRADER ex SILLOTH TRADER ex ROSEMARY D ex VALERIE B ex SARSFIELD ex EDGEFIELD ex SPOLESTO, built in Holland in 1956.

For the benefit of any future researchers, another SPOLESTO was built in Holland in 1958. She became TRALEE TRADER and capsized after a cargo shift off Pendeen on 19th December 1971, when all the crew was saved by a Dutch trawler.

On Radio Merseyside, Mr Craig Carter, editor of the nautical magazine "Sea Breezes" was interviewed by Margaret Roberts on Sunday,

23rd May. This interview was to mark twenty years of editorship. "Sea Breezes" was first published as the house magazine of the P.S.N. Co in 1919, but soon dealt almost exclusively with sailing ships. In 1937, publication was taken over by Charles Birchall and Sons, but when war came in 1939 it ceased, except for a "Sea Breezes" page in the "Journal of Commerce". Circulation at present is about 18,000 world-wide. It caters for all those interested in ships and the sea. A great volume of unsolicited material is constantly arriving at the Liverpool editorial office to support the monthly issue at 90p.

In their 175th year of shipping business, the Bibby Line with head office in Norwich House, Water Street, Liverpool, has been affected by the recession. Eight of the office staff, including several senior personnel have been made redundant. In addition 35 seafarers, including 4 masters, 4 chief officers and 4 chief engineers have also lost their employment. HEREFORDSHIRE and LANCASHIRE both built in 1972 have been sold. BERKSHIRE Has been brought out of lay-up and chartered to Safmarine. DERBYSHIRE, tragically lost in China Seas, has not been replaced, and consideration is being given to building a new LPG vessel.

"MANXMAN" AND THE STEAM PACKET CO.

In a TV interview on 19th June, David Slater, Chairman of the MANXMAN Preservation Society, spoke of the vessel's last season with I.O.M.S.P.Co. and whether she could be saved from the breakers. In commercial terms she is the least versatile ship in the fleet now, and driven by steam turbines no longer economic. She was not designed to carry cars, and although she has a bow rudder, needs a bow thruster for entering and leaving Douglas harbour. Her movements have been assisted this summer by tugs SALISBURY and UNION, for the breakwater extension is now well advanced.

The benefit derived from the extension was demonstrated on 22nd June when the ferries berthed in a full southeasterly gale, and did not have to go round to Peel.

Some thousands of tons of rock had to be blasted from the seabed eastward of Conister Rocks (Tower of Refuge) to make sufficient safe depth at all states of the tide.

Richard Danielson of Laxey has been working very hard on the

Island to promote MANXMAN's preservation. It would be a pity to see this "classic" ship broken up, as she represents the end of an era, but naturally her owners look upon her in commercial terms. When she goes, the fleet will consist of 2 steam and 2 diesel car ferries, plus the cargo ship JAGUAR.

There have been letters in the Liverpool press urging that MANXMAN should be berthed in the Maritime Museum. Her size would preclude her entering the Canning system, and it is quite possible that Princes dock will be filled in when the Waterloo Locks close. It is said that Preston could take her, as a show piece.

MANXMAN is in the hands of S C Chambers & Co for best offer. It has also been strongly denied by the I.O.M.S.P.Co that another ship in the fleet may be disposed of.

Regarding the Breakwater extension at Douglas, the contractors The French Keir Construction Co expect to complete the work by the end of 1982. It will be interesting to see if it is the cure for Douglas Harbour's ills of long standing.

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MANNIN II, which used to look after buoyage and dredging around the Manx coastline is now privately owned. She left Fleetwood at 4am on Saturday 26th June for Birkenhead. Emitting a cloud of coal smoke, she was in the Crosby Channel at noon.

Hearts of oak are our ships, hearts of oak are our men,
We always are ready; Steady, boys, Steady!
We'll fight and we'll conquer again and again.
They swear they'll invade us, these terrible foes;
They frighten our women, our children and beaux;
But should their flat bottoms in darkness get o'er,
Still Britons they'll find to receive them on shore.

(or send a Task Force!)

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SHIPS TO THE BREAKERS

ADMIRAL FITZROY	ex WEATHER ADVISER ex AMBERLEY CASTLE (1944)
ADMIRAL BEAUFORT	ex WEATHER MONITOR ex PEVENSEY CASTLE (1944)
BRITISH GULL (1960)	
DWARKA (1947)	
ESSO CALEDONIA (1971)	
ELIAS	ex MEMPHIS (1947)
EUROPEAN LIBERTY	ex EASTERN SKY ex CYPRUS SKY ex ELMINA PALM
KYPROS	ex ARDTARAIG (1969)
META (VLCC - 1968)	
SAMI	ex KALLIMACHOS ex MICHAEL ex ANGELOS ex CAPTAIN LEMOS ex CLEARTON (1960)
SABRINA	ex FIDELIOS ex HARPALYCUS (1959)
MYRTEA (VLCC - 1970)	
MAID OF KENT (1959)	
SILVER RAYS	ex SEA RAYS ex ROTHERWICK CASTLE (1959)

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SOCIETY NOTES

The fixture card for our 1982-83 Season is enclosed with this Bulletin. Please retain this card for future reference, as with the high cost of postage no reminder notices will be sent out prior to meetings. The exception may be before the Christmas Social when we require to know for catering purposes, the number of members intending to come.

Annual subscriptions are due as from the first meeting of the Season in September. Please make contact by post or in person with the Hon Treasurer Mr T D Tozer of 137 Milner Road, Heswall, Wirral.

The editor would like to thank all members who send contributions for the pages of the Bulletin. These are always welcomed and he would like to emphasize that special events on the Mersey, ships seen whilst on holiday, at home or abroad, are matters in which members may assist. Dates should be appended if possible. With having now retired from business in Liverpool, he does not now spend so much time around, and sailing on, the Mersey.

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 eyed the taut topgallants stiff like steel;
A second hand was ordered to the wheel.
The Captain eyed her aft, sucking his lip,
Feeling the sail too much, but yet refraining
From putting hobbles on the leaping ship,
The glad sea-shattering stallion, halter straining,
Wind-musical, uproarious, and complaining;
But, in a gust, he cocked his finger, so:
"You'd better take them off, before they go".
All saw. They ran at once without a word
"Leeay! Leeay!" Loud rang the clew-line cries.

J Masfield

Vol.XXVI No.4

October-December 1982

SEPTEMBER MEETING

On 9th September 1982, Mr Lingwood chaired our first meeting of the 1982-83 Season. In the preliminary announcements the need of obtaining new members, particularly the young, was stressed. May we solicit our members' efforts to this end?

We have on sale, copies of the book "Britain's First Lifeboat Station - Formby" by Barbara and Reginald Yorke at a price to members

of £1.50 at our meetings.

Annual subscriptions fall due in September.

Apologies for absence at this meeting were received from Bill Lease, Wilfred Raine, Harry Hignett, Keith Griffin and Kent Richardson.

We were all sorry to hear that Herbert Coney has been forced to resign, after a long period of support from him and Mrs Coney. They have given us progress reports on the preservation of GREAT BRITAIN, detailed plans and drawings of the almost unbelievable engineering achievements of I K Brunel, inquired in a most intelligent way from the front row in many "question times" and helped with the refreshments at the Christmas Social. We thank them for acting in this manner as "all-rounders", and we sadly have to understand that a time comes when senior citizens at last come to a point when they can no longer sally forth to the Museum on winter evenings.

And so to our joint lecture on "The New Maritime Museum" by Jill Sweetnam and Michael Stammers. It is surprising how things are gathering speed down at Canning Dock. It is hoped to have some water in the dock system there by the end of the year. The Westminster Dredging Co have already installed a suction dredger and have started pumping mud from Canning and Albert Docks along a pipeline to Brunswick Dock. There is a tremendous amount of civil engineering work to do, and it is hoped to provide a depth of 15ft at Canning Dock with 6ft further south. The weight of this water will prevent any further collapse of walls and buildings. Albert Dock has at last been freed from private developers who might have preferred it to be filled in, for perhaps a car park - who knows?

Jill spoke first of a ship she has almost taken to be her own - EDMUND GARDNER, the No.2 Liverpool Pilot Cutter. This vessel is the most important acquisition up to date and the biggest step forward for the Maritime Museum so far. Liverpool has had a special association with the Pilotage Service for well over 200 years through the progressive usage of cutters, schooners, steamers and diesel-electric ships. EDMUND GARDNER is an ideal size for visitors to get an insight into deck equipment, engines, boat work, bridge gear and all that makes for marine co-operation, with a high emphasis on communications.

She had been laid up for some time before the Museum took her over and her interior was cold and not at all attractive. In May 1982 she entered Clarence Graving Dock and was sand blasted before

painting. This left her in an appalling state, with black grit everywhere. Eventually she was towed to Princes Dock by tugs COLLINGWOOD and CANADA. Volunteers worked hard for her restoration, many of them pilotage apprentices in their spare time. Volunteers are still required.

She is a ship of 700 tons built by Philip and Sons of Dartmouth in 1953, length 178ft x 32ft beam. She was the largest of the Liverpool Pilot cutters at that time, but five years later No.3 boat - ARNET ROBINSON was to exceed her by 33 tons on the same length and beam.

Jill's colour slides gave EDMUND GARDNER an immaculate appearance. Guided tours in afternoons have already been organised from the Maritime Museum, within walking distance. Once the water returns to Canning Dock and there is access from the Mersey, a berth will be found for her in the area of the Maritime Museum. The diesel-electric machinery is turned over regularly but her D.O.T. Certificate has expired, and she will not run cruises on the Mersey.

Mike thought she was in fit state to last twenty years afloat, and that if it is decided to flood one of the two graving docks, she will be sited there. The concept of preservation on dry land, sunk in concrete etc, is going out of fashion. She could be used as an accommodation ship as she is complete in that respect.

When taken over, there was a disgusting amount of mud in the North Graving Dock and there was a problem where to put it - certainly not in the Mersey. Also it was said that the bottom of that dock had been badly damaged by bombing in 1940/41 and that there was a crack in the bottom. The dock is only across the road from the blitzed Custom House, which is a night of vivid memory to this writer whose ship was berthed in Wallasey Dock, immediately across the River. With rum and tobacco stored in the vaults, it was a never-to-be-forgotten illumination on an otherwise pitch black night! No crack in the bed of the dock has yet been found.

Mike told of recent happenings at the Maritime Museum. The very large 4-funnelled White Star liner model which has already been on show was at first thought to be OLYMPIC. Later it was deemed to have been BRITANNIC and needed a great deal of renovation. Since being on display, the superstructure has been removed, and revealed that the model is TITANIC, as which ship she will be shown in all her glory.

A very able carver has produced two replicas of figures which were in decoration on the poop of the clipper MARCO POLO. It is fitting that these should be on show, because it was to Salhouse Dock

that the ship came after her record breaking passage from Australia.

A ship's deckhouse has been recovered from a market gardeners land at Wallasey, which may have some history.

There is a Morecambe Bay prawner dating from about 1900. She has been in the south docks for years, and when all small craft had to be removed, her owner loaned her to the Museum where she is afloat now in excellent condition.

A surprise exhibit arrived recently in the shape of a Vietnamese refugees' boat brought in by a Pakistani ship.

The dedicated preservation engineers and steam enthusiasts who own Liverpool's last steam tug, KERNE are sharing her with the Museum. She is still sea-going and an excellent example of the TID type tugs, mass produced in the last War.

Two unemployed youths have used the Museum premises to fit out an old steel ship's lifeboat, christened NEW HI-FI and painted her with bright yellow hull. She was taken by low-loader wagon to Princes Dock for launching, as shown on one of the transparencies, and departure for unknown destination.

The motor barge WINCHAM formerly of ICI Ltd is in working order, and during the summer gave short cruises up and down West Float, Birkenhead.

The Museum is interested in an old topsail schooner at present on the Thames, named EMILY BARRETT. She was built at Millom in 1913, and is just about sailable, presumably under tow but no deal has been struck yet. There are few if any of this type left, although they were trading up to 45 years ago. An acquisition of this kind would be of value.

Much has been said and written about MANXMAN which made her last trip o Douglas and back on Saturday, 4th September 1982. Merseyside Council has given consideration, but she is twice as long as EDMUND GARDNER and would be desperately expensive to maintain.

Members will find that the setting up of a boatyard on Museum premises will be an exciting venture. The purpose is to build a replica of a 19th century pilot schooner and to give this project a fillip, Mrs Anne Heseltine, wife of the Environment Minister came to lay the keel on Tuesday, 14th September. It is hoped completion will be in 1984.

1984 is also to be the year when there will be a vast Garden

Show on riverside land between Dingle and Otterspool. Those who went on the Ellesmere Port cruise in OVERCHURCH in June, will remember seeing bulldozers at work there.

Mike showed us a transparency of a new bridge over the Canning Passage, to help guided tours.

He also showed us some old slides in monochrome including a typical view of the salvage ship RANGER in Albert Dock. Another slide showed a flotilla of Royal Navy minesweepers, probably in the 1920's in Albert Dock. This writer remembers going aboard minesweepers there, and they were HALCYON, NIGER, SALAMANDER, SPEEDWELL, HUSSAR and SKIPJACK.

Mike was able to tell us that "E" Block of the Albert Warehouses is the portion designated for the main Maritime Museum. This will give 100,000 square feet of floor space, ample for most if not all of the Corporation's Maritime collections over many years. Here too, 1984 is the date expected for the take over.

After the coffee interval, one question concerned continuing support from the public, and numbers have been slightly up on last year, and are encouraging. We also had a question concerning overlap of authority between the Museum and the Development Corporation, the former being responsible for Exhibition matters, and the latter, having a lease of 125 years being responsible for fabric of buildings, electricity, plumbing and all such matters.

The projector gave us plenty of testimony as to what is going on, to which has to be tied the hope in official circles, that in a few years time, Liverpool will provide tourist attractions for three million visitors per year.

This was a very interesting evening, ending on a very hopeful note for the not-too-distant future.

N.R.P.

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"The Story of the Mersey Ferries" (Illustrated) appears in "Shipping Wonders of the World" Vol.11, p.1691-1696. This book can be referred to in Crosby Library, under the heading R/387/WIN. It is jointly edited by Clarence Winchester, A C Hardy and Frank C Bowen.

NEW NAMES FOR OLD

ATLANTIC FISHER	ex SANDGATE (1976)
BEACON GRANGE	ex ORDUNA (1973)
COLTAIR	ex FORTES KIWI ex BRITISH KIWI
CLAUDIA P	ex SAINT COLMAN
ESSO HUMBER	ex ESSO PENANG
EVIA LUCK	ex LAERTES (1976)
GLADYS	ex GLADSTONE STAR (1957)
HUGHINA	ex ACTUALITY
HUSTLER FAL	ex CITY OF FLORENCE ex TUA (1970)
HAG HASSAN	ex LEVEN FISHER (1962)
IBN MAJID	ex MANCHESTER VANGUARD (1977)
LILY VILLAGE	ex UPWEY GRANGE (1976)
LADY M	ex ULSTER PRINCE
MERIDIAN	ex ST LOMAN (1979 - trlr)
MED SEA	ex ULSTER QUEEN
NEVIS	ex ROSS KELVIN (1958 - trlr)
RUBENS	ex MORNING SUN ex ORBITA (1972)
SOUTHERN LADY	ex BENEFACTOR ex ION (1971)
TEXAS	ex HEREFORDSHIRE (1972)
TANJONG PASIR	ex BARON WEMYSS (1972)
TANJONG TOKANG	ex CAPE HORN
VIRGINIA	ex LANCASHIRE (1972)

INQUIRY

Your editor would like information from any members regarding a firm of shipowners named R Conaway & Co of 29 Tower Buildings West, Liverpool, and particularly as to where s.s. REGAL was wrecked in the early or mid 1890's. They owned other ships named REALM, REGIMEN, REGNANT, REX, REMONSTRANT and RESTITUTION.

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'Twas off the Wash - the sun went down - the sea looked black
and grim,
For stormy clouds, with smoky fleece, were mustering at
the brim;
Titanic shades! Enormous gloom! - as if the solid night
Of Erebus rose suddenly to seize upon the light!
It was a time for mariners to bear a wary eye,
With such a dark conspiracy between the sea and sky!

Thomas Hood - "The Demon Ship"

THE SECOND HMS LIVERPOOL 1758-1778

In the Society's "Transactions vol.9" our late revered President Ronald Summerfield gave a detailed account of his researches into the several HM ships named LIVERPOOL, helped by notes from the late Arthur Wardle.

Further information, not available to these gentlemen in their lifetime, has been published in "Naval Documents of the American Revolution, Vol.7 (1976)" William James Morgan (editor).

Our member H M Hignett has been studying the facts now released. The article in Transactions stated that HMS LIVERPOOL was re-commissioned on 15th May 1775 by Captain Henry Bellew and left Chatham for service in the Mediterranean on 20th August 1775.

As it is now known that HMS LIVERPOOL was on the north American coast on 5th March 1776, spending some time blockading the River Delaware from at least 2nd May 1776, and was at New York on 6th July of that year, she could not have spent very much time in the Mediterranean.

On 25th November 1776, LIVERPOOL was ordered to Nova Scotia to protect local fisheries against American privateers. On the following 15th January, Bellew was in a Halifax hospital and Capt John Brisbane was appointed to take his place.

Mr Hignett has found the following extract in the Whitehall Evening Post 14/16th Nov.1776:-

"LIVERPOOL, man-of-war, Capt Bellew, has been the most successful of any of the King's ships on the North American coast, having taken and re-taken, during twelve months, upwards of 27 sail, large and small."

Another notice states that LIVERPOOL "was careened at Boston in mid-February 1777."

TO THE BREAKERS

MASTRO GIORGIS	ex LOMBARDY ex MANCHESTER FREIGHTER
	ex CAIRNFORTH (1958)
KAIGO	ex DARDANUS ex ACHILLES (1957)
KAILOCK	ex DEUCALION ex AJAX (1958)
KYPROS	ex ARDTARAIG (1969)
LANTAO ISLAND	ex OROPESA ex PACIFIC EXPORTER ex
	OROPESA ex ARAMAIC (1957)
SWAT	ex WIMBLEDON ex PORT WIMBLEDON

MERSEY NOTES

The Mersey Docks and Harbour Company has announced the closure of the Waterloo entrance at the end of 1982. The B & I Line has been very much disturbed, after spending a large sum of money ten years ago on their passenger terminal. And so, the B & I expects to share the savings made by MD&HC in the closure. All alternative berths in the north docks offered by MD&HC have so far been unacceptable to B & I, who have established a base in Holyhead, and may reluctantly leave Liverpool.

The waiting rooms, customs premises etc at the Pierhead are now closed, following the withdrawal of B & I's jetfoil service to Dublin. These premises could now very well be used by cross-river ferry passengers, for whom no proper closed shelter facilities, toilets etc exist at Georges Stage. The passenger facilities for the Manx steamers at the new concrete Princes Stage are even worse, and a great contrast to the Douglas Terminal. Our Pierhead and landing stages have become a shocking disgrace to a city like Liverpool. People still have to travel, even without motor cars, and deserve consideration from a city which once cared.

The United Arab Shipping Co is to move its head office from Tithebarn House, Liverpool, to Kuwait in April 1983, and this will mean the loss of 85 jobs out of the 180 employed as in October. The company has given work to redundant clerks from British companies, like Ocean Fleets Ltd. A smaller office will be kept in being to maintain services for their vessels calling at Liverpool. There will be opportunities for staff to take up posts in Kuwait.

As will have been noticed by river "spotters" the tug ROWANGARTH at work on the Mersey is registered at Westport and has the signal letters EIRP. S G Murphy Ltd, a subsidiary of Rea Towing Co Ltd are listed as her owners. The tug was built by MacTays of Bromborough in 1981.

In September, our Mersey tug BRACKENGARTH had an unusual towage job. The French passenger and ro-ro ship AMORIQUE on passage from Portsmouth to St Malo hit a rock in entering the French port in poor visibility. One propeller was damaged, as well as cracked plates in the hull. Towage St Malo to Brest for repairs was necessary, and this was accomplished by the Rea tug.

The Liverpool tug CROSBY arrived in Lough Foyle on 7th September and towed the coasters ERRIA and SAINT BEDAN to the Mersey. The latter had been sunk by the I.R.A. in Moelfre Roads, and was ultimately condemned.

The very large US Navy tug 'MOHAWK' lay in Nelson Dock during August. A twin-stacker she would dwarf any of our river and dock tugs. She sailed on 13th September.

Following the loss of CRAIGANTLET near Port Patrick as already reported, Messrs Cawood's container service between Garston and Belfast is being operated by ADELIN of 895 tons, built at Hamburg 1977.

The cargo service between Liverpool and Douglas is now operated by NF JAGUAR ex PENDA ex ASD METEOR ex HOLMIA, of 1976 tons, built at Kristiansand in 1971. With blue hull, she has twin stacks aft and dimensions are 106 x 16 metres. She leaves Douglas just after noon, and Liverpool before midnight on weekdays. The "NF" stands for Normandy Ferries on which she was previously employed.

Since the spring a service for passengers and cars has been operated between Liverpool and Belfast by ST COLUMB I ex ST PATRICK. There is a forenoon sailing from Liverpool on weekdays, returning from Belfast in late evening. The ship was registered in the Irish Republic with signal letters EIDY, but she is now of British registry with signal letters GCNE. Her tonnage is 5285, length 118, beam 18 metres, and she was built at Bremerhaven in 1973.

Now that there are no Liverpool pilot cutters cruising at the Bar or at Point Lynas, a new control centre for the pilot launches has had to be set up, with suitable communication equipment. This is now established in the Seaforth Port Radar tower, where there is good contact on VHF radio-telephone with vessels in the Mersey, and westwards to the Bar and Point Lynas station. The normal channels are 9, 11 and 16.

A notable event in September 1982 was the dry docking of the Booth liner BENEDICT at Birkenhead. Ocean Fleets had closed their dry docks which abut the West Float in the autumn of 1981, and it was assumed that they would not re-open. Odyssey Works was also closed down, but now with the offer of this work, a workforce was quickly assembled and it is hoped that further contracts will follow.

The surprise announcement at our September meeting that a boat-building yard had been set up on Maritime Museum premises to build a replica of a 19th century Liverpool pilot schooner, became fact on Tuesday 14th. The keel of this vessel, to be named SPIRIT OF MERSEY-SIDE was laid by Mrs Anne Heseltine, wife of the Environment Minister. It will provide labour for some of our young craftsmen, 17 professionals and about 40 recruited through the Youth Opportunities Programme. SPIRIT OF MERSEYSIDE should be completed within two years, so

that she can take part in the Maritime Year Celebrations planned for 1984, including a tall ships race.

The Booker Line, having made recent heavy losses in ship-owning and laid up their four ships, have now gone out of this business after 147 years. To maintain trading with Guyana, chartered tonnage is being used, so far with foreign flag ships. BOOKER VULCAN, BOOKER COURAGE, BOOKER CRUSADE and BOOKER CHALLENGE were offered for sale.

Writing these notes early in October, I am not sure where we are up to regarding HIGHLAND SEABIRD. She seems to have had gear-box trouble in the early days of September, and in fact did not make the expected runs to view the Blackpool illuminations. In the opinion of so many people on the waterfront, she is not the type of vessel needed for Mersey ferry work, and yet may still be given her winter trials. Surely our enterprising Mersey ship builders McTays Ltd could produce a vessel suitable for local needs. Would it not be grand to have such a craft built at Bromborough? Is WOODCHURCH now laid up, past redemption? Should the final decision by the Merseyside Passenger Transport Executive not be a wise one, then public confidence will diminish even further. So long as men have "an inalienable right to strike" then a ferry service across the Mersey is essential - surely there is no baulking that! Ray Buckton demonstrated it, in two winters of rail strikes.

N.R.P.

SHIPS FOR DISPOSAL

ATLANTIC FREEZER	ex MONTE ARUCAS (1956 - lying Co. Cork)
STRATHEWE, STRATHESK, STRATHERROL, STRATHEDEN (all 1977/78)	
BENSTAC (1965, BANBURY ex IRON BANBURY, CAIRNLEADER,	
DERWENT, KWANGSI ex PERSEUS ex RADNORSHIRE,	
KWEICHOW ex PHEMIUS ex GLENFINLAS.	

But the fury of the sea,
Is determined to inflict catastrophe,
The stoutest planks are wrenched asunder,
With a triumphant roar akin to thunder.
Abandoned, forlorn, the barque must surrender,
Reluctant to submit her erstwhile splendour.
The crew stand helpless on the beach,
Knowing she is doomed, and out of reach,
They watched as the sea her overcame,
Offering prayers of farewell in her good name.
For they had held her in reverence, like Noah the Ark,
This then was farewell to the stricken barque.

T R Jarman

PILOT CUTTER PRESERVED

The story of the ex-Le Havre pilot cutter JOLIE BRISE has been told in a new book by Robin Bryer. The cutter was built in 1913 to cruise off the French coast for ten day spells, shortly before steam took over altogether. Like our own Mersey pilot schooners of an earlier period, she had good sea-keeping qualities. After redundancy, she was owned privately in France, Britain, USA and Portugal.

During the tragic Fastnet race of 1979 she was on a passage from Spain to Britain, and although "knocked down" came through unscathed. She won the Fastnet race herself three times, also a race to Santander and did very well in one to Bermuda. At present, she is in the Exeter Maritime Museum in good sailing order. The book costs £10.

GENERAL NEWS ITEMS

B & I Line have been considering the closing down of the Pembroke/Cork service. A consortium of Cork business, commercial and industrial interests may take it over.

After the Falklands conflict ended, back-up vessels were still needed to transport equipment, and included were Ocean Fleet's SAPELE, MYRMIDON, LYCAON and LAERTES. It is interesting to note, and gives food for thought, that the first of these was built in Poland and the last two in the Soviet Union!

On 5th August the French ro-ro ferries COTE D'AZUR and CHANTILLY running on the same cross-Channel service and in opposite directions, collided head on off Calais. Several amongst crew and passengers were injured in the violent impact. Both ships had severe bow damage.

This was in daylight and good visibility, so an investigation was called for.

The French ro-ro ferry VILLANDRY has been working on the Stranraer/Larne route during the 1982 summer, pending alterations to Sealink's DARNIA. As relief boat on the Dover to Calais service, she left the Scottish port on 9th August for Calais, in consequence of the above collision.

In late July, the French wooden trawler GALV AR MOR was reported to have been dragged under water off Rosslare, and a submarine was suspected as the cause. The Ministry of Defence reported that there were no British submarines in the area at the time.

Also in the same area on 1st August, the Irish trawler SUCCESS was cut in two and sank in fog. The other vessel was B & I's INNISFALLEN ex LEINSTER, out of Rosslare for Pembroke.

QUEEN MARY, the one-time very popular Clyde excursion steamer, retired in 1977, is to have a new future. She will be moored at the Thames Embankment as a floating restaurant and bar. Tesright Limited have had her fitted out with two 80-seat restaurants at a cost of £750,000. Her two turbines are now exhibited in the Science Museum. In an age when so much scrapping goes on, it is good to know that future generations will still be able to inspect that one-time wonder of ship propulsion - the turbine.

Amongst the towns having maritime museums, we should not forget Anstruther in Fife, which deals principally with the fishing industry.

HMS BELFAST, the floating museum in the Pool of London has been towed to Tilbury for repainting and overhauling, at a cost of £200,000.

The master of the Harwich based Sealink ferry ST EDMUND has expressed his pride in the ship built by Cammell Lairds in 1973. She was requisitioned for the Falklands in May to carry troops and was fitted with helicopter pads at Devonport. In ocean conditions she behaved magnificently. For the present, she remains at Port Stanley as accommodation ship.

On 17th September, the BBC gave 1½ hours of viewing to the homecoming of HMS INVINCIBLE and HMS BRISTOL from the Falklands. What a fine TV viewing this was, with Her Majesty the Queen and Prince Philip welcoming home their pilot son Prince Andrew. INVINCIBLE had been away since April, and broken the known record for number of days at sea on active service. Her Commander said

that they had all returned as different persons to when they sailed; older and perhaps wiser. At the interview it seemed that lines of strain on the Commander's face showed through affability, how testing the last few months had been in the wintry South Atlantic.

The two vessels which have principally carried the passenger and vehicle traffice between Holyhead and Dun Laoghaire this 1982 summer have been:-

ST COLUMBA - 7836 tons. Built at Aalborg in 1977.
length 420ft beam 69ft

ST DAVID - 7109 tons. Built Harland & Wolff, 1981.
length 421ft beam 70ft

Whilst the former ship has Werkspoor-Stork engines made in Holland, the latter has Crossley diesels. Both ships have bow thrusters and variable pitch propellers.

The overhaul of P & O's UGANDA after her duties in the Falklands was completed on 18th September and she left the Tyne with 400 school children for a coastal cruise to Southampton. The first of her winter programme of cruises began on 25th September when she left Southampton for Cadiz and the Mediterranean. During Falklands service as a hospital ship, she steamed 22,709 miles, handled 1,063 helicopter landings, treated 730 patients of whom 159 were Argentines. 530 operations were carried out, and a great many people owe their lives to the fact that UGANDA was there. Yet, in the BBC Radio 4's "Any Questions" on 8th October, one member of the panel said it was a shame for this ship to be put to military use, likening her to a warship and not to the duties of a hospital ship. We have in our midst many speakers, drunk with their own verbosity, who denigrate Britain's interest at every opportunity.

Headline in shipping newspaper - "TUC to probe decline of UK fleet". Well, at least the public could give them the answer with no hesitation whatever, even if the remedy was unpalatable.

As Britain's merchant fleet shrinks, several hundred officers have found jobs on union-agreed terms, with foreign flag ships operated by their existing employers. Surely this fact should have brought home to the union men that it would have been better to have been more realistic about pay, overtime and leave to remain under the red ensign - but it is too late. We are now dependant on foreign ships for a large portion of our essential needs.

QUEEN ELIZABETH II's "sail out and fly back" cruises were disorganised by her commitment in trooping to the Falklands. However,

after return and refit, she got away from Southampton with tourists on Sunday 5th September, but when a day out had to turn back to Falmouth Bay with a broken fuel pump shaft. Passengers could enjoy the amenities of Falmouth during 5 days delay, though about 300 of them were flown to the States. She sailed at breakfast time on Friday 10th September. To make up time, stabilizers were not used, and meeting stormy weather, some passengers suffered mal-de-mer.

In early October, 9 Irish Republican trawlers were apprehended fishing for herring off the south coast of Ireland by the Irish Naval Service's POLA ex HMS BLAXTON and another warship. They were escorted to Kinsale and Ballycotton harbours, herring having been found aboard they face charges of having contravened conservation regulations, brought into force in 1979 by membership of the EEC. When brought to court, five men would not accept bail on a "matter of principle". They were therefore to stay in Mountjoy until 8th November. The Fisheries Dept said they had no data on the men's claim that the herring shoals were abundant, and on application to Brussels, they had none either, but sent an expert over. On 18th October, Irish fishermen instituted a blockade of 14 Irish ports, 28 trawlers blocked Dublin port stopping MIRANDA GUINNESS and SAINT WILLIAM from leaving and later, the B & I and Sealink ships. INNISFALLEN remained in Rosslare harbour. The Irish Government then announced that the stopping of essential trade would not be tolerated and a naval and military operation was mounted. (see page 98)

Since the C.Y.Tung concern took over the Furness Withy group of companies, the National Union of Seamen has got ever more apprehensive about the disposal of Furness, Houlder, Shaw Savill and Manchester Liners fleets during the past 2½ years. The ships recently disposed of, or which are soon to go include:- ROUNTON GRANGE, LYNTON GRANGE, UPWEY GRANGE, all bulk carriers; CLERK MAXWELL and JOULE, L.p.g. carriers, CAIRNASH, CAIRNFREIGHTER, CAIRNELM, CAIRNOAK, CAIRNLEADER, CAIRNCARRIER, MANCHESTER VANGUARD, PACIFIC PRIDE, BANBURY and DERWENT.

N.R.P.

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Night sank upon the dusky beach, and on the purple sea,
Such night in England ne'er had been, nor e'er again shall be.
From Eddystone to Berwick bounds, from Lynn to Milford Bay,
That time of slumber was as bright and busy as the day;
For swift to east and swift to west the ghastly war flame spread,
High on St Michael's Mount it shone, it shone on Beachy Head.
Far on the deep the Spaniard saw along each southern shire,
Cape beyond cape, in endless range, those twinkling points of
fire.

"The Ananada" by Lord Macaulay

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LAID UP IN THE RIVER FAL 1982

Member Gordon Ditchfield reports the following ships laid up in the Fal in July:-

METHANE PROGRESS, METHANE PRINCESS,
SOUTHGATE, LYCAON, ROCKHAMPTON STAR, CAIRNLEADER,
CARLOW HILL ex LINDENHALL,
AEGEAN PRINCE ex MONSONE UNIVERSAL ex SA LANGKLOOF,
SANGEORGE ex DESEADO ex IBERIC,
CAPE KAMARI ex KOTSOS M ex JOHS STOVE ex BRISSAC,
NEWCREST ex ASHBANK,
CAPE STROVILI ex DELPHIC EAGLE ex PAPHOS.

RAISING THE MARY ROSE

King Henry VIII watched his proud ship of war MARY ROSE leave Portsmouth on a July day in 1545, having loaded extra cannon and a contingent of soldiers. But those on shore must have been horrified to see the ship capsize, with the loss of everyone on board; 700 persons.

And there she has lain ever since, though the wreck has not been without interest to divers. She was thought to contain much evidence of what the pattern of life was in Tudor times. National interest was aroused, and the MARY ROSE Trust was established, with HRH Prince Charles as President, and Sir Charles Drake as Chairman, in 1979.

As recently as January 1982, the Trust had to come to a decision on whether to go ahead with a raising scheme, following a great deal of diving appraisal and underwater photography. The die was cast and hopes were high that the wreck could be raised in October, before the

winter set in. Tidal considerations were also vital.

Television played a big part in showing the public the actual raising, and the immense difficulties to be surmounted. The coverage for viewers commenced on Saturday 9th October. The site of operations is very close to what is known as Palmerston's Folly, a fort in the Solent. Howard Doris's huge floating crane TOG MOR dominated the scene.

One of the leading lights in the project is MARGARET RULE, archaeologist, who personally has made over 1,000 dives on the wreck, supervised the operation, and given fluent commentaries to the BBC. But really there have been so many people involved. Pat Edge inspected and evaluated fabrics found on board, John Levy was the expert on crossbows and the 5,000 arrows landed, some over 30 inches long. There were 91 guns, and 4 of these heavy objects were lifted in one day, for everything in the hull had to be labelled and removed ashore. Within three or four years it is hoped to have the reconstituted MARY ROSE on view to the public in a dry dock adjacent to HMS VICTORY in Portsmouth Dockyard.

On Sunday 10th October it was hoped to see the wreck clear of the muddy waters of the Solent, but it was not to be, for she was suspended from a specially built platform standing on four legs, and one of these gave way. This gave rise to anxiety, as thousands of sightseers assembled at Southsea, and small boats stood off at a safe distance.

The Alexandra Towing Co's vessels were used in the operation, and it was nice to see the recently acquired tug REDOUBTABLE doing her part, as well as BROCKENHURST. Howard's TEMHOW was also on the job, and we remember the important work she did off the Penmon Quarries in Anglesey, when stone was loaded for the Royal Seaforth Dock construction.

On this day, HRH Prince Charles made a 40 minute dive on the wreck to assess things for himself. He was happy that the damage would be repaired by the Royal Engineers, and on re-surfacing gave a short interview, and said that a hot bath was what he needed most! He was determined to stay on site until the final raising. The exiled King Constantine of Greece also made a dive.

Monday 11th October was the great day, when at 9am MARY ROSE broke surface with the cradle beneath and the platform on top. The name of Babcock Power Constructions was prominently displayed as the fabricators of these cradling devices. The strain taken by the super crane was something over 400 tons, and as we know from

our own Mersey MAMMOTH, the rate of rise in heavy lifts is hardly discernible.

There was great jubilation in the team to see the tips of timbers projecting from the water - calm water, cloudy skies and gentle rain. But at noon, there was a loud crack and the steel platform fell a few feet on to the wreck. Consternation - with so many taut cables taking various strains. As yesterday, when the leg broke, a new assessment of the situation had to be made by the R.E's. A small amount of damage had been done to the wreck, but safety measures had been incorporated in the tackle. One and two had given way but three had held fast - it was not serious and there was considerable relief.

Getting the cradle, wreck and platform on to the barge, which had been towed from Cuxhaven, went well and docking at Portsmouth took place on that evening's tide. By 20th October, the suspension platform was successfully cut away, making safe, the cradle and its precious load.

FINISHED WITH ENGINES

All six of the passengers-only Isle of Man steamers have now bowed out of the maritime scene, which were built after World War II. MONAS QUEEN, KING ORRY, TYNWALD, SNAEFELL, MONAS ISLE and MANXMAN. But what an exciting last season MANXMAN had, with thousands of people showing their love for the 1955 turbine vessel built by Cammell Laird, Birkenhead.

In June 1982, the BBC made a colour film on board MANXMAN, which was shown in September in the "Home Ground" series. Gordon Ditchfield voiced his regrets at her going. He was also aboard for the final public day excursion on September 4th with a stay of 5½ hours on shore. The ship docked at Birkenhead on Monday 6th.

On Sunday 19th September MANXMAN left Birkenhead and proceeded to the Mersey Bar, chartered by a film company, to make a feature starring Barbra Streisand, which will appear on public screens in 1984. Next day, a westerly gale blew up and she returned to the landing stage at 1745 and remained there next day. But now she portrayed a Russian ship in the early part of this century, named MOSKVA of Libau; gone were the red funnel and brown masts, being replaced with grey. The Manx roundels on the bows now displayed a white star, and our former beauty looked decrepit indeed. There were numbers of long-bearded men, and women with head shawls on board, for their parts in the un-named film.

She sailed on the 22nd when the wind subsided and ended her work on Saturday 25th arriving back at the stage at 2100, to be redocked and her former colour scheme put to rights.

Undocking on Friday 1st October she lay at the landing stage until Sunday, when she embarked a large number of passengers for her final voyage to Preston, sailing at 9am. As on her maiden voyage in 1955, beer was tenpence per pint, and so it was on this occasion too. Passengers paid £12.50 for this coastal trip, on a beautifully sunny and wind-free morning. Sincere messages of farewell were passed from Coastguards, pilots and the people in Port Radar, for this was a ship which had won many hearts. It was the end of an era - no more teak decks, carpeted and pannelled lounges, and out on deck the sweet smell of warm oily steam through those skylights.

The publicity given to MANXMAN's arrival on that Sunday noon brought many thousands to the Ribble's banks and dockyard area. Your reporter waited on the lock gates and the sight of her steaming in, with Capts Corrin and Hall in the wheelhouse, must have been most unusual, not to say unique. She was crowded on the bridge wings and along the docking bridge above, and in fact all over her, with one man in the after rigging. Streamers were thrown to those on shore, a band played and everyone was in happy mood. An aeroplane cruised overhead with a streaming banner astern welcoming her from Volvo Motors, and as she reached her berth at the top of the dock, listing to port, a blue balloon crossed her mastheads with two men in the basket. Nobody showed the slightest haste to disembark, and her whistling seemed to bring even more people to the dock in cars, so that the police had to sort out the arriving and departing traffic. The usual Manx crew had brought her round for what must have been for them, a very sad occasion.

Writing in Lloyds List, Ian Sullivan said that MANXMAN was a special ship on two main counts. She was the last passenger-only cross channel vessel in British waters. She was the oldest surviving ship with Pametrada turbines, which since 1955 had given very little trouble. Her dimensions were 325 x 45ft and tonnage 2495.

MANXMAN was credited with a speed of 21 knots and she could do that speed to the end of her service. In propulsion, NORMANNIA was her prototype, and she was fitted with Babcock and Wilcox boilers, with which the Manx company's engineers were accustomed. Pressure was 330lbs per square inch with a steam temperature of

650 degrees Fahrenheit at outlet of superheater. Each of the two turbines was of 8500 s.h.p. at 275 revs ahead, and about 5520 s.h.p. astern power. She maintained the winter service, mostly with KING ORRY, until 1966, when the side-loading car ferries took over.

OCTOBER MEETING

"The Upper Mersey Ports" by Mr B Starkey

In opening the meeting, our Chairman Mr J E Lingwood mentioned the somewhat rapid decline of the Pacific Steam Navigation Company by whom he is employed. The firm will carry on business in Liverpool with a much smaller staff, and we are assured that the archives of this long established shipowning concern will find a resting place at the Liverpool Maritime Museum. It seems very sad to anyone like this reporter who remembers delivering consignees' mail to the purser on sailing day in the late 1920's and early 1930's. To have been in the entrance lobby, even as a mere shipping clerk, as the passengers came aboard to be welcomed by the Captain of such ships as ORDUNA, ORCOMA, REINA DEL PACIFICO and even the ageing ORITA, was something not easily forgotten. There was quite a measure of pomp and etiquette, with officers in their No.1 uniforms. It was always on a Thursday afternoon that Princes Stage was reserved for those travelling to North Spain, Panama and down the west coast to Valparaiso.

But nostalgia was not the business of the evening. Mr Starkey began by saying that he was somewhat overawed in presenting his talk in Liverpool, at one time hailed as the greatest port in the world, whereas before Liverpool's rise to fame, Runcorn had been pre-eminent on the Mersey.

We are now so used to thinking of Runcorn and Weston Point as being on the Manchester Ship Canal, that it is difficult to visualise a time when the upper Mersey was navigable to ships of say 2,000 tons. The Duke of Bridgewater had seen to it that there was a canal system to the Black Country and this was wholly operative around 1770. It is also difficult to visualise there being three lightvessels between Garston and Runcorn, and four lighthouses.

The small steamer ELIZABETH came to Runcorn in 1814, reputed to be the first steamer seen on the Mersey.

We were shown on the screen in colour, copies of small paintings showing how Runcorn looked in 1810, with sailing flats carrying about 50 tons. Another view showed the rows of boarding houses in 1850 and the salt water swimming bath. Also about this time, a large tug with

two sets of paddle wheels towing a string of barges. Her name was EAGLE.

The Duke of Bridgewater's house was situated at the end of the line of docks, and is still there, as are the remains of the boarding houses.

A ferry ran from Liverpool to Runcorn, connecting with a coach which would take one as far as Northwich. In 1885 there was a row-boat ferry across the Mersey "at (to quote Stanley Holloway) a penny per person per trip".

In 1830 the navigable channel used 120 buoys, and there was a lightvessel off Ditton Brook. A buoyage tender was kept busy.

There was an interesting slide of the double ended paddle tug EARL OF ELLESMERE, with black funnel with two white bands. She was broken up in 1926 after a working life of 70 years. This reporter remembers her and other canal tugs resting between tides on the mud, alongside the Canning wall.

Our speaker then dealt with the sailing vessels of long ago. There was the topsail schooner GLEANER, which carried coal, sand and China clay for the potteries, and limestone. These topsail schooners continued in the trade until the 1930's. There was the clay shed for inward cargo which at all costs must be kept dry, and the crockery sheds for outward cargo from the Potteries.

HARVEST QUEEN was built at Runcorn in 1879. Also the schooners SNOWFLAKE, ALERT, ENGLISHMAN and DUNVEGAN. Mr Starkey discovered that SNOWFLAKE survived World War II in the Adriatic, and although he located the owners and wrote to them, got no reply.

Blundell & Mason were the shipbuilders, producing DESPATCH in 1886 and REDTAIL in 1867. They procured their timber from Delamere, but the building of the Manchester Ship Canal killed their business.

In 1880 Runcorn had 55 fishing vessels registered in the port, which had only become a Customs port in 1862. The schooner VOLANT was in service in the 1930's.

The long narrow boat tugs were interesting, with their funnel near the bows and quite a large part of the ship's length required as stokehold and engineroom. MARY SINCLAIR seems to have been the last of the schooners to visit RUNCORN.

CHARLOTTE RHODES, of TV fame, visited the port in 1971.

A large sailing ship built at Runcorn was named DENNIS BRUNDRIT and dated from 1852. In 1892 she was loading wool and tallow in the Falkland Islands, when a severe storm drove her ashore on Centre Island. There she remained until 1942, when another storm swept her off the rocks. Only the figurehead of the owner now remains and the remains of the wreck have disappeared. These facts were confirmed by our Hon Secretary on his visit to the Falklands in 1978.

The slides showed vast heaps of animal horns, imported together with bones to be made into fertilizer. Pig iron from Scotland was seen, as well as flints to be crushed and used in the Potteries to make fine china.

But when the Manchester Ship Canal was built, everything changed and all navigation entrances had to close. By 1894 the port of Runcorn, so prosperous and with a large population, ceased to be. But success has returned and this Upper Mersey port is doing perhaps more than its share in this present atmosphere of recession. If you refer to the daily shipping movements, you will find that the Upper Mersey ports are doing very nicely, thank you!

Our thanks go to Mr Starkey for a pleasant evening, for a tale of great enterprise, and an industrious workforce, leading to a happy ending. Perhaps we should not ponder on "how are the mighty fallen" but remember that "small, of necessity, can be great!"

N.R.P.

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The old Humber paddler WINGFIELD CASTLE is a sad sight at Rochester but may become a floating restaurant (yes, another!) at Swansea. What a pity that WAVERLEY is the only paddler to be kept in cruising service.

THE CARRIAGE OF CORROSIVE CARGO

Marine litigation is slow, and it was in the autumn 1981 Bibby Line "Gazette" told of serious corrosion damage to their CAMBRIDGESHIRE after carrying sulphur from Vancouver to the South African port of Richards Bay. This ship was not alone concerned as foreign vessels were also chartered. After unloading, CAMBRIDGESHIRE was docked at Capetown and repairs were completed at the end of November 1981. The amount of steel used in the repairs plus the loss of ship's hire time amounted to five million pounds.

The charterers are still wanting the case to be heard in

Vancouver but Mr Justice Staughton has ruled that Bibbys have a good case, which must be heard in England. CAMBRIDGESHIRE was built as MERSEY BRIDGE in 1976.

UNITED TOWING CO's FALKLAND COMMITMENT

The salvage tug IRISHMAN returned from the Falklands in October, stopping for a while at Ascension Island on the way. During the conflict she had endeavoured to save the burning ATLANTIC CONVEYOR, and put two deckhands on board to attach tow lines, both of which men were awarded the B.E.M. Unfortunately her towing efforts were of no avail and the container ship sank. SALVAGEMAN and YORKSHIREMAN have not yet returned, and are still busy in the Falklands.

MEMBERS OF OVER 25 YEARS STANDING

At 1st September 1982, long serving members are:-

1942: B W Bathe, C A Woad, Mrs Summerfield (Hon)

1944: Dr G F Howard

1948: H H Hockaday

1952: G Kiddie, A N Ryan, T D Tozer

1953: Mr and Mrs Cooke

1954: Liverpool University, A W Beal, W P Raine

1955: Manx Museum, W Tapson, J L Pelling, H C Jones,
Parker Galleries

1956: Dr D Chapman, Capt and Mrs R L Jones,
E W Paget Tomlinson, W L S Harrison, A H McClelland

A VISIT TO EDMUND GARDNER

Pilot boats have always interested me, and though I have viewed them at close quarters, have never been aboard one until now. The earliest remembered is WILLIAM FERNEY No.4 of the 1920's which had a yard crossed on the foremast, and frequently hoisted a jib to steady her.

Until quite recently, a cutter has cruised off Point Lynas and at the Mersey Bar, but all boardings are now made by fast motor launches, and EDMUND GARDNER is one of the last redundant diesel electric vessels. As there are now no cruising vessels, high operational control has to be maintained over the launches SHEERWATER, KINGFISHER, FULMAR, NIGHTINGALE etc, largely by VHF

radio telephone. "Liverpool Pilotage Control" works from what we know as the Radar Tower at Seaforth.

The cutters were named after members of the Mersey Docks and Harbour Board, and the post-war vessels we know best have been SIR THOMAS BROCKLEBANK No.1, EDMUND GARDNER No.2 and ARNET ROBINSON No.3 (named before that gentleman was knighted). Edmund Gardner was in the timber trade, as opposed to the other two named, who were of course in the shipowning business.

The late Capt Norman Morrison, gave our Society lectures on the history of the Pilotage Service and his own personal reminiscences in March and October 1977, as reported in the Bulletin. He told of the tragic loss of CHARLES LIVINGSTON off Ainsdale in 1939 when there were only 4 survivors out of 30 men on board.

The Mersey Bar is no place to be in a howling gale on a winter's night. As the wind increased and the sea built up, small boat work would become hazardous, and it had to be decided by the master of the pilot cutter, when to seek shelter in the Mersey, either near the Tower Buoy or south of Woodside. Coasters could then enter the buoyed channels at the discretion of the master, and take on their pilot in the sheltered water for docking. Some foreign skippers have been known to make cynical remarks about the practicability for boat transfer, when perhaps the sea has subsided before the cutter had time to return to station. The Irish Sea is perhaps notorious for the speed with which seas can rise and subside before the pilot boat had a chance to make the one-hour run to "have a look at it."

The cutters had to be good sea boats and deckhands well trained in boat work, for risks may mean lives.

The Lynas cutter would embark pilots on inward ships coming from the south and west, and pilotage was compulsory from off Amlwch. Similarly, "outward bounders" would be taken off ships there. The Bar cutter dealt with northbound vessels, and those "outward bounders" would board the cutter to await ferrying back to Liverpool, often in merchant ships. Sometimes there could be quite a number of them.

The dirth of public transport has made life more difficult for pilots, in getting back by land from Amlwch at night, and also arriving in Liverpool after the last bus or train. And so most of them have cars, and have to use their own ingenuity if they leave their car say at Birkenhead, and arrive back at Eastham. Another unpleasant factor for many people would be the necessity of ladder boardings up the side of our present day tankers and container ships. And added to all this, the buffeting experienced on board the lively fast launches - all part of the day and night work. One compensation is the fact that these days, most ships have heated wheelhouses, and not the open bridges of old.

It was an unpleasant rainy morning when Jill Sweetnam, our Society's Assistant Secretary and official of the Maritime Museum met me at the gangway of EDMUND GARDNER in East Princes Dock. Already guided parties have been making inspection tours of the ship on Wednesdays and Sundays, but these ceased on 7th November until next spring. Surprise comes as to the size of the ship below decks, where every inch of space has been utilized by the Liverpool designers, Graham, Robb and Woolnought Ltd. To excess, in this writer's opinion with so many bunks being "athwartship" so as to utilize space to the full. After six years at sea in HM Yachts, he much prefers a fore-and-aft bunk or hammock. It isn't much fun in heavy rolling to have ones head sink to leeward, whilst ones feet rise heavenwards. However, Tom Graham, when asked about this in the 1950's thought differently.

Jill took me first to the wheelhouse, and radio room where the probably leased gear had been removed by Marconis as is the procedure with decommissioned ships.

The ship has a full sized binnacle and wheel; the handsteering wheel aft is not at present in place. The signal flags are in their locker, and the view forward is clear. Ahead of us in Princes Dock were the dumb barge OAKDALE, and the motorbarge WINCHAM, also Museum exhibits, with on west side HMS BRERETON and large naval trawler HMS VENTURER of a type used in the Falklands for minesweeping and not Museum property!

The timberwork in the various saloons in the pilot boat is admirable, and light comes from large size ports, and skylights. There is even a TV lounge, though the TV has been removed, and the apartment was originally designated as the "sun lounge" with a domestic radio nearly thirty years ago.

In the main dining room are two long tables. The starboard table was usually used with the Master at the head of the table, the 2nd master on his right, and pilots seated along the sides in order of seniority. In bad weather fiddles were fixed around the table and tablecloths dampened.

Engineers, apprentices, greasers and pantry staff had their own mess room. The Master's and 2nd Master's cabins look comfortable, each with adjoining bathroom.

Some details of the ship's dimensions are:-

Length overall	177ft 6ins
Beam	31ft 6ins
Gross tonnage	700.97

Machinery - diesel/electric. 2 x 640bhp oil engines each drive 375kw and 80kw generators in tandem to produce electric power for the propulsion motor, deck machinery, steering gear, pumps, heating, lighting and ventilation. A 40kw standby generator is for use in port.

Accommodation for 11 officers and crew, being Master, 2nd Master, Chief Engineer, 2nd Engineer, 2 greasers, 5 galley crew. There is also accommodation for 11 apprentices and up to 32 pilots.

Before the advent of VHF Radio telephone, the radio room, as part of the wheelhouse, was equipped with a Marconi radio telephone working on what was referred to as the "trawler band" and using frequencies 2182, 2241, 2246, 2301 and 1715khz. This was superseded by VHF in the early 1960's listening continuously on channel 16, the calling and safety channel. The working channel was channel 12 for port control, channel 6 for inter-ship, and channel 11 for pilotage control, and this arrangement remains. Channel 9 is usually used by Lynas Pilot Station and launches based there.

The visitor will get a very good impression of the work the cruising boats did over such a long period of time. The apprentices gained valuable experience afloat, and there is now a problem as to where the pilots of the future will get their training, for pilots there will need to be.

In musing over the state of trade which brought these boats into being, as a necessity, we are left wondering just where we are heading. With overheads including wages, so high, the cost of a new cutter and her maintenance would have been prohibitive. And so we must sadly say that this is further evidence of "the end of an era" - quite a glorious era of efficiency and high manning levels. I wonder if we shall ever see one of the fast motor launches as a Museum acquisition, as evidence of the run down. The original pair appear to be privately run for fishing trips, PETREL from Preston and PUFFIN from Birkenhead.

So do make a visit to EDMUND GARDNER, via the Maritime Museum, and if there is anything at all you wish to know about the ship, well Miss Jill Sweetnam has all the answers.

N.R.P.

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So Columbus said somebody show me the sunset and somebody
 did and he set sail for it,
 And he discovered America, and they put him in jail for it,
 And the fetters gave him welts,
 And they named America after somebody else.....
 So the sad fate of Columbus ought to be pointed out to every
 child and every voter,
 Because it has a very important moral, which is, Don't be a
 discoverer, be a promoter!

Ogden Nash

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THE PRESENT NAVY OF THE IRISH REPUBLIC

On page 86 was reported the port blockade by Irish fishermen, and once again the Dublin Government mounted a naval and military operation against their own nationals. But at midnight on 20th October, the fishermen called it off, after three naval ships had stood by off Lambay Island to deal with the Dublin blockage. Two of the flotilla were on the west coast after arresting foreign boats.

So it is interesting to look at Jane's Fighting Ships to see the strength of Ireland's present navy.

In service are the four frigates built at Cork:-

DEIRDRE	P.20	built 1972	-	Disp.	972 tons	184 x 34ft
EMER	P.21	"	1978 - "	1020	"	214 x 34ft
AOIFE	P.22	"	1979		ditto	
AISLING	P.23	"	1980		ditto	

They all have 1 x 40mm Bofors gun and 2 x 20mm Oerlikons, except DEIRDRE which does not have Oerlikons. Polar diesels driving a single shaft are the rule in all but AOIFE which has a Pielstick diesel. Speed is 18 knots and complement 46.

A further two frigates are being built of 1800 tons, 265 x 39ft. Their speed will be 20 knots with 85 officers and men. Helicopter carried. Then there are the three ex-British minesweepers:-

GRAINNE	CM 10	ex HMS OULSTON	commissioned 1955
BANBA	CM 11	ex HMS ALVERTON	" 1953
FOLA	CM 12	ex HMS BLAXTON	" 1956

These are of 360 tons, 153 x 28ft. 15 knots. Complement 30. SETANTA ex Irish Lights' ISOLDE A.15 is used for supply and training. She is of 1173 tons 208 x 38ft. Steam. Crew 44.

As the naval base is on Haulbowline Island, Cork, there are three passenger ferries - SIR JOHN ROMER, JACKDAW, RAVEN II, and for harbour duties JOHN ADAMS, service launch COLLEEN II, and oil barge CHOWL. For sail training cadets, the yacht TAILTE is used.

To report further on the blockade, the five men signed bail certificates and were released from Mountjoy on 22nd October, anxious to get back to permitted fishing. Of course the herring shoals are fast-moving and may have disappeared before Brussels makes up its mind on whether conservation is still to be observed. Ireland is finding that a bigger fishery protection fleet than ever before is needed, surely an ironic situation.

NEW HEADQUARTERS FOR HM COASTGUARDS, CROSBY

Travelling on the railway to Southport, I have noticed new buildings being erected at the shore end of Hall Road West, Crosby, with lattice mast to support half a dozen VHF aerials, and a lattice watch tower. So, curious as ever, your editor called there on 22nd October clutching a spare copy of the Bulletin within the Bar Lightship folder designed by Keith Griffin. He was most courteously received, but learned that the premises have not been officially opened yet but that he will receive a press hand-out, when the date of the official opening is known. It is already a communications centre, though the Formby station still exists. There is a most impressive Coastguard operations room, but more about all this, I hope, in our next issue.

N.R.P.

LATEST PRODUCT OF THE MACTAY SHIPYARD

On Friday 22nd October, the small car ferry HENDRA left Alfred Locks for trials before proceeding to the Hebrides. She first did anchoring trials in the "Middle Deep" off Rock Ferry.

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There's tempest in yon horned moon,
And lightning in yon cloud;
But hark the music, mariners!
The wind is piping loud;
The wind is piping loud, my boys,
The lightning flashes free -
While the hollow oak our palace is,
Our heritage the Sea.

A Cunningham

SOCIETY NOTES

These notes are written as we retard the hands of our clocks and watches by one hour. 1982 has unfortunately been a year of steady decline for British shipping, its port and ancillary industries.

Whilst in the midst of world trade depression, wage claims which are such a dominant factor in shipowners' accounts have forced British firms to use chartered foreign tonnage, or forced them to join a consortium with foreign partners. Fuel costs, ships' stores, dock dues etc, have all increased, and we see our merchant fleets denuded as never before, even in the 1930's. An anxious time for British seamen, who need to take stock as jobs disappear, and perhaps whilst thinking "it cannot happen to me!"

Nevertheless, if 1982 has not fulfilled our hopes, to all readers we wish a peaceful and wholly comfortable Christmas, including those members for whom distance, age or health, preclude attending our Christmas Social Evening.

And so ends Vol.XXVI, with the editor even after a total of 60 issues not having had to dodge any missiles, or throw his hat into the lecture room before entering!

The Treasurer is still receiving annual subscriptions, due in September at the start of the winter season - £5 for ordinary member, £4 for Country members over 30 miles from Liverpool, £4 for Pensioners, Man and wife £7, Students and Juniors £3.

Editor

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This Bulletin is the 60th to be produced and edited by Ray Pugh. Congratulations and very many thanks to Ray for his invaluable work, providing interesting and informative Bulletins over the years.

J.S.