

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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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

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THE CUTTY SARK TALL SHIPS RACES

Liverpool has not so far been involved in the Tall Ships' races, which to a large extent have been monopolized by south coast ports, but the next race is being arranged to sail from the Mersey in 1984. This promises to be a magnificent spectacle.

Dr John Ritchie of the Merseyside Development Corporation has said that the intention for the assembly at the end of the Tall Ships Races in 1984 is to berth all of the ships in the enclosed docks, notably Canning and Salthouse, and that the current dredging operations have this in mind.

An exception will have to be made for the four largest competitors (these could perhaps be CHRISTIAN RADICH, DANMARK, DARMŁODZIEZY and one of the big Soviet full-riggers) which on account of their deeper draught would add disproportionately to the cost of dredging.

Our old friend John Robinson, now at the Science Museum, South Kensington has provided us with notes on the history of the races, and about that which took place in 1982. It is not possible with the space permitting, to print all of what John has so kindly submitted.

The Races had their origin in 1955 when Bernar Morgan, a retired solicitor, anxious to improve understanding between young people of the world, suggested a race between the remaining square-rigged training ships. This proposal was passed to the British admiralty who instructed Captain John Illingworth to bring it to fruition.

The first race was held in 1956 from Torbay to Lisbon. There were twenty entries in a variety of sizes and rigs, for wisely, the organisers had decided not to restrict entry to square-rigged vessels. The fleet was accompanied to Lisbon by HMS VENUS as guardship, and received a warm and enthusiastic welcome. The main trophy, the President of Portugal's prize for the first ship home on corrected time over 100 tons, was won by the Southampton School of Navigation's MOYANA, which sadly foundered in a storm on the way home through the Bay of Biscay, but all her crew was saved.

The race became a biennial event. But Britain needed a sail training vessel of her own, and the three-masted topsail schooner SIR WINSTON CHURCHILL was laid down at Richard Dunstan's yard at Hessle near Hull and launched in 1965. She carries 5 volunteer officers, 5 permanent crew and 39 trainees. Three years later she was joined by MALCOLM MILLER, the gift of Sir James and Lady Miller in memory of their son who died in a motoring accident whilst at University.

As the ambitions of the organisers rose, so did costs and finance became difficult. A major sponsor had to be found, and fortunately the wine and spirit merchants Berry Brothers and Rudd, purveyors of CUTTY SARK Scotch whisky, agreed to lend their name and their support, and have done ever since. The public may associate the races with the CUTTY SARK preserved at Greenwich, but the real link is "whisky".

But to consider the 1982 race - speed and fine seamanship

count for much, but it is significant that the splendid silver trophy of the lovely clipper ship, is awarded not to the fastest, but to the vessel which on the vote of all the participating masters, has done the most during the race, to promote international goodwill and understanding. We may decry the absence of any large square riggers under the British flag, but in the class of fore-and-aft rigged vessels below 100ft l.o.a. no less than 28 British boats finished at Southampton - more than all other nationalities combined.

When the contestants assembled at Falmouth for the start of the race on 25th July 1982, there had been little opportunity for the spectators to view the ships at close quarters, for they were berthed adjacent to the works of Falmouth Shiprepairers Ltd, a complex of working dry docks not spacious enough to cope with thousands of pedestrian visitors.

The Duke of Edinburgh started the race from the frigate HMS LONDONDERRY off Falmouth, and few who saw it will forget the sight of those mighty ships as they bore gently down Carrick Roads, with a fair tide and a wind astern.

Some ships were unable to complete the whole course. CHRISTIAN RADICH did not return to Southampton to show the Norwegian flag, and some of the smaller vessels, bewitched by the Portuguese sunshine and warm welcome, opted to press on to the Canary Islands. The Soviets 3-masted barque TOVARISCH, a favourite at the Festival of Sail in London in 1975 was not in this year's race. But the huge ex-German 4-masted barque SEDOV took part instead. She is rarely seen outside Soviet waters, having been requisitioned in 1945 from Germany. From 1936-39 she had served as school ship KOMMODORE JOHNSEN for Norddeutscher Lloyd.

At Southampton's Ocean dock at the completion of the race, were SEDOV and the newly completed 3-masted ship DAR MŁODZIEZY of Poland. This latter ship was launched at Gdansk in November 1981. It was a brave gesture by the Polish captain to take the berth he did, and there is little doubt that his sailors would have offered fellowship to their young Soviet counterparts had the politicians not ordered SEDOV back to sea within the hour.

In Southampton there was much to see ashore. A particular delight was to see the vast Ocean Terminal Building, built in the late 1940's to cope with the thousands of passengers carried in those heady years of Transatlantic sea travel, filled with life and activity again, after decades of slumber, now that the only substantial passenger traffic passing through Southampton is that associated with the car ferries to Normandy.

Games and meeting rooms, international telephones, a bar and restaurant for crews were all provided amid the palatial surroundings, once used by passengers waiting to embark on the Queens and other crack ocean liners. Then there was an exhibition of ship models on the first floor, but through poor signposting many visitors did not manage to find it.

It had been estimated that two million people would come to Southampton to see the Tall Ships, but perhaps thoughts of traffic jams deterred many, and the actual numbers visiting the exhibitions were only one eighth of that figure. Trade exhibitors were disappointed.

But when the 57 ships paraded down Southampton Water and out to sea, there was no doubt about the public turnout and great enthusiasm for the event's close.

On the last night before the grand departure, tucked away in an unimportant berth, was the Netherland Navy's training ketch URANIA, voted by her competitors as the vessel which had done most to build international friendship during the races. The presentation of the CUTTY SARK trophy was made by HRH Princess Alexandra.

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Let us pause to consider the English,
Who when they pause to consider themselves, they get all
reticently thrilled and tinglish.
Englishmen are distinguished by their traditions and
ceremonials,
And also by their affection for their colonies and their
condescension to their colonials.....
Anyhow, I think the English people are sweet,
And we might as well get used to them because when they slip and
fall, they always land on their own or somebody else's feet.

Ogden Nash

NOVEMBER MEETING

"The Gladstone Dock Story" was the subject of our meeting on 11th November 1982, which 23 members attended. The speaker Mr Kenneth Longbottom began by describing the reasons for the dock's construction. The White Star Line, under Thomas Ismay was forsaking speed for more spacious and luxurious liners, such as OCEANIC. On the North Atlantic routes, the shipping companies were outgrowing Liverpool, in the late 1880's. Far sighted

members of the Mersey Docks and Harbour Board wanted new docks beyond Hornby, whilst other members suggested improving the existing docks despite problems with the entrance basins. Southampton could deal with four large ships at once, the port was 2½ hours from London by rail, and convenient for the Continent.

Cunard, in a poor financial state at the turn of the century were offered Government help to avoid a merger with the International Mercantile Marine, who had already absorbed White Star and several other lines. Cunard decided to operate the new ships LUSITANIA and MAURETANIA from Liverpool but would turn round and bunker in the Mersey rather than enter the dock system. A third ship, the CAMPANIA, joined those two in a weekly service to New York. Mr Longbottom showed a rare slide of the two four funnellers in the Mersey together, and the river congestion of those days.

AQUITANIA was built to replace CAMPANIA as third ship, and pressure was put on the MD&HB to go ahead with the Gladstone Dock scheme.

We now saw interesting slides of the dock under construction, and one of the OLYMPIC's first visit to the Mersey in 1911, being in effect a preview of what would be required when AQUITANIA arrived. We were given an impressive description of the opening of Gladstone Dock by HM King George V and Queen Mary in 1913. A memorable parade of shipping included the cruisers HMS LIVERPOOL and LANCASTER. The King boarded MAURETANIA and later the MD&HB yacht GALATEA for the Royal salute.

The launch of AQUITANIA was in 1914. She sailed as the first armed merchant cruiser three days after war was declared in 1914.

MAURETANIA and AQUITANIA were requisitioned as troop transports for the Dardanelles campaign, the refitting work being done at Gladstone Dock. We also saw on slides OLYMPIC, CEDRIC and BRITANNIC being refitted for war duties there. BRITANNIC, completed in 1915 was commissioned as a hospital ship and was sunk in the Aegean Sea in 1916 by a mine. She was never used on White Star's North Atlantic service.

After the war the dock reverted to commercial use. The entrance lock was enlarged to 1000ft as part of new construction, and the King and Queen again came to perform the opening. ADRIATIC was the first liner to enter. In 1928 a new overhead railway station was opened outside the dock entrances.

We saw slides of ADRIATIC leaving for the breakers in 1934, LAURENTIC after damage in 1935, HMS ARK ROYAL docked for a pre-commissioning check, HMS ROYAL OAK etc. During World War II every

inch of dock space was used for merchant and naval vessels under repair. It will also be remembered as the base for convoy escorts, including Captain Walker's famous flotilla headed by HMS STARLING. Canadian Pacific were the main liner operators from Gladstone Dock after the war. In 1953 their EMPRESS OF CANADA capsized after taking fire, and posed a difficult salvage operation before she was towed away for scrap.

In more recent years, as Gladstone Dock declined, we saw the rapid building of Royal Seaforth Dock to accommodate the large container ships and bulk carriers. Liverpool had to keep ahead with the times, and the new facilities were opened in July 1973. Access to Seaforth is still only possible through Gladstone Locks however.

Question time again illustrated the extent of members knowledge of the ships and lines visiting the port.

A most interesting evening ended with a vote of thanks to Mr Longbottom, by Harry Hignett.

G.L.G.S.

DECEMBER MEETING

Our Christmas Social event took place on Thursday 9th when over thirty members and friends were present. This is when we can enjoy conversation, and partake of the very tasty refreshments. I understand that Mrs Stammers was largely responsible for the fare, ably assisted by Mrs Loram, and in the serving, by Miss Sweetnam. Bob Baker, who is now an Assistant at the Museum, did us proud with the wine which flowed liberally.

Chairman John Lingwood brought along a host of pictures of old Liverpool, and views of the port which are now but memories. For free distribution were copies of the "Log" - the house journal of the Furness Withy group.

One exhibit which caught the eye, was a small model of a typical Mersey sailing flat of long ago, beautifully constructed and cased by Ken Stuttard. This indeed, showed a keen spirit of research and intricate craftsmanship.

This year we did not have a film or slide show, but our Secretary had arranged for a video to be installed. We enjoyed cassettes of "The last voyage of MANXMAN" taken from the BBC's "Home Ground" series, and a Lifeboat film.

Fortunately we did not have to brave such severe Arctic conditions as last year, on this similar occasion, and believe that everyone enjoyed a "chin wag" for its own sake and went home happy!

N.P.P.

And then uprose before me upon the water's edge,
The huge and haggard shape of that unknown North Cape
Whose form is like a wedge.
The sea was rough and stormy, the tempest howled and wailed,
And the sea fog like a ghost haunted that dreary coast,
But onward still I sailed.

Henry W Longfellow

SHIPS TO BREAKERS

ANNOULA II	ex MELAMPUS (1960)
ANNA KASIANI	ex ATHENS LUCK ex ALEXIS G ex EMILIA G ex FREDERICK T EVERARD (1954)
ANEL D'AZUR	ex HERBERT MACAULAY ex SUSSEX TRADER (1957)
BRITISH DRAGOON (1963)	
CARRONBANK (1957)	
EVPO MARY	ex MARY ex DUNCRAIG (1957)
HALIS KALKAVAN	ex HUSEYIN ex HERMANN SCHULTE ex BARON GRAHAM (1925)
MARINULA (VLCC - 1968)	
MAGDALENA	ex DEMI ex CENTRICITY (1955)
GOLDEN RAYS	ex NORTH SEA ex SEA SWALLOW ex MYSTIC (1959)
MALDIVE LOYALTY	ex FLORIAN (1955)
MOORCOCK (tug - 1959)	
OREGIS	ex HTS COUPLER ex OREGIS (1955)
SINGAPORE II	ex ISLAAMI TAJ ex STRATHINCH ex ANTRIM (1962)
SILVER RAYS	ex SEA FORTUNE ex ROTHERWICK CASTLE (1959)
TEXACO SWEDEN (VLCC - 1972)	
VANQUISHER (tug - 1955)	
VICTORIA V	ex IRINI KOS ex HARPAGUS (1957)
CHERRY SINGA	ex MAHABHARAT ex BANKURA (1959)
KAISING	ex DIOMED ex GLENBEG ex DIOMED (1959)

CHESTER, A LONG FORGOTTEN PORT

Chester, in Maritime Year 1982, was able to stage two exhibitions and publish a booklet which was quite the most comprehensive compilation on its maritime history to date. Difficulties had been foreseen for although Maritime Year was observed in England, it was not in Wales, and one side of the Dee estuary is in Wales, the other in England. However, the port of Chester takes in the whole estuary and no problem arose.

The first exhibition was organised by the Chester City Records Office at the Heritage Centre. It was a chronological display of documents, plans and photographs dealing with the port's history from Roman times until its final decline in the middle of this century. It was designed to show the wide range of sources available in the Chester and Clwyd Record offices dealing with such aspects as the Roman quay at the Roodee, the Saxon period, Domesday Book, Mediaeval customs, lifeboats and light-houses, the busy 19th century period, shipbuilding etc.

The second exhibition at the Grosvenor Museum was a shipping exhibition and dealt chiefly with the 19-20th centuries. By a stroke of luck, this writer was asked at short notice to give a series of lectures at Connahs Quay on the subject. Much beneficial information was gained as to the whereabouts of suitable exhibits. Two figureheads were shown, one from MARGARET HOBLEY, the other from one of Reney's schooners. There was quite a selection of 19th century schooner paintings. One of these posed a mystery. It showed SUNBEAM being assisted by a French tug when she broke her mizzen mast off Le Havre in 1907. It has not been possible to find any account of this incident in the wreck reports, and any information would be gratefully received.

The shipbuilding side of the story was covered by photographs, tools and some models loaned by Merseyside Museums, a small though interesting exhibition.

The Grosvenor Museum booklet of 38 pages of text and photographs can be obtained from that Museum, or the Records Office at Chester, price £1.50 plus postage.

D P Branigan

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I travell'd among unknown men, in lands beyond the sea;
Nor, England, did I know till then what love I bore to thee.

W Wordsworth

JANUARY MEETING

So much of the aspiration of our own evolving Maritime Museum at Albert Dock is running parallel to that at South Street, New York. The work goes on and on, dealing with people, the environment, ships and all manner of things of decades, even centuries, ago.

Liverpool got off to a late start, as we saw with distaste local politicians continually applying dampers to Liverpool's rightful pride in her maritime history. But now we will catch up and hopefully possess as fine a maritime museum as any in the world.

For the last fifty years this city could not afford a maritime museum - the time is never opportune anyway.

Peter Stanford writing in a South Street Museum guide says "Hurrah for old humanity! Let us honour its cause, where its labours are so clearly, vividly, memorably expressed in the shades of the housing and sea chariots of an earlier day. Let us find new meaning in these old roots, so that we can get on with the work of the city today, with a little more grace, a little more dignity, a new sense of joy in the work". Those words surely apply equally to Liverpool as to New York, when we consider the Garden Festival and Tall Ships Race of 1984, and the strides being made to overcome our own difficulties. Our museum will be witness to the fact that Liverpool has been one of the world's greatest seaports, and is still of great repute.

Our council member Keith Griffin spoke to us on 13th January about a US tour he and his wife made in 1980, taking in the Salem, Mystic and South Street Museums, all of them having interesting floating exhibits. Roughly the route was Salem-Nashua-Worcester-Norwich-New London-Mystic-Newport, Rhode Island-New Bedford-Falmouth-Provincetown etc.

The evening commenced with a film, later continuing with colour transparencies. South Street Museum lies in the shadow of huge skyscraper blocks, yet with many of the old premises of ships' store dealers clustered around.

Alongside the wharves we saw the Ambrose Lightvessel with its dumpy smoke stack, for most US lightships were capable of self propulsion. Then there is the large ship WAVERTREE with her painted ports, dating from 1885 when she was built on the Mersey. She is said to have been built for the Chilean nitrate trade and was a victim of Cape Horn, in 1910. Towed to Punta Arenas she spent 50 years as a floating warehouse, and in 1970 reached New York under tow.

The two-masted schooner PIONEER also dates from 1885 and was built to carry iron and steel to a shipyard on the Delaware River. She was restored in the late 1960's. Another schooner there, is the LETTIE G HOWARD, and there is also afloat the water lighter AQUA. The large sailing ship PEKING is also on show.

At the other museums visited, we saw the MAYFLOWER replica built at Brixham by Uphams in 1957. Some of our older members will remember the fascinating talk given to us by Stuart Upham who sailed across the Atlantic in her as "cooper". On her delivery voyage, she was under the command of Alan Villiers, from whom we also had a lecture.

The old US warship CONSTITUTION, and the brig REGINA MARIA were also amongst Keith's pleasing colour slides. Summertime on the eastern seaboard of North America, perhaps best displayed at Cape Cod, may have offered a tempting prospect, tinged as it is, with so much maritime history.

The vote of thanks was proposed by Harry Hignett and carried with acclamation.

N.R.P.

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The chain's up and down, now the bosun did say,
Away, Rio!
Heave up to the hawse pipe the anchor's aweigh,
For we're bound for the Rio Grande
And away Rio, ay Rio;
Sing fare-ye-well, my bonny young gel,
We're bound for the Rio Grande.

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NEW HM COASTGUARD RESCUE CENTRE

The official opening of the Coastguard Centre at Hall Road West, Crosby, was performed by the Chief Coastguard of the UK, Lieut-Commander J T Fetherstone-Dilke RNR on Wednesday, 15th December. Controlling 150 miles of coastline from the River Dee to the Solway Firth and a large part of the Irish Sea, this rescue centre is an important one, and has cost about half a million pounds. Forty regular and auxiliary staff are employed under the Chief Officer Alan Skoltock. Radio aerials have been established at these premises, at Kelsall in Cheshire, Blackpool tower and at Deans Cross in Cumbria. The telephone number for Hall Road is 051-931 3341.

PASCUAL FLORES, FORMER SPANISH SCHOONER

The Onedin Line, a popular TV feature, has brought fame to a vessel which was built in Spain early this century for the fruit trade. Her story was told on TV on Friday, 19th November in the "Under Sail" series.

PASCUAL FLORES is now in Bristol Docks and will start a new life as a sail-training vessel for local children. Working a sailing vessel is no easier than it was a hundred years ago, and for young people who like challenge, they will have a fine opportunity in helping to man her.

She has beautiful lines, built with three masts, but now modified to two. Compared to similar schooners built in Devon and Cornwall about the same time, she appears less heavily sparred. She was used in a Spanish film in 1928 and was known to have sailed out of Barcelona in 1930. It was not until 1970 that she was discovered in Ibiza as a derelict, and happily restored. She has no opulence below - none of the panelling which graced some of our schooners in their after quarters.

In the film, she was making a passage from Falmouth to Bristol, and we saw the Avonmouth pilot launch NANCY RAYMOND come alongside before she threaded her way up the River Avon, finally passing GREAT BRITAIN. The Avon sees few ships these days.

NEW NAMES FOR OLD

AFON GOCH	ex KARET (tug - 1967)
ANTARES	ex SEAFORTH CHIEFTAIN
BARAO DE TEFFE	ex THALA DAN
BOA ENTRADA	ex HOOFORT ex RAMSEY (1965-to Cape Verde Is.)
CORINNA	ex MOYLE (1969)
ERINIO	ex S.A. SUGELA (1965)
ELFO	ex SELFOSS (1958)
FAMILY IVORY	ex IVORY TELLUS (1976)
FOUAD K	ex BOOKER VULCAN ex SEAHAWK ex CONCORDIA SEA ex SEA VIKING ex SEAHAWK (1968)
GARDENIA B	ex BORDER FALCON (1961)
GULF DUCHESS	ex MERCANDIAN MOON
GULF EMPRESS	ex MERCANDIAN STAR
GA CHAU	ex GLENPARK (1971)

GOLDEN PRINCESS	ex AMERICA STAR
GRACECHURCH	ex CITY OF SPARTA ex SORPENTO (1967)
HELEEN C	ex APRICITY (1967)
JOHN P	ex BENSTAC (1968)
KILMARNOCK	ex BARON MACLAY (1971)
KARUNIA	ex WEST CLIFF ex GERMA GLORIA (1972)
LINDEWAL	ex CAIRNLEADER (1975)
LINO	ex BALLYLESSON (1959)
LILLIAN S	ex WADHURST ex SAPHIR (1962)
LADY MARINA	ex BANBURY
MENTOR	ex CITY OF LONDON ex MENTOR (1980)
MOUNTAIN AZALEA	ex DERWENT (1979)
NORTHERN CHERRY	ex LYNTON GRANGE (1976)
PEVERIL	ex NF JAGUAR ex PENDA ex ASD METEOR ex HOLMIA (1971)
ROMANA	ex SURREYBROOK (1971)
SUSANGERD	ex BRITISH PRIDE (1973)
SANANDAJ	ex BRITISH PROMISE (1973)
STAVROS H	ex SOLENTBROOK
SMIT HUNTER	ex HAPPY HUNTER (tug - 1978)
SOL CHRISTIANA	ex VIKING VI ex GOELA ex WICKERSHAM ex STENA BRITANNICA (1967)
SAUDI ZAMZAM	ex KWANGSI ex PERSEUS ex PADNORSHIRE
SAUDI KAWTHER	ex KWEICHOW ex PHEMIUS ex GLENFINLAS
SAUDI FORTUNE	ex GLENMOOR (1953)
SAUDI VENTURE	ex KENNEMERLAND (1957)
SARINA	ex CLYDENES (1977)
SHOBHA	ex CARCHESTER (1967)
SIRT	ex GERMA LADY
STENA SAILER	ex DUNDALK
TJONGERWAL	ex CAIRNFREIGHTER (1975)
TOTLAND	ex EUROPABANK (tug - 1961)
HMNZS WELLINGTON	ex HMS BACCHANTE
YANG CHENG	ex HARVEST ex GLENOGLE (1962)
YAQUI	ex PRINCE RUPERT CITY (1970)

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MANXMAN - A FILM SET ONCE MORE

On 2nd December it was announced that MANXMAN, lying in Preston Docks had been engaged once more for film work by an American company. 150 extras were taken on for two days at £50 per day, in the making of a film - 120 of them from the local dole queue. S.S. OCEANIC was painted on her bows (why the S.S.?) and her starboard side windows were blanked off and made to look like portholes. In the TV news her owner, Tony Gornall said he was happy to let the famous ship out in creating something of the atmosphere of the early years of the century, when emigrants were departing for the USA and a new life. So, in different films MANXMAN has been used to portray CARPATHIA, MOSKVA, TITANIC and OCEANIC, and her image at least will be perpetuated on film for years to come.

SHIPS FOR DISPOSAL

The following "British" tankers - BRITISH COMMODORE, CENTAUR, COMMERCE, FERN, FALCON, HOLLY, HAWTHORN, HAZEL, IVY, PRIDE, PATIENCE, POPLAR, PROMISE, VINE and WILLOW.

BENWYVIS (1974), BORDER FALCON (1961), HMS BULWARK,
HMS DIDO to HMNZS, DORSETSHIRE ex ATLANTIC BRIDGE (1968),
BALMORAL UNIVERSAL, KINPURNE UNIVERSAL, FORT FRASER (1967),
FORT NORMAN (1968), KARAIKAKI ex BRITISH MONARCH (bulk - 1965),
IRISH LARCH (1973), LONDON EARL, LONDON VISCOUNT, MOBIL ENERGY,
MEMLING ex RUBENS (1964), MATANGI ex PORT ST LAWRENCE (1961),
SOLENTBROOK (1972), SUSSEXBROOK, STRATHEWE.

He little knew, in years ahead,
Such wooden decks his feet would tread;
Such sails he'd learn to reef and stow
In tropic heat and winter snow.

The rocks and reefs and winter gales
Have cleared the seas of tall grey sails,
And boys today can never see
Those ships, hull down, that called to me.

F E Bowker

GENERAL NEWS ITEMS

There have been many cases of piracy off the port of Lagos, mostly at night, and amongst ships at anchor awaiting a berth. Fast launches have come alongside, men have boarded stealthily to murder and steal.

One of the worst cases was LINDINGER IVORY, a Danish ship, where the captain was shot and thrown overboard, all the crew were stabbed and one man blinded in both eyes. (See Bulletin for Jan-Mar 1978). The strongest complaints were made internationally to the Nigerian Government, and at last action is being taken. The Dutch ship BALTIC of 2000 tons, suspecting an attack was about to take place, was able to alert the Nigerian naval patrol which closed with the launch containing three men. Gunfire was exchanged - one of the pirates was shot dead, and the other two disappeared, presumed drowned.

The Swedish ship TARN of Brostrom's was attacked in December 1982 by pirates, 20 miles south of Lagos. A fast armed motor launch approached with a hail of bullets, and the boarders spent some hours on the ship, and took away rolls of cloth from rifled containers. TARN's crew locked themselves in the radio room, with one of their number injured.

The Nigerian Government has ordered five A.V. Tiger Hovercraft for anti-pirate police patrols off Lagos. They were to be in service in January, and have a speed of 35 knots. They can operate in the creeks which were not possible to reach previously.

FORREST is a coaster of 150 tons built by James W Cook and Co of Wivenhoe in 1967 for the Falkland Islands Government. During the invasion of April 1982, she was taken over by the Argentines to carry ammunition round the islands, and even ran our blockade to the mainland, painted black all over. The British attacked her but she got through. Later FORREST was re-posessed for her former trade of attending on the farming communities and helping the Royal Navy.

SAINT BRANDAN is another Wivenhoe product of 1977, which is also on Falkland duties, transporting building materials and fuel.

Prospective passengers for UGANDA's cruises this year have been disappointed when it was announced that for two years, she would be used as a link between Ascension Island and Port Stanley (what an importance that formerly neglected town has acquired these days). But disappointment may have been changed to eager anticipa-

tion for many, who can accept the new P & O programme for alternative accommodation in SEA PRINCESS. The itinerary is an exciting one. A larger ship than UGANDA, SEA PRINCESS ex KUNGSHOLM was built by John Brown & Co in 1966, when prestige cruising liners were still coming from the Clyde. She is of 27,670 tons, length 201, beam 27 metres as against UGANDA's 16,907 tons, length 165, beam 22 metres, which was a Barclay Curle product of 1952.

In October 1982, with accommodation for servicemen being very limited in the Falklands, our Ministry of Defence chartered the Swedish SAFE DOMINIA. This is an accommodation barge which will act as a floating barracks at Port Stanley. There arose the question of how to transport it from Gothenburg which brought the decision to use the semi-submersible FERNCARRIER which Fearnley & Eger have had converted from their large tanker KOLLBRIS (1975). This latter vessel can be partly submerged, so that the barge can float over her deck, be secured, and enough freeboard be gained for an ocean passage. FERNCARRIER has a capacity for 45,000 ton loads. Fearnleys are having another of their laid up ships converted. FERNCARRIER called at Southampton to load some launches and arrived at Port Stanley before Christmas.

As diversification, the Liverpool based Bibby Line has gone into the business of floating hotels. They have a financial interest in the Swedish company which is building SAFE ESPERIA at Gothenburg for completion in the spring of 1983. I believe "she" will be looked upon as a ship, and the personnel will be known as "crew". The four or five "storey" hotel rests upon a barge. She will be a near-sister to the SAFE DOMINIA which was due to arrive at Port Stanley before Christmas, to house 950 British troops.

Later news indicates that the British Government has purchased BARGEMAN from United Towing Co. This huge barge is suitable for having an 800-bed hotel built on her deck, which is expected to be berthed at Port Stanley in April 1983.

One casualty of the December gales was the Panamanian coaster BETTY S, when her engineroom became flooded 180 miles northwest of Bilbao. After abandonment, the salvage tug SEEFALKE connected to tow the vessel with a 55 degree list to Ferrol, but she foundered. The crew was landed at Lisbon by the Soviet factory ship KAROLIS POZHELA.

CUNARD COUNTESS has been requisitioned for the Ascension - Port Stanley run to replace NORLAND, which is returning home. RANGATIRA, ST EDMUND and BALTIC FERRY remain in the Falklands in January. The COUNTESS's history is interesting - going back to 1972 when the Cunard

Company placed the order for hull and machinery in Copenhagen, and internal fitting out at La Spezia. Four British yards had been approached. Three declined to tender and a fourth "wasted" too much time in asking for details". The Danes and Italians then received an order for CUNARD PRINCESS, also for cruising. COUNTESS was launched in September 1974 and reached La Spezia in May 1975. In August 1976 she took up station in Puerto Rico. To cut running costs, Cunard intended re-registering her under the Bahamian flag with cheaper local labour. At news of this, the British crew refused to work her, and stranded passengers were flown home, but as it happened she remained under the red ensign, although PRINCESS did transfer to the flag of convenience.

The Cunard Company had half a dozen bulkers of around 15,000 tons built in 1973. I notice that CUNARD CHAMPION is now in service as EL CHAMPION under the Phillipine flag. All these bulkers were built at Bilbao. EL CHAMPION was at Casablanca in early November in the phosphate trade.

The Chinese YANG CHENG made a passage in November from Gela (Sicily) to Singapore and passed through Suez Canal on 8th. She will be better remembered as Ocean Fleet's GLENOGLE, built by Fairfields in 1962.

In the winter gales before Christmas, there are usually casualties amongst coasters and on Sunday 14th November, the motorvessel NESAM capsized when 60 miles west of the Scillies. Six men were saved by helicopter, but four lost. ATLANTIC CAUSEWAY, returned from the Falklands, took part in the search for the survivors who were in a rubber dinghy. The cargo of phosphate loaded at Casablanca for Whitehaven shifted in heavy seas, and the crew had short notice of disaster. The ship's tonnage was 1571, and she was built by George Brown (Marine) of Greenock in 1958, with a Polar diesel engine. Her owners were Scotstone Shipping Co of which Denholm MacLay Ltd, Glasgow, are managers. She was launched as CANTICK HEAD for Henry and MacGregor Ltd and became successively MANTHOS M, C BURTON BARBER, ALBI PIONEER, KENTUCKY, BURTON BARBER and STONE AMBER, 267ft long x 39ft beam. There were no survivors.

The fishery research stern trawler CIROLANA frequently works in the Irish Sea, although I have not seen her in the Mersey. She operates for the Ministry of Agriculture and Fisheries, Hull, and was built by Ferguson Brothers in 1970. Her tonnage is 1731 and she has diesel-electric propulsion. Another research trawler, CLIONE built in 1961 is to be taken out of service as an economy measure. CORELLA has already been laid up.

The huge bulk carrier TANTALUS of Ocean Fleets has been laid up at Southampton since August.

Elder & Fyffes have for disposal their MATINA, MOTAGUA, MORANT and MUSA. But it is a long cry to the "banana boats" docking at Garston.

The sad news that Esso Petroleum Co are to close down their Milford Haven plant in the spring of 1983 was broken on 15th November. This would cause Christmas anxiety for many of the oil workers, in an area of one third unemployment.

TV pictures on 1st December showed us the raising of the submarine HOLLAND I which was then drydocked at Devonport. She was a small boat, only 100ft long, with rivetted hull which has lain submerged near the Eddystone Lighthouse since 1913, when she was on her way to the breakers. It was HMS BOSSINGTON on diving exercises which found her, and SEAFORTH CLANSMAN removed a great deal of debris from over her. She is in very good condition and was cut into three parts for transport to Gosport. She is considered a great find.

Whilst on an oil lightening operation in Lyme Bay, early in December between BERGE DUKE and NATICINA, there was a spill which was quickly broken up by spraying.

Barmouth's new lifeboat THE PRINCESS OF WALES was named by Diana, Princess of Wales on 25th November. The new boat is of the Pother class, costing £150,000. The previous boat of the Liverpool class has been on the station since 1949. The lifeboat station was established in 1828.

The trade depression has hit Greek shipping very hard, and owners with perhaps one or two ships are being forced into bankruptcy. Greek ships are simply being abandoned in foreign ports, yet those which still pay their way are very prominent on the world's trade routes.

Although our deep sea trawlers are no longer permitted to fish for cod in Icelandic waters, a very large fleet is now maintained by Iceland for this lucrative export. Our trawler fleets, having been sold, or lying idle, the Fleetwood fish dealers are glad to arrange cod imports. At the end of November, the Icelandic side-trawl HAFTHOR brought in a full cargo, as we saw on TV. The vessel was built in Stralsund, East Germany in 1959 as HAFTHOR.

HMS PLYMOUTH, the frigate which took the surrender of the Argentines at South Georgia was re-commissioned on 3rd December after major repairs at Rosyth, necessitated by damage incurred later in the Falklands. She was extremely lucky to survive. Last March she was on

her way to the West Indies, when dramatically diverted to the South Atlantic, to face a bitter enemy and the near-Antarctic winter.

The Argentine CABO DE HOPNOS was in a French port in early December to load armaments for the Argentine contracted for prior to hostilities with Britain. These included Exocet missiles.

AILSA PRINCESS has spent a short period in Cammell Laird's wet basin, assessing her suitability as a mine-layer in case of emergency.

HMS LIVERPOOL left Devonport for the Falklands 8th November.

HMS MANCHESTER left Barrow one week later for Portsmouth, but still in Vicker's hands. She is expected to be the last naval surface ship to be built by Vickers, who will in future only build submarines.

And whilst on Naval matters, the Type 42 destroyer HMS NOTTINGHAM was handed over to the Navy in December by Vosper Thorneycroft two days behind schedule. She is 9th of her type. Lairds completed LIVERPOOL a year ahead of schedule and yet secure no orders from the Ministry of Defence. In view of Birkenhead's warship reputation this seems grossly unfair.

On 14th December it was announced in Parliament by John Knott, who was then Minister for Defence, that £100m would be spent on five new ships for the Navy, helicopters, jets etc. Of this, the ships would account for £600m but, as stated above, none would be built here. Portsmouth Dockyard would not close in 1984 after all, but Chatham would go.

For the placing of the cruiser HMS BLAKE in her berth for breaking up on the Clyde, the two Bromborough based tugs ARDNEIL and DUNHERON were used. The much larger tug TYPHOON had made the coastwise tow. HMS MOHAWK was later due at the breakers yard, and the two Mersey tugs were expected to be the undertakers for her too.

CELTIC SURVEYOR ex EARL OF ZETLAND (1939) is to open at Great Yarmouth in May 1983 as a floating restaurant.

A new car ferry is expected to operate this summer between Avonmouth and Rosslare - a shorter motorcar haul than to Pembroke or Fishguard.

A new tanker of 107,000 tons was named BRITISH SPIRIT at the Lithgow yard, to come into service early this year. The contract

was placed before the decision to dispose of almost a score of "British" tanker of only moderate age.

Mr S P Shimmin has retired as General Manager of the Isle of Man Steam Packet Co but remains on the board of directors. His place has been taken by Mr R A Kissack who joined the Company in 1938.

WAVERLEY had her best year so far in 1982. Over 240,000 passenger journeys were made. Anyone who has doubts about the authenticity of this fact, has only to refer to the kipperman at East Loch Tarbert Pier or at Susie's Tearooms, Tignabruaich!

The "Daily Telegraph" committed a boob in September in reporting that the paddle steamer MANXMAN had taken up static retirement at Preston. But perhaps this writer should overlook that, for in the last Bulletin it was stated that SAINT BEDAN was sunk by the IRA in Moelfre Roads. (This should have been Moville Roads).

In November 1982, the death was reported of Captain S W Roskill (79) who recorded Blue Funnel's history, entitled "A Merchant Fleet at War". He also wrote "The War at Sea - 1939-1945", "The Navy at War - 1939-1945" and the "Strategy of Sea Power". He displayed great scholarship linked to a warmth of feeling for those who must make great decisions or perform supreme acts of bravery.

In the early hours of Monday 20th December, the car ferries EUROPEAN GATEWAY and SPEEDLINK VANGUARD collided off Felixstowe with the loss of six lives. The former ship was hit broadside and capsized on to a sandbank near Ledge Buoy. EUROPEAN GATEWAY was built at Bremerhaven in 1975 and is the subject of a salvage operation by Wijsmullers. Tug GELDERLAND was soon on the scene.

Telecom proposes the centralization of British coastal radio communication at Stonehaven, Scotland and Highbridge, Somerset. Irrespective of the unemployment caused, there is a serious safety aspect which technology cannot overcome.

The train ferry ESSEX FERRY has been offered for sale, dating from 1957. NORFOLK FERRY of 1951 has already been sold. Only CAMBRIDGE FERRY of 1963 remains and she is kept in reserve for SPEEDLINK VANGUARD now undergoing collision repairs. She is ex STENSHIPPER ex ALPHA EXPRESS ex UNION WELLINGTON, Dutch built in 1973 and carrying railway trucks as well as road vehicles.

With further reference to the Irish fishermen's blockade at Dublin in October last, this was broken by three corvettes of the Naval Service. 400 trawlers were used round Ireland's seaboard and fishermen claimed that £10,000 worth of damage was done by their Navy.

In an interview on Radio Eireann, one fisherman claimed that whilst the Fisheries Board and the EEC were deciding whether conservation should be continued, the "herring were dying of old age!"

The German liner PRINCESS MAHSURI ex BERLIN, 7,000 tons, is to make ocean cruises in the southern hemisphere, based Singapore and Sidney this year. She will be in competition with P & O.

Because of the Government's requisition of UGANDA for the Ascension/Falklands link this spring, and for two years thereafter, 240 Indian deck and cabin staff have lost their jobs. A British crew is being recruited and the 45 white officers are not affected.

Sealink's Harwich/Hook service has been using ST EDMUND and ST GEORGE in collaboration with Dutch ships for passengers and cars. It is proposed to substitute the larger PRINCESSAN BIRGITTE for these two British ships. Manning will be affected and the NUS threatened industrial action. This was countered by Sealink saying they would withdraw the ships anyway, and in fact might withdraw from the route entirely.

Another merger is on the way - Anco/Panocean/Stolt - chemical tankers.

After threatening rumours, B & I Line decided to cease running the Cork/Pembroke service on 2nd February.

N.R.P.

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We'll rant and we'll roar like true British sailors,
We'll rant and we'll roar across the salt seas,
Until we strike soundings in the Channel of old England,
From Ushant to Scilly is thirtyfive leagues.

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HIGHLAND SEABIRD IN TROUBLE

The catamaran, which was undertaking winter ferry trials was taken out of service following an incident on 20th December. Leaving Liverpool for Woodside with 90 passengers on board, she was caught by strong winds and tide, and swept behind the landing stage where she collided with a boom, causing passengers to be

thrown about, and a number of her windows to be broken. She was trapped for 45 minutes, before being towed clear by ROYAL IRIS. As a result of this incident, MOUNTWOOD was expected to return to service earlier than expected, after overhaul.

MERSEY NOTES

The two McTay-built tugs ROWANGARTH and ELDERGARTH, which have served in the Mersey since their completion at the Bromborough shipyard, sailed from Birkenhead on 26th November for Cabinda, Angola. They were in charge of Captains Yeo and Summers respectively, and after a call at Las Palmas for stores and bunkers were to reach their destination on 18th December. They would then be ready immediately to start attending on Gulf tankers at single buoy moorings. A spokesman of the local union said that Liverpool provides some of the most exacting work for tugs and crews, and that Reas Ltd, to whom the tugs belong, have had no redundancies in spite of the recession.

No.6 dock at Manchester is to become a pleasure boat marina, for completion in 1984.

The pilot launches at present working in the Mersey are named KINGFISHER, SHEARWATER and PERKOIL IV the last having presumably replaced NIGHTINGALE.

ST COLUMB I has had an overhaul by Seaforth Welding Co. She was relieved for a short spell by ST PATRICK II ex AURELIA. ST COLUMB I is expected to be lengthened by 30ft. Using only one ship on the service between Belfast and Liverpool, the owners are satisfied with results and should break even by April this year.

In the Queen's Honours List for 1st January, a CBE was conferred on Mr James Fitzpatrick, Managing Director of the Mersey Docks and Harbour Company, who has and still is, making such valiant efforts to revive shippers' trust in Liverpool as a great port. It needs a great deal of pluck and patience to counter the antiquated ideas of some port workers.

Early in January, the Gardner coaster SAINT KEARAN was on passage from Lerwick to Winnington in ballast when she had a main engine failure eight miles southeast of the Chicken Rock. She attained the shelter of Derbyhaven where Laxey Towing Co's tug SALISBURY connected for a tow to Douglas. There was a strong westerly wind with heavy sea and swell. Tugboat facility in the Isle of Man proves its usefulness.

The Rea tug BEECHGARTH is now permanently based at Workington.

Ocean Group's Odyssey Works at Birkenhead was closed down in 1981, but three former employees have formed their own firm - A M P Marine Ltd - and are progressing satisfactorily. Amongst contracts so far, they have mosquito-proofed ELDERGARTH and ROWANGARTH for their new work at Cabinda.

There seems every chance that last June's ferryboat cruise to Ellesmere Port Boat Museum will be repeated in 1983. This event was the most successful yet staged by Friends of the Ferries, and a complete sell-out. We were also graced with beautiful weather aboard the very good ship OVERCHURCH.

In October the small car ferry HENDRA was on trials in the Mersey, from McTay's Bromborough yard. She has since arrived in the Shetland Islands which is her base.

On 21st November last, B & I's CONNAGHT was the night boat from Liverpool to Dublin. At 7am next day a 4-man armed gang awaited her arrival, bent on securing the duty-free cash for that voyage, Irish prices being so much above ours. Perhaps there was a tip-off because the Gardai were prepared. There was an affray at the gangway in which one security man was shot in the neck. No money was taken and all four men were arrested.

On an extremely squally day in December TRH The Prince and Princess of Wales came to the Cammell Laird yard at Birkenhead to launch the first narrow boat, built by apprentices under the Youth Training Scheme. At the third attempt, and assisted by Prince Charles, Diana smashed a bottle of champagne across the bows of SEFTON. The Prince used the occasion to announce a training programme at the Western Ship Repairer's yard nearby, initially for 100 young people. The Royal couple then proceeded to Liverpool Cathedral for a carol service, and from the children of Toxteth, the royal baby William will be receiving a cuddly white lamb!

30th November was the day for the departure from the Vickers yard at Barrow of the nuclear submarine HMS TRAFALGAR. Next day the launch took place of her sister HMS TURBULENT, which provided a sunny if cold event for the school children of Barrow. Men who had served in the previous TURBULENT, sunk during the last war, were present. Also there to handle the submarine into the basin, were four Liverpool tugs - BROCKLEBANK, NELSON, COBURG and WAPPING.

In late November, seemingly as common as a shooting in

Belfast, came one more dockers' strike! A six man gang versus four men and a fork lift truck seemed to be the cause, which could not be solved by any human means including neutral arbitration. What will they think of next, as cause for downing tools and ensuring Liverpool's bad name. The cargo concerned was copper ingots and the ship, the Chilean RUBENS ex MORNING SUN ex ANDALIEN ex ORBITA built by Lairds in 1972.

The film featuring Barbra Streisand, for which MANXMAN took the part of the Russian ship MOSKVA, will be for public screening in 1984. The title is "Yentil".

The present owners of MANXMAN are said to be Marda (Squash) Ltd and the ship is destined to be a museum and leisure centre at Preston Docks.

N.R.P.

FRIENDS OF THE FERRIES

The October 1982 Newsletter had some interesting comments regarding our Mersey ferries.

"The ferries debate now seems to have changed from whether or not Merseyside is to keep its services, to an acceptance that they will stay, but in what form."

"Opinion reaching the Management Committee indicates that the catamaran HIGHLAND SEABIRD Has not enamoured herself with members nor, according to letters in the local press, with the general public at large. She does not appear to have been designed to carry passengers' accompanied bicycles and perambulators, and access from the embarkation deck aft down to the saloon, the only part of the craft where there is seating accommodation, is awkward for the able-bodied, one critic has written, let alone the aged and physically handicapped."

"Difficulty arises from the turbulence caused by the 4,000 hp engines which send her along at 25 knots. When she berths it drives beneath her making her unsteady for some minutes and delaying disembarkation. The advantage of her speed is thus lost....."

"The breakdown and strike argument is a strong one for the retention of conventional vessels, although their successors might be of smaller size. It may be an expensive form of insurance but can Merseyside afford to be without it? Could two catamarans each carrying 160 passengers per trip have moved efficiently within commuting

hours passengers displaced from Merseyrail cross-river services during the strikes of 1981 and 1982."

The ferries lose one and a half million pounds per year, it is said, even if (and this is an interesting thought) they do not run on subsidised rail and roadways! Local councillors in outlying towns like Southport and St Helens when canvassing for election, advocate closing down the ferries which come within Merseyside county boundaries. How happy life would be, if the alternative means of transport which the Authority say exist, were available at all times.

How do we know that Liverpool is to see a huge influx of tourists in years ahead, and why should these mythical visitors decide the future of the ferries? Will these imaginary tourists tolerate the conditions on our landing stages in matters of shelter, transport, toilets and punctuality? We Merseysiders have seen amenities diminish year by year, and there is no let-up in the running down of an environment which will, we are told, attract millions. Who is going to wave the magic wand and make it all come true? How ironic it would be if the former B & I jetfoil waiting rooms and Customs premises were put into use for tourists, when our own cross-river passengers have had to endure a policy of getting rid of the ferries for years past.

To dispense with the ferries would mean the acquisition of a large bus fleet, with drivers, to cope especially with the two daily peak periods, and lie idle for the rest of the time. Then there would be a safety factor with so many buses in the tunnels and a possible conflagration from dangerous goods also passing through.

We have seen what happens when buses are used between Pierhead and Seacombe Ferry. The route is upwards of four miles instead of one, and there are no intermediate stopping places, as we found out in a ferry strike some years ago.

To quote the Newsletter of the Coastal Cruising Association for February 1983 - "The MPTE are now considering chartering a 200 seat HM 527 Hovercraft, although it has been stressed that this has no connection with the accident to HIGHLAND SEABIRD (reported elsewhere). The 1983-88 quinquennial Corporate Action Plan of the PTE repeats the view expressed in the 1978-83 Plan, that ferry services are not considered essential for the carriage of passengers across the Mersey because of the availability of other facilities. The plan defines a new role for the ferries as concentrating on leisure, education and tourism, with a secondary

function involving a cross-river passenger transport service."

This writer's memories of the ferries go back to about 1913, when as a child he crossed the Mersey on board such vessels as ROSE, LILY, SNOWDROP and JOHN JOYCE, passing such beautiful liners at anchor, as White Star's TEUTONIC. The ferries have played a vital role in giving us a "togetherness" on Merseyside, both for work and pleasure. How important the ferries once were, is emphasized by the fact that on two occasions in the early 1920's when we had General Strikes, HMS VALIANT and HMS RAMILLIES were berthed at Princes Stage. It was said that if the ferry workers joined the strike (which they did not), then the Navy would maintain the cross-river boats.

But times have changed and we have a rail tunnel and two road tunnels. Ray Buckton's rail strikes put the first mentioned out of action in 1981 and 1982, and for the commuters without cars, all they had left was the ferry to reach the other side!

For anyone owning a car, or running one subsidised by his employer as so many are these days, crossing under the Mersey is not too difficult. I often wonder how many of our MPTE officers use the public transport, from which they draw their living.

So if another rail strike is ever threatened and you can see yourself queuing in the approaches to Seacombe or Woodside Ferries, then remember that the ferries are not essential because of the availability of other facilities!

N.R.P.

The sun was shining on the sea, shining with all his might:
He did his very best to make the billows smooth and bright -
And this was odd, because it was the middle of the night.
The moon was shining sulkily, because she thought the sun
Had got no business to be there after the day was done.
"It's very rude of him" she said, "to come and spoil the fun!"
The sea was wet as wet could be, the sands were dry as dry.
You could not see a cloud, because no clouds were in the sky.

Lewis Carroll

AN ENTHUSIAST'S APPEAL

Our Secretary has received the following letter from Mr Dennis Vella, 1 Anson Flats, 109 Fuhharin Street, B'kara, Malta G.C. -

"I collect warship slides, but unfortunately at present, few if any warships are allowed into Maltese ports, so that I can only photograph merchant shipping. Should any of your members be interested, I am willing to exchange slides of merchant vessels taken at Malta for slides of warships of any nation. All slides are originals on Kodak or Agfa film. I do not collect or exchange copies."

THE LOTTIE SLEIGH DISASTER

On Friday 15th January 1864, the barque LOTTIE SLEIGH owned by Hatton and Cookson of Mersey Street, Liverpool left Kings Dock with a pilot, having loaded general cargo for West Africa. A vessel of 220 tons, she anchored off Monks Ferry, Birkenhead to complete her cargo with 900 quarter kegs of gunpowder weighing 11½ tons. This was transferred to her by a boat from the anchored powder magazine in the Sloyne. Captain Webber was ashore in Birkenhead, whilst the gunpowder was being loaded into the after hold, which was immediately under the Captain's stateroom.

About 6pm and darkness having fallen, a steward was in the act of filling a lamp from a can of paraffin oil when by some unexplained means, it became ignited. Horror-stricken to see the flaming contents flowing along the cabin floor, the steward was even more aghast to see the instantaneous ignition of curtains and bedclothes in the Captain's apartment. It was impossible to arrest its progress as it poured through the grating of the lazarette and entered the cargo hold.

The Rock Ferry steamer WASP was passing and passengers and crew were aware of great noise aboard the barque, and thought it might be murder or mutiny. They were hailed to come alongside and take off the crew of LOTTIE SLEIGH, which they did and landed them at Georges Stage, some only partly clad. NYMPH, another Rock Ferry steamer, went alongside and hailed, but the only reply was the barking of an unfortunate dog which had been left aboard.

Whilst the WASP was taking off the crew, the Woodside ferry-boat LIVERPOOL with a large number of passengers was also along-

side to help but was warned in time. The passengers entreated the captain to get clear.

When news of a ship on fire in the Mersey reached the inhabitants, people flocked to the waterfront, but went pale with terror when the awful possibilities were made known. Yet they stayed there as if transfixed.

When the explosion came with tremendous ferocity, from court and alley came the poorer inhabitants screaming for deliverance from some unknown danger and dragging their helpless children at their heels.

The "Liverpool Mercury" for Saturday 16th January 1864 said..... "Last night Liverpool and a mass of townships on the Cheshire side of the Mersey were startled and shaken by one of the most terrific explosions which ever took place in this or any other port during a time of profound peace. If a dozen ships of war had at once opened fire on the town, the noise and consternation could not have been greater. One short sharp report preluded and seemed to blend with an explosion so terrible, that tens of thousands of persons in different parts of the town must have felt their houses reel and shake as if the buildings were about to come down in ruins on their heads. People rushed in crowds into the streets for the purpose of escaping." "Some thought that perhaps a boiler had exploded in the immediate neighbourhood, or that it was concussion and noise of a gas explosion which had blown some neighbour's house to ruins."

"Long lines of extinguished and broken street lamps and a wide range of destruction of shop fronts and house windows indicated not merely a local source but that it came from some quarter where a large quantity of gunpowder was stored. The population on both sides of the Mersey will have the right to demand that the floating powder magazines be removed altogether out of the river, so that the lives and property of half a million people shall no longer lie at the mercy of a dozen negligent or perhaps reckless sailors." There was damage all over the city and as far as Bootle. And the only known casualty was the ship's dog. LOTTIE SLEIGH's captain, ashore, did not know the source of the big bang until over an hour after it happened. There is no mention of what happened to the poor unfortunate and careless steward.

N.R.P.

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The spirits of your fathers
Shall start from every wave -
For the deck it was their field of fame,
And Ocean was their grave.

T Campbell

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SOCIETY NOTES

Members may like to be reminded that Thursday 12th May is the date fixed for the Society's Annual General Meeting, which is an occasion when any matters of importance come up for discussion. This will also be an evening when members are invited to bring along models, pictures, books, paintings etc. which may be the product of long winter evenings or perhaps holidays.

The Hon Treasurer Ted Tozer reports that he has still a number of subscriptions unpaid and has sent out reminders. Would those concerned please comply.

The Merseyside branch of World Ship Society have a talk on 8th March - "The Story of Gladstone Dock" by K Longbottom, already presented to our Society on 11th November last. If you missed this event then, you might like to attend at the Museum lecture theatre as a visitor.

Their fixture for 12th April is an intriguing one called "Three in one" being three films from Smit International, of tugs and salvage work worldwide.

General correspondence to Liverpool Nautical Research Society should be addressed to the Hon Secretary, Mr M K Stammers at the Museum, as on page 1. Contributions to the Bulletin should be sent to the Editor, Mr N R Pugh, also at the Museum because of an impending removal.

This Bulletin is printed and despatched by The Express Typewriting and Duplicating Service, 2nd Floor, Queen Insurance Buildings, Dale Street, Liverpool, on behalf of The Liverpool Nautical Research Society. The Society holds its meetings on the second Thursday of each month, September to May, at Merseyside Museums, William Brown Street at 7.30pm.

Postscript: Editor's new address is Flat 12, Ashton Court,
Sandon Road, Southport PR8 4QH (from 19th Feb 1983)

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

Old boats low-moored upon the channel's edge,
Asleep and dreaming of tomorrow's tide;
A mist of nets along the paling - ledge,
A spread of sailcloth that the sun has dried;
A group of fisherfolk with southern eyes,
And accents borrowed from a bygone day,
The scream of seagulls and the far-off cries
Of wild-fowl flying home from Hilbre way.

John Pride (on Parkgate)

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April-June 1983

FEBRUARY MEETING

On the tenth of the month, Mr James E Cowden spoke to us on the subject of "An Ocean of Ships".

In conjunction with fellow member John Duffy, our speaker has been putting together the history of vessels owned by Elder Dempster Line, Blue Funnel Line and their subsidiary companies from 1852 to the present day.

This work covers 542 ships and surely warrants putting into book form. Included in this mass of research work are the vessels of

Alfred Holt, which with Elder Dempster's fleet are now referred to as Ocean Fleets. Fifty years ago it would be difficult to contemplate the joining up of forces by these two Liverpool-based shipping companies, but we have seen it happen through a variety of reasons.

The aptly named FORERUNNER heads the fleet list of the African Steamship Company and she was a product of John Laird's shipyard at Birkenhead. Then followed FAITH, HOPE and CHARITY!

The other main company managed by Elders was the British and African Steam Navigation Company, and it was in their BATANGA that Mary Kingsley, the missionary, travelled to West Africa in 1893.

NYANGA came into the fleet in 1900, being one of ten ships known as the PRAH class. In 1914 when off Teneriffe she was stopped and boarded by the German raider KAISER WILHELM DER GROSSE. NYANGA was scuttled but the crew safely reached Las Palmas. Ten days later the German raider was sunk by HMS HIGHFLYER.

Early in 1900, the leading light in Elders - Alfred L Jones was asked to set up a shipping line to operate from Antwerp to the Belgian Congo (now Zaire). And thus came Elder's interest in Compagnie Maritime Belge du Congo. LEOPOLDVILLE was built in 1908 for the Belgian company, to carry 138 passengers. In 1917 she was transferred to Elder Dempster and was renamed ABINSI, being scrapped in 1933. This reporter remembers her Wednesday afternoon sailings from Princes landing stage.

In 1912 seven sisters came into the fleet one of which was EBOE. They carried 12 passengers. EBOE gave 26 years of service, then becoming the Italian FORTUNSTELLA, before being acquired by the Argentine Government, when in 1942 she was torpedoed by U 202 southwest of New York.

In 1921, CARIBOO, COCHRANE, CALGARY and CALUMET were introduced into Elder's service between Canada and Capetown. CARIBOO lasted only four years, for she was lost on the coast near East London. Fifty years later, the wreck was located and a valuable cargo of copper was salvaged.

In the 1930's, the fleet was augmented by six ships - WILLIAM WILBERFORCE, ALFRED L JONES, HENRY STANLEY, MACGREGOR LAIRD, MARY KINGSLEY and DAVID LIVINGSTONE. Of these, four were lost in the second World War, but MARY KINGSLEY and MACGREGOR LAIRD survived to give many more years of service.

Our speaker related what happened to APPAM when she was stopped and boarded by the German raider MOEWE in 1916. The Germans, perhaps reluctant to sink such a fine ship which might later suit their war needs, sailed her across to Newport News where a legal wrangle ensued. She was later handed back to her owners and was scrapped at Milford Haven in 1936.

ADDA was the first mail ship with diesel engines and after a cat and mouse game with U.107 ADDA was torpedoed near Freetown in June 1941.

ACHIMOTA of 1932 was to have been the only two funnelled Elder Dempster passenger ship. When on her sea trials, the severe recession of the 1930's caused her to be returned to her builders, Harland and Wolff Ltd, Belfast. She was laid up for a long period and finally sold to Huddart Parker of Melbourne for £345,376 and renamed WANGANELLA. She served in Australasia until scrapping in 1970.

ABOSSO of 1935 was built by Cammell Laird and made her maiden voyage under the command of Capt Shooter. In May 1941 she was attacked by Focke Wulf aircraft but survived the attack. In October 1942 when on passage from Capetown to the UK unescorted, she was intercepted by U.575. A spread of four torpedoes was fired and ABOSSO was hit amidships, stopped and took on an increasing list. Another torpedo was fired and she sank by the head. The German Kapitan Heydemann saw in his searchlight beam rafts and boats loaded with soldiers in uniform, and withdrew to rendezvous with the tanker U-boat U.463 as he had less than 3 tons of diesel oil remaining.

In April 1941 SWEDRU was bombed and set on fire when 150 miles west of the Donegal coast. Captain Little, five passengers and fourteen crew lost their lives, with a few survivors being rescued by HMS GLADIOLUS. SWEDRU was one of six "S" class ships dating 1938/39, and her burning hulk was sunk by a British warship's torpedo.

In May 1941 another "S" class ship - SANGARA - was lying at anchor off Accra. U.69 (Kapitan Metsler) sighted her, thought she was steaming, and fired one torpedo which hit near the stern. In fairly shallow water SANGARA settled on the bottom in an upright position. (Editors note - a Wallasey officer Mr Themans, went into the damaged part of the ship to make an assessment, and was not seen again. His widow, a former manifest clerk with Elders, is living in New Brighton).

And there SANGARA lay until April 1943, when two locally based engineers bought her for £500, and she was towed to Lagos Roads, and owing to port congestion, to Duala where her remaining cargo was sold.

She was then repurchased by Elder Dempster, towed back to Lagos for a complete refit, and in 1946 arrived at South Shields in tow of the tug SEAMAN. She was back in regular service in April 1947 under Capt Bristow and served until September 1960 when she arrived at Preston for demolition.

At the end of the War in 1945, there were no Elder mail-boats remaining, ABA being a hospital ship did not re-enter service. So in 1947 ACCRA and APAPA came on to the mail service, from Vickers yard at Barrow. But passenger carrying by sea was already being hit by the airlines and by 1975 both ships had been phased out.

AUREOL had been delivered in 1951 from the yard of Alexander Stephen, with a passenger capacity of 309. One of the most handsome liners to have used the port of Liverpool, she sailed regularly on the Wednesday afternoon schedule from Princes Stage until 1972. She was then based at Southampton for economic reasons, but by November 1974 her viability had slumped and she was sold to Greeks who named her MARIANNA IV. She did some cruising and was an accommodation ship at Jeddah.

And so came the end of passenger carrying by sea, and turning our attention to cargo ships, after the disappearance of the "S" class, Elders brought on the scene six new "D" class - DUNKWA, DARU, DUMURRA, DEIDO, DIXCOVE and DEGEMA and after these came the "F" class FOURAH BAY, FIAN, FALABA, FREETOWN, FULANI and FORCADOS.

It was not long before the "container" revolution arrived. The West African infrastructure did not lend itself to a full containerization process right away, but as time went on, the "D" and "F" class ships were phased out, and into service came the "combo" ships - the carriers of both containers and break-bulk cargoes. The first of these was SHONGA, followed by SHERBRO and SOKOTO, all built in Poland. Later on, some of the Blue Funnel "combo" ships were transferred to West African service, like MARON, MELAMPUS etc.

Up to this point, in a very well illustrated talk, Mr Cowden had told us about Elder Dempster ships, and told us too, of the places after which they were named. But now, he switched to that other partner in the "Ocean" consortium - Alfred Holt's Blue Funnel Line.

So that we can do justice to Mr Cowden's research, the last part of his talk dealing with Blue Funnel ships will be recorded

in the next issue of the Bulletin.

The slides of West African ports, rivers and local craft were very much appreciated by our members.

N.R.P.

There came the Spaniards, there came the Greeks,
There came the Pilgrims in leather breeks,
There came the Dutch, and the Poles and Swedes,
The Persians too, and perhaps the Medes,
The Letts, the Lapps and the Lithuanians,
Regal Russians, and ripe Roumanians.
There came the French, and there came the Finns,
And the Japanese with their formal grins.
The Tartars came, and the terrible Turks --
In a word, humanity shot the works,
And the country that should have been Cathay
Decided to be. . .

the U.S.A.

Ogden Nash

THOSE WERE THE DAYS.....

Have I been a member of the Society for over 25 years? I can hardly believe it! The recent news item in the Bulletin really set me thinking. I wondered just which merchant naval developments had drawn my attention a quarter of a century ago, and I dug out some old notes.

1958 saw the completion of PENDENNIS CASTLE of 28,582 tons gross, remarkable not only because she was the only large passenger liner completed in a British yard that year, but because she was the first ship to be placed in service after the merger of the Union Castle Line and Clan Line. The new British and Commonwealth management had caused the existing plans for her to be modified quite extensively. PENDENNIS CASTLE was lengthened in her midship body to accommodate Denny Brown stabilizers, and she was given finer lines at the bows to increase her service speed to 22½ knots.

Interesting though the new liner was however, my principal concern was, and still is, with tramp ship developments. In 1958 six vessels attracted my particular attention: BARON JEDBURGH, CLEVELAND, ESSEX TRADER, GLOXINIA, LA MAREA and WEYBRIDGE. Of the six, the most

unusual by the standards of the time were WEYBRIDGE, constructed by Barclay Curle & Co for Watts, Watts & Co (Britain Steamship Co) and GLOXINIA of J Robinson & Sons' Stag Line, put into the water by John Readhead & Sons Ltd.

WEYBRIDGE had two hatches forward of the bridge, which was itself situated at the forward end of a long centrecastle with three more hatches on it. Aft of these was the engine room and number six hatch was situated right aft. She had a rather stiff appearance relieved only by the curve of the line between the grey and white paintwork on the hull, and a definite sheer towards the stern. The observer's eye was taken by the prominent knuckles forward and aft designed to improve her seakeeping properties. As with the earlier WINDSOR class much original thought had gone into her design and one wonders how she actually performed in service - both at sea and when cargo was being worked.

With her sister PHOTINIA, GLOXINIA represented the ultimate development of the large, ocean-going raised quarterdeck design introduced by Readheads in 1952. They were remarkable for their adaptability. Some members may recall that PHOTINIA was readily converted to a cable-layer and put down power lines between the north and south islands of New Zealand.

Buries Markes Ltd went to Bartram & Sons Ltd for LA MAREA and she not only had her engines aft, as in the case of GLOXINIA, but her bridge and all her accommodation as well. She had a better appearance than RISELEY completed the previous year by Swan Hunters for the Thomasson Shipping Co, managed by Stephens, Sutton Ltd which had claimed the distinction that she was the first large British dry cargo ship to have such arrangements, but she looked awkward and was the herald of much ugliness to come. In addition to her suitability for the usual range of bulk and break-bulk cargoes, LA MAREA was fitted with special decks for the carriage of cars.

Of the last three ships the best looking was ESSEX TRADER from Austin Pickersgill Ltd for the Trader Navigation Co Ltd. she had a well balanced profile with raked masts and funnel, and a family likeness to WELSH TRADER, which had taken my eye whilst she lay in the Mersey in 1955. BARON JEDBURGH built by Readheads had a generally similar lay-out to ESSEX TRADER and was noteworthy as the first motorship after a long run of steamers in the fleet of her owners, H Hogarth & Sons Ltd. At 8,619 tons gross, CLEVELAND with her compact superstructure just aft of

amidships was the largest vessel yet built for Stephenson, Clarke Ltd and granted their concentration on colliers and bulk carriers, unusual as a shelterdecker.

In 1958 British shipbuilding was held to be technically efficient, if managed with too keen an eye on the past. Its output had remained static for three years whilst that of Japan and Germany had expanded sensationally. Britain still had the largest active merchant fleet, but as Professor Sturmey was to demonstrate four years later in "British Shipping and World Competition" its management sometimes left much to be desired. Twenty-five years on - what a sad state of affairs greets one's eyes.....!

Alan McClelland

In pools beyond the reach of tide
The Senior Service cartons glide
And on the sand the surf line lisps
With wrappings of potato crisps.
The breakers bring with merry noise
Tribute of broken plastic toys.

John Betjeman

INQUIRY -- BERT'S BARGES AND THE MARY CATHERINE

The Maritime Museum recently received an inquiry concerning Bert's Barges, a company which traded from Drury Lane, Liverpool, between the Wars. In 1916 the company became a major shareholder in MARY CATHERINE, the first sailing vessel built of iron in North Wales. Initially rigged as a schooner and later as a ketch, MARY CATHERINE was built at Amlwch in 1858 and was seventy feet in length. At some stage she was reduced to a barge and in 1939, after a working life of 81 years, she was broken up for scrap. There are many gaps in her documented history, particularly during her period of Liverpool ownership. Any information concerning either Bert's Barges or MARY CATHERINE would be gratefully received by David Williams, Assistant Keeper of Maritime History, Mersey Maritime Museum.

NEW NAMES FOR OLD

ASIA WINDS
 APOLLON
 ALTENBELS
 AFON CADNANT
 AL ATTARED
 AL MOSHAREE
 AL ZAHRAH
 AL ZOHAL
 ARCTIC GAEI
 ATHENIAN REEFER
 AL QUAMAR AL SAUDI II

BINSNES
 BRIERFIELD
 BEACON GRANGE
 BRICK DODICESIMO
 BENEDETTO SCOTT

CELTIC ROSE
 CREST HILL
 CHARITAS
 DAVAK
 EYNE
 EARL WILLIAM
 EARL OF SKYE
 FOUAD K

GRAIGLAS
 IMPLACABLE

IERANTO
 LINDENBELS
 MALDIVE VISION
 MARGARITA L

NEWCASTLE
 NEW FORTUNE
 NORTHERN HORIZON
 OCEANIA FREEZER

PEN SURVEYOR
 PSARA REEFER

ex ADVISER (1977)
 ex CICLONE (salvage tug - 1969)
 ex STRATHESK
 ex BD 15 (tug)
 ex MATINA
 ex MOTAGUA
 ex MUSA
 ex MORANT
 ex BENJAMIN BOWRING
 ex WILD CURLEW (1973)
 ex DANA SIRENA ex DANA CORONA ex
 TREKRONER (1970)

ex LORD CURZON (1981)
 ex LA SIERRA (1981)
 ex ORDUNA (1973)
 ex ARUNDEL (1956)
 ex CAIRNRANGER ex MOUNTPARK
 (1971)

ex MARIYOS I ex FOXTONGATE (1963)
 ex TIMARU STAR (1967)
 ex BRITISH IVY
 ex FERNHURST
 ex MEYNELL (1973)
 ex VIKING II
 ex BRITISH CENTAUR (1965)
 ex BOOKER VULCAN ex SEAHAWK
 (1968)

ex BENWYVIS (1974)
 ex CHAMRON SIROCCO ex SEA SETTER
 (tug)

ex SUSSEXBROOK (1970)
 ex STRATHEWE
 ex AEGIS (1961)
 ex WINDSOR CASTLE (accom.ship -
 Jeddah)

ex BRITISH WILLOW (1965)
 ex BRITISH HAWTHORN (1964)
 ex MARBELLA (trlr)
 ex ALAUNIA ex CARDIFF CLIPPER
 (1973)

ex ARNET ROBINSON¹/₂
 ex BALMORAL UNIVERSAL ex BALMORAL
 CASTLE ex CLAN ROBERTSON (1965)

PETROSTAR XVII	ex BRITISH HAZEL (1964)
REEFER DUKU	ex WILD FULMAR
ROMANA	ex SURREYBROOK (1971)
RHEINBELS	ex STRATHELGIN
SIGMA I	ex VELET ex HAVELET (1964)
SAMOS LUCK	ex BALLYRORY (1963)
SANTA BARBARA PACIFIC	ex AFRICA PALM (1972)
SUNBOAT	ex VIKING VICTORY
STAVROS H	ex SOLENTBROOK (1972)
SYROS REEFER	ex KINPURNIE UNIVERSAL ex KINPURNIE CASTLE ex CLAN ROSS (1966)
USS SIRIUS	ex RFA LYNESS
USS SPICA	ex RFA TARBATNESS
SIR CARADOC	ex GREY MASTER (1973)
SIR LAMORAK	ex LAKESPAN ONTARIO ex LADY CATHERINE (1972)
TANNENBELS	ex STRATHERROL
UNION JONI	ex RATHMORE ex ALK (1971)
UTILITAS	ex BRITISH POPLAR
VIOLETTE	ex HAJE NAIME ex BRATHAY FISHER ex CALDERON ex BRATHAY FISHER (1971)
WAYFARER	ex GRACECHURCH ex CITY OF SPARTA ex SORRENTO (1957)
WAMERU	ex LOKOJA PALM
WHITBY	ex WILTON (tug - 1956)

PADDLE STEAMER NEWS

The paddler WAVERLEY has a very full programme of coastal cruises from April to September. She will not be in the Mersey area this summer, but will serve Bristol Channel, South Coast, Thames and North-east coast as well as the Clyde estuary. Space does not allow of itineraries being shown in the Bulletin, but the complete programme is held by Gordon Ditchfield and Ray Pugh, to whom inquiries can be made. It is unfortunate that the support and co-operation she received on previous visits to the Mersey did not encourage a repeat.

KINGSWEAR CASTLE's restoration work goes ahead on the Medway but her future area of operation has not yet been decided. The River Dart has been considered, or possibly a berth at Chatham now that the Naval base is closing down. On 20th November last her engines ran for the first time in 15 years. After all the generous donations which have been made to get the paddler back in service, it will be crucial to have her placed where she will attract good tourist support.

MARCH MEETING

Mr M Myers gave us a most interesting illustrated talk on Thursday 10th March about the painting of pictures of historic subjects, and the amount of research and sometimes photographic assistance which goes into their production.

The title in our programme was "West Country Ships and Ports" which misled this reporter, although the significance of this became clear as being allied to art. The painting of a picture of some historic maritime event must present its atmosphere as truly as possible. The artist must depict a particular ship, knowing something of her construction and giving as true a rendering of background as possible. Climate also comes into it, whether tropical temperate or Arctic - even the time of day. For assistance, there may be contemporary pictures for guidance showing the probable rig of a vessel.

As the first example on the screen Mr Myers showed us a stern view of the Gloucester tug PRIMROSE. He had been asked to paint a picture of her before she was dieselized. The dumpy funnel had to be replaced with a tall thin one, and the finished painting showed her steaming off Minehead.

Units of the Falklands Task Force arriving back at Devonport presented fewer problems, and although the artist was not there, photography was a reliable aid in showing an "A" class frigate passing Drakes Island.

The next example was HMS KELLY entering a Norwegian fjord at speed, and Mr Myers reckoned he had got the craggy background right, as he had since been there. This writer was not wholly happy about KELLY's profile, and the fact that her radio aerial was rigged between the mast and the stern ensign staff, which would be unusual.

The speaker assured us that there are many fields to master in composing this sort of painting, and showed us some lovely colour slides of GOLDEN HINDE, NONSUCH, STAR OF INDIA, WAVERTREE and MILLOM CASTLE.

Comparisons in the environment are also important. Given only biblical description, how could one portray NOAHS ARK with any degree of exactitude? This applies to the vessel as well as to her surroundings.

Mr Myles showed us his painting of MARY ROSE, done before

she was raised, but how do we know that the Maritime Trust's information has not had to be amended since she came to the surface?

We were shown the waterfront of Bideford in 1850, giving a good insight into the type of ship berthing there at that time. A painting of HMS RESOLUTION on the British Columbian coast in the nineteenth century, was based on plans in the National Maritime Museum.

The church on the hill at Totnes was known to have been there in the galleon epoch, and we saw two views of the River Dart and its typical shipping of those times.

We also saw the dramatic picture of PETER & SARAH caught in a hurricane off Ilfracombe in 1859 and trying to avoid a lee shore.

At the end of the meeting, the vote of thanks to Mr Myers was proposed by Mr Davidson who described our speaker as having the eye, head and heart of a sailor and scholar. We showed with acclamation our enjoyment of the talk.

N.R.P.

The sky is clouded, the rocks are bare,
The spray of the tempest is white in air,
The winds are out with the waves at play,
And I shall not tempt the sea today.

Francis Bret Harte 1839-1902

APRIL MEETING

"Marine Painters of Liverpool" was the title of a fully illustrated lecture by Mr S Davidson on Thursday 14th. In the last century, the industrial revolution and all the technical innovations therefrom, benefitted Liverpool whose position was so convenient to the industrial areas. But Liverpool, said Mr Davidson, was not really in the best position for harbour shelter on the Mersey Estuary. With the prevailing winds, the Sloyne with Tranmere and Rock Ferry would have been a better location for the system.

With the heyday of Liverpool, came several marine painters of note. To them, portraits of ships were a speciality, and with close study and perhaps sea experience, their clientele was assured. Photography had not really come into its own and ship owners and collectors were quick to purchase outstanding works in oils or water colour.

The less well known artists had to look around for a buyer for

their output, and could not expect to work on commission from shipowners or shipbuilders. For anyone trying to make a living this way, things must have been precarious.

For a time, Samuel Walters and to a lesser extent, Walter Shannon put all others in the shade. Fortunately a great many of Walters' pictures exist and are highly prized. On the screen we saw his painting of JAMES BAINES, and the abandoned hulk in Morecambe Bay, holding to two anchors in very heavy seas. The fitful stormy sunshine through heavy cloud glanced off an angry green sea.

We had an example of a Whitehaven "snow" by Hurd and also by the same artist a beautifully detailed painting of Douglas Bay, as seen from the Head, with Maughold Head in the distance.

John Hughes painted No.4 Pilot schooner giving us a good idea of what these wonderfully seaworthy vessels were like. J Brereton of about 1834, showed us the fairly new Perch Rock Lighthouse and Battery at New Brighton, with in the foreground, a man with a shrimp net. This was something that photography, had it existed, could not have surpassed.

We saw the work of William G Yorke, in a scene during a race for the Americas Cup in the 1880's. Then there was W H Yorke whose paintings of Larrinaga vessels were shown in slide form.

Charles Ogilvie painted Pilot Schooner No.1 which bore the name QUEEN. Most of our members know the famous painting called "Follow me" showing No.2 pilot schooner leading a bevy of vessels over the Mersey Bar in heavy seas. This was painted by Joseph Witham about 1881.

Parker Greenwood painted Cunard's ALEPPO with very nice effect.

Continuing the showing of slides we saw a most attractive stern view of a sailing ship on a placid sea by Thomas Hampton Jones of Birkenhead.

And then we came to the Brown's. Edwin Brown was the father of Sam Brown and we saw a beautiful painting of a coaster rounding Arranmore Lighthouse by Edwin. This reporter would like to have seen more examples of Sam's work; the one shown being of Princes Landing Stage with a White Star BALTIC type liner in the offing, about 1923.

As I went to Wallasey Grammar School with Sam's son Edwin and once had tea with the family, I am always impressed with his Mersey scenes and the work he was commissioned to do for the Booth Line up the Amazon, and for Lamport and Holt to mention only two shipping companies who used his talent in calendars, ship menus etc. Sam was a quiet unassuming man, as one would guess from the family group shown by our speaker. We all enjoyed Mr Davidson's talk, and how good it is that colour photography has made possible the retention of these beautiful works of art. Their creators could never have expected that their works and their names would live on.

N.R.P.

They sailed. They sailed. Then spake the mate
"This mad sea shows his teeth tonight.
He lifts his teeth as if to bite!
Brave Admiral, say but one good word:
What shall we do when hope is gone?"
The words leapt like a leaping sword:
"Sail on! Sail on! Sail on! and on!

Joaquin Miller 1841-1913

CURIOSITY REWARDED

One of my scrapbooks for 1967 has a photograph with the caption - "NORSEMAN - hull built at Birkenhead for Norwegian owners, being towed to Middlesbrough for completion. WILLEM BARENDSE completed the tow in 4 days." The 29,000 ton ship with eight hatches but minus superstructure and funnel is passing Seacombe in charge of Cock tugs, as far as the Bar. I have always wondered what happened to this vessel, the order being placed in this way, and Cammell Laird strikes not being the reason for her sailing uncompleted. But now in 1983 the mystery is solved, for I was researching a vessel named PAN WESTERN with signal letters D7SF which is a bulker trading on the high seas, and this is her. The Norwegian owner sold her to the South Koreans in 1975 and she is now registered at Busan.

N.R.P.

MAY MEETING

The Society's 41st Annual General Meeting on 12th May was to have been held at the Merseyside Museum in William Brown Street, but whilst workmen were carrying out repairs to the roof near the Clock Gallery,

a fire was caused. The Fire Brigade and Liverpool Salvage Corps were quickly on the scene, the building was evacuated and the street closed off at about 2.30pm. An announcement was made in Radio Merseyside's 4pm news broadcast. With a Society Council meeting to start at 6pm and the building being affected by smoke, a new venue had to be found and as many members as possible informed. This meant a lot of frantic telephoning and our new Hon Secretary Jill Sweetnam, was caught up in the emergency and coped admirably.

The Council meeting was held in the cafe of the Maritime Museum on the Pierhead - a very comfortable room with a view over the Mersey. We were a little late in starting business, and owing to security measures had to vacate the building at 9pm after the general meeting, with about thirty members attending.

Jill has numerous ideas for talks next season and the first meeting will be on Thursday, 8th September.

Mike Stammers has asked to be relieved of his duties as Hon Secretary having been appointed Curator of the Maritime Museum, in which post we all wish him well. Jill Sweetnam has now taken over in that capacity and the post of Assistant Secretary and Archivist is being filled by Alan Scarth, also of the Museum staff. Keith Griffin regrets that owing to business commitments he finds he can no longer serve on the Council, but remains a member. His place on the Council has been filled by S Davidson, whom we are pleased to welcome.

It was with much regret that our Chairman, John Lingwood told us that the matter of the Presidency has still not been resolved. The gentleman whom we asked to take this onerous post four years ago has not put in any appearance and has retired from business life to the country. Ray Pugh reminded members that we need someone to take a fatherly interest in the Society. The first President, back in 1938 was Lord Derby, followed by Sir Ernest Royden who, during his term invited all members to his home at Frankby Hall. Later, we had Arnet Robinson from 1962 to 1972, and he was knighted during his period of office with us. He took an active interest and was at our meetings several times in the clubship LANDFALL. On his untimely death he was much missed and several of us attended his funeral at Hoylake. Then came Ronald B Summerfield from 1972 to 1976, largely as a reward for the many years he had tended the Society, helped of course by his good wife Betty, who is happily still amongst us. But since 1976, we have been virtually without a

commodore. Perhaps it is rather early to say who will be the next holder of the post, but members are aware that a respectful approach is being made to James Fitzpatrick, Managing Director of the Mersey Docks and Harbour Company and we are hopeful that he will accept.

In the financial field, with a membership of little over 100 there is some concern. It is not proposed to increase subscription rates this year, but to take economy measures pending a further review during the next season. Meantime, our heaviest item of expenditure, the Bulletin, will be limited to twenty page issues, where they have been running at 24 or 28 pages. The folding and mailing of the printed sheets will be the work of Society volunteers, who will meet once in each quarter to carry this out. A number of volunteers came forward at the meeting.

We would very much like to increase our membership, and therefore our income, and our Chairman invited suggestions for advertising the aims of the Society on Merseyside. May we solicit the individual efforts of our members to this end? Raffles and auctions of books may be arranged in the coming season. The Chairman would like to see designs drawn by members for advertising purposes.

It was announced that the GOLDEN HINDE replica is likely to make another visit to Liverpool in 1984, and that a very enjoyable prior occasion between World Ship Society and ourselves will be possible to repeat.

Plans are afoot to make the Christmas Social a joint occasion between World Ship Society and Liverpool Nautical Research Society in December of this year. This will help to foster the comradeship of two societies with different interests, though basically both maritime in nature.

Time was quickly passing, when Ray Pugh suggested that a vote of thanks be passed to Mike Stammers, who was unable to be present. Mike took over as Hon Secretary fourteen years ago from Edward Paget-Tomlinson, and has served us nobly ever since, using much originality to find us fine speakers in a large variety of subjects. Ted Tozer rose in hearty support and there was mention of a signed address to Mike. But also, the suggestion was made that as a constitution states that there can be four Vice Presidents, where we only have three, Mike would complete a quartet. This was put to the general meeting and carried unanimously, and so we hope that the recipient will partake of our future council meetings in the usual ex-officio capacity, (he will not be expected to wash up after coffee!)

Keith Griffin brought along a framed print of one of his pictures - the New Zealand Shipping Co's WAITANGI. There was also a large framed picture of the 4-funnelled MAURETANIA, and round the walls, sailing ship paintings by an artist named Tufnell. Ray Pugh showed some of his watercolours, mostly of Manx and North Wales steamers.

So, dear reader, when September comes perhaps you will bring along a friend who may become a member and swell our ranks. Ted Tozer is as ever, keen to stabilize the annual subscription. We look forward to meeting again after the holidays.

N.R.P.

THE LOSS OF PADDLER BOUBOULINA, 1867

Jones Quiggin & Co of Liverpool, built the paddleboat COLONEL LAMB for service in the American Civil War, and there is a fine model of her in our Maritime Museum. On her return to Britain she was renamed ARIEL and bought by the Greek Government who renamed her BOUBOULINA. The Greeks also bought her sister ship PENGUIN which they renamed AMPHITRITE.

BOUBOULINA lay in the Mersey, with a crew of 73 hands, both Greek and English sailors, and with one passenger for the Piraeus, a Liverpool broker Mr Aristides Gialoussy. At 6am one morning "whether by excess of steam in the boilers, or by the ignition of the store of gunpowder, or by the accumulation of inflammable gas in the coal bunkers, an explosion took place which broke the vessel into three pieces. Many of the men on board suddenly found themselves in the water, and about thirty were rescued by the Rock Ferry steamer ANT, which hastened with the boats of GREAT EASTERN and of HMS DONEGAL to their assistance. A dozen, or nearly that number, nevertheless, were drowned. The vessel, as we have stated, seems to have had her back broken by the force of the explosion. The middle part went under water immediately, whilst the extremities were kept afloat by the air in the watertight compartments. The after section presently broke off near amidships, and floated with the tide some 200/300 yards down river, where it grounded and flooded. The fore part suddenly went down at noon on the same day. It lies on the edge of the middle bank between Garston and Bromborough."

The full report can be seen on page 9 of "The Times" for 30th November 1867, and "The Illustrated London News" for 14th December 1867 has an artist's impression of the event in the form of an engraving.

The account in our last issue of the LOTTIE SLEIGH explosion, activated our Brighton member Ian Grant to send this BOUBOULINA story, for which we thank him.

MERSEY AND GENERAL NEWS ITEMS

Before the end of 1983, the B & I passenger terminal will be situated at North Brocklebank Dock. There have been lengthy negotiations with the M.D. & H.Co and the cost will be in the region of half a million pounds.

The cross-channel motorship PEN AR BED has been mentioned as the ship to be used on the new Heysham-Belfast service.

Two new pilot launches are due to come into service on the Mersey. They have been built in Essex and will be named DUNLIN and KITTIWAKE. Maximum speed will be 21 knots, attained by 2 Volvo marine diesels; hull, aluminium alloy.

Liverpool Docks have had a record season for Canary Island produce including tomatoes and the Fruit Importers Association is delighted with the co-operation and service given. The two ships chiefly concerned have been the 6000 ton refrigerated SUSURAN and HAMANASU.

The Irish coaster DAUNT ROCK was on passage from Derry to Heysham, when fire broke out aft. She was towed back to port by FOYLEDALE and on 2nd May reached the Mersey for repairs in tow of the Bromborough tug DUNHERON.

During bad weather in the Shetlands, the new car ferry HENDRA built by MacTays at Bromborough was blown on to a breakwater at Laxo. A propeller blade was bent and when she was inspected at Lerwick, the propeller shaft was also found to be bent.

ROYAL IRIS is to continue 2-hour cruises on the Mersey this summer. She will leave Liverpool Landing Stage at 1505, with a week-day fare of £1, and on Sundays and Bank Holidays £1.20.

HMS EDINBURGH was launched from Cammell Laird's yard at Birkenhead on 14th April. There is still hope that further naval work will come to Birkenhead, even though the yard is keyed to oil rig construction.

HMS NOTTINGHAM, the 9th Type 42 destroyer was commissioned into the Fleet on 8th April under Commander Nigel Essenhigh.

Twenty-one members of the Green Peace nature preservation trawler SEA SHEPHERD II ex ST GILES, were taken into custody by the Canadian authorities for interfering with a seal cull amongst ice floes in Northern Canada. They were released on condition that they did not again approach within half a mile of operations, and did not discuss what went on, with the "media". The case made out against the preservationists seemed poor, if not clumsy. The side trawler ST GILES was once a unit of the British deep sea fishing fleet.

HMS PLOVER, a new type of patrol boat for use at Hong Kong was launched in Aberdeen in mid-April.

To act as a floating restaurant at Newcastle, CALEDONIAN PRINCESS was towed there from Newhaven in all-white livery. The tug for this coastal job was PULLWELL DELTA ex DUNCAN ex WORKMAN, (1963). Other Pullwell tugs are BRAVO ex HENDRIK II, LIMA ex CRAIGLEITH (1958) and VICTOR ex CAMPAIGNER (1957).

The B & I Line continue to use CONNACHT and LEINSTER on the Dublin/Liverpool and Dublin/Holyhead services, with INNISFALLEN ex LEINSTER on the Rosslare run. The jetfoil CU NA MARA, whose cost and non-viability made large inroads into B & I finances, is laid up at Arklow. TIPPERARY deals with containers on the Dublin/Fleetwood run and although she uses the same berth as Pandoro's BUFFALO, the two operators compete for trade separately.

Using WICKLOW and KILKENNY, B & I have a twice-weekly cargo service from Dublin to Havre, Rotterdam, Bremen and Hamburg. The Irish Continental Line are to start a passenger service this summer between Cork and Havre using ST KILLIAN and ST PATRICK II.

Irish Shipping Ltd have sold the two 27,000 ton bulkers IRISH OAK and IRISH LARCH, and have a 72,000 ton ship fitting out at the Verolme Dockyard, Cork. she should be in service in June or July 1983 and as Verolme have no more orders, large lay-offs of labour are expected.

When waiting to enter Lagos harbour, the 32,000 ton Norwegian tanker BRUSE JARL was ransacked by armed pirates. The crew of 27 asked to sign off. The owners of the Norwegian tanker SLETFJORD which is frequently on the "coast" have engaged four Hausa tribesmen to guard her whenever she visits Lagos. They are excellent marksmen with bows and arrows, and so far no pirates have dared approach.

The gas pipe-line from Algeria to Italy is due to come into use in June.

In March, the largest cargo of British barley ever to be shipped, left Birkenhead for North Africa in the Singapore registered IKAN BELANAK. A 16,000 ton load.

SPIRIT OF MERSEYSIDE is the name given to a replica of a 19th-century Liverpool pilot schooner, being built in our port. Under the auspices of the Mersey Maritime Trust she is being built as a youth project scheme; shipowners have contributed £100,000. With her launch in April 1984, she should be ready to lead in the "tall ships" from the Bar.

Paddler WINGFIELD CASTLE has arrived at Swansea to be a floating restaurant there.

MIGHTY PEARL ex SEA PEARL ex CUSTODIAN (1961) went aground last winter in the Bahamas and became a total loss. She is well remembered on the Mersey in Harrison colours.

Of all the 15 or so 'M' class super tankers built for Shell in the late 1960's, MACOMA alone remains trading. TAZERKA ex MUREX is now a storage barge off Tunisia.

The tug SEALCARR, Leith registered, was floated off McTay's slipway at Bromborough in Thursday 14th April, and entered Vittoria Dock for fitting out. A further tug was floated off the same slipway on 12th May.

The second floating hotel, Bibby Line's SAFE ESPERIA was safely stowed on board DAN LIFTER at Gothenburg, and was due at Port Stanley before the end of April. A third hotel named BARGEMAN is also on the way. There is accommodation for about 1000 servicemen on each "craft".

The BETELGEUSE explosion at Whiddy Island in January 1979 when fifty people lost their lives, closed the oil terminal down, and so it has remained. In the present state of the oil market, its reopening cannot be foreseen.

Cubitts Northern of Bromborough have secured the contract from the Merseyside Development Corporation for the restoration of Block D of Albert Dock Warehouses. This will form the extension to the Merseyside Maritime Museum, and the work is to be completed by the summer of next year, the restoration of water in the dock system has already been completed. These historic warehouses were opened in 1846 and had taken five years to build. They sustained some bomb damage in the last war.

The Merseyside Development Corporation have applied to Wirral

Council for permission to fill in seven dry docks at the Western Shiprepairer's site, Birkenhead. Rose Brae No.1 dock will not be affected, as that one has the best potential if and when ship-repairing on a large scale is again carried out in the port. The MDC have also decided to refurbish buildings at Woodside lairage.

During PEVERIL's overhaul in Manchester in May, the chartered STENA SAILER ex DUNDALK has made the daily cargo run from Douglas to Liverpool. PEVERIL is, of course, ex NF JAGUAR and I notice that she is now the longest ship in I.O.M.S.P's fleet.

In May the Harrison Line's ASTRONOMER, built 1977, was taken in hand at Cammell Laird's yard for conversion to Royal Fleet Auxiliary RELIANT, on long charter to the Ministry of Defence.

SOCIETY NOTES

The Society is not profit-making but naturally has to balance income and expenditure. At the present time, this means economising, especially in our largest cost item - the Bulletin. To this end, it is intended to limit each issue to twenty pages which will arrive in the mail quarterly. It is hoped to produce Vol.XXVII No.3 at the end of August and this will include material crowded out this time, including a rather larger than usual "List of Ships to the Breakers". "Mersey Notes" and "General News Items" will be merged for the time being so as to produce a more compact format. The Editor wishes to produce the best possible maritime journal with a Merseyside flavour, and is open to suggestions, and contributions, preferably typed.

Happy sailing, and may we come together again, truly refreshed in September!

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

B U L L E T I N

Merseyside County Museum
William Brown Street
Liverpool L3 8EN

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

And are ye sure the news is true?
And are ye sure he's weel?
Is this a time to think o' wark?
Ye jades, lay by your wheel;
Is this the time to spin a thread,
When Colin's at the door?
Reach down my cloak, I'll to the quay
And see him come ashore.
For there's nae luck about the hoose,
There's nae luck at a';
There's little pleasure in the hoose,
When our gudeman's awa'

W J Mickle - "The Sailor's Wife"

Vol.XXVII No.3

July-September 1983

MEETING OF MARITIME MUSEUM ADVISORY COMMITTEE

The Liverpool Nautical Research Society was invited to send a representative to the meeting of the above Committee. Its constitution is of members of Merseyside County Council and persons from several official bodies with an interest in Merseyside Maritime affairs, including Liverpool University.

At the L.N.R.S. council meeting it had been decided that the current Chairman would be the representative. John Lingwood would normally have attended the June Committee meeting, but for business reasons he was unable to attend, and the vice-chairman H M Hignett, deputized.

The architect for the Maritime Museum, Mr J Carmichael, gave a report on the progress of the work at present being carried out on the "D" block warehouse at Albert Dock, which will become the main building of the Maritime Museum. Preliminary plans for alterations to the structure, architectural improvements and proposed layout of exhibits were explained.

Undoubtedly whilst the limited use of "D" block will be a great improvement, the completed project in 1986 will be a superb museum, with exhibits of which all Merseysiders can be immensely proud.

The Director of Museums, Mr R A Foster, reported that the Museum has bought the "Ismy Testimonial". This was presented in the form of a table-service to Thomas Ismay, joint managing director of the Oceanic Steam Navigation Co (White Star Line), in recognition of the success of his management of the Company's affairs over 15 years to 1884. It consists of a large and elaborate silver-gilt centre-piece, candelabra, flowers and fruit-stands etc. It will be a prominent exhibit at the Museum.

The Maritime Museum Advisory Committee were advised that the records and archives of Ocean Transport and Trading and of Pacific Steam Navigation concerns will be deposited with the Merseyside County Council, for the maritime archives collections, subject to certain conditions. Similarly, the Museum will hold the large collection of prints and negatives of the oldest firm of photographers in Liverpool - Stewart Bale.

The opportunity for the Museum to acquire the 3-masted auxiliary steel schooner DE WADDEN was discussed. Built in Holland in 1917, her connections with Merseyside are very strong indeed, as she regularly worked out of Garston carrying coal to Ireland, and was the last sailing vessel to work out of the port. She has a gross tonnage of 239, length o.a. 130ft with a beam of 24.4ft and draught 8ft. She is in good condition and considered a good buy at £35,000.

H M Hignett

FEBRUARY MEETING

In continuing the report of Mr Cowden's talk on the subject "An Ocean of Ships" that part of it dealing with Elder Dempster Lines appeared in our last issue. Our speaker turned to the Blue Funnel Line, and said that Alfred Holt was certainly consistent with the naming of his ships.

When Alfred and Philip Holt conceived the founding of the Ocean Steamship Co, they saw this as the greatest adventure of their lives, and because the Odyssey was for them the finest adventure ever written, they gave Homeric names to their ships. Ever since the first **AGAMEMNON** was launched in 1865 Blue Funnel ships have been called after Greek heroes.

Before and after the Second World War, **GORGON** and **CHARON** carried passengers between Australia and the Far East. After the war, both ships were ageing, and in 1962 a new **CENTAUR** was introduced on this service. We saw her in the Mersey before she took up her regular run.

For many years, Gladstone Dock buzzed with activity when perhaps as many as four "China boats" were discharging cargoes which included latex used in rubber manufacture. there were **AJAX**, **ALCINOUS**, **BELLEROPHON**, **CYCLOPS**, **DOLIUS**, **DIOMED**, **THESEUS**, **PELEUS**, **HELENUS** and a host of others.

Frequently they would sail round to the Clyde to complete their discharge and prepare for the next voyage, returning to load at Birkenhead.

It was, however, during 1961 that a complete change from the tall funnel and upright masts appeared from the drawing board of Alfred Holts -- eight ships were ordered commonly referred to as the super "P" class. **PRIAM** was first to appear in the Mersey, and we saw a complete change from tradition. They had a service speed of 20 knots plus, did not carry passengers, had deck cranes and superstructure three quarters aft. Alas, all eight have been phased out of Ocean.

A subsidiary company was the Glen Line of London and Mr Cowden showed us **GLENSHIEL** on the screen. But from this early vessel, he jumped to the 1960's when six new Glen sisters joined the fleet. These each carried 12 passengers and had a service speed of 21 knots. **GLENOGLE** with her red and black funnel was the subject of the slide.

It will have been noticed from the foregoing that Elder Dempster, Henderson, Guinea Gulf Lines came under the general umbrella of Ocean Transport and Trading Ltd. Later William Cory & Sons Ltd were

absorbed and as a result several bulk carriers and coasters came into the fleet.

The Cory bulk carriers, when built, normally went straight on a 20-year charter to the British Steel Corporation, bringing iron ore from Narvik, Seven Islands etc, to Birkenhead for the Shotton Works (now closed). With the changed pattern in the steel industry all of these Cory ships, like **MONKSGARTH**, **QUEENSGARTH** etc were disposed of, much to the detriment of our port.

In the 1960's trade with the Far East was dwindling and Ocean had to diversify. The Chinese were building up a large merchant fleet of their own. Ocean ordered six medium-sized bulk carriers from a Japanese shipyard, with machinery aft. As representing these, we were shown **AJAX**.

Then the oil tanker field was ventured into, and the mighty **TITAN** appeared. Although she traded under the livery of Blue Funnel, she was in fact under the ownership of Elder Dempster - the largest vessel they ever had.

In 1980, three ships called "combo vessels" came on the West African services, built by the Lithgow yard at Greenock. They were **MARON**, **MENTOR** and **MYRMIDON**. For a time the trade was over-tonnaged and **MARON** was chartered out to Overseas Containers Ltd who temporarily named her **STUDLAND BAY**.

By now, the container epoch had arrived, bringing with it the "box ships". Consortiums were formed of shipping lines who had previously been in competition with each other. Ocean was a major partner in Overseas Containers Ltd, and this was the advent of a fleet of very large, fast box ships like **LIVERPOOL BAY**, **KOWLOON BAY**, etc.

Mr Cowden ended with the words: "Oceans are wide and we do need ships to fill them". This was a most comprehensive review, well illustrated and enjoyed by those present.

N.R.P.

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Then he said "Goodnight!" and with muffled oar
 Silently rowed to the Charlestown shore,
 Just as the moon rose over the bay,
 Where, swinging wide at her moorings lay
 The SOMERSET, British man-of-war:
 A phantom ship, with each mast and spar
 Across the moon, like a prison bar,
 And a huge black hulk, that was magnified
 By its own reflection in the tide.

"Paul Revere's Ride"
 H W Longfellow

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SHIPS TO BREAKERS

AOUNALLAH	ex KAYESON (1961)
ARUNKAMAL	ex HIND ex IBADAN PALM (1959)
ALINDA	ex SAN ERNESTO (1959)
CASTLETON (1973)	
CHERRY SINGA	ex MAHABHARAT ex BANKURA (1959)
CHRYSOVALANDOU	ex DERBYSHIRE (1966)
HMS DUNDAS	
ESSO BARCELONA	
ESSEX FERRY	
ETERNAL SEA	ex ELSE SK ex LENIO ex BAMENDA PALM (1956)
ESSO ULIDIA (1970)	
ESSO HIBERNIA (1970)	
ELLION HOPE	ex OCEAN TRANSPORT (1962)
FUMURRA	ex DUMURRA (1961)
GREEK SKY	ex BRIGHT SKY ex SANDRINGHAM QUEEN (1955)
INTRA TROPHY	ex EFCHARIS ex PATAGONIA ex HARPALYCE (1958)
JALAPANKHI	ex CLAN FERGUSON (1961)
JOHN	ex JOHN P. GOULANDRIS (1966)
KINDER	ex ANTHONY M ex EMPIRE TIGITY ex GOHREN (1944)
HMS LINCOLN (1960)	
LANTAO ISLAND	ex OROPESA ex PACIFIC EXPORTER ex OROPESA ex ARAMAIC (1957)

MALDIVE TRADER	ex SANTONA
MALDIVE SEA	ex FAIR HEAD (1957)
MANHATTAN	ex MANCHESTER ex INVERLEITH ex CRESSINGTON COURT ex HECTOR HALCYON
MASTROKOSTAS	ex CHRISTINA TH ex HUMBERBROOK ex KYLE OF LOCHALSH ex BEVERLEYGATE (1958)
MALDIVE COURAGE	ex OWERRI (1955)
MAHAPRIYA	ex FIAN (1964)
NORFOLK FERRY	
NEW DEER	ex MAHRONDA ex CONCORDIA FOSS ex MAHRONDA ex SAXONIA (1964)
NORDAVE	ex MATANGI ex PORT ST LAWRENCE (1961)
NILE U	ex STRATHATLOW ex GORJISTAN (1961)
OLYMPIC GLORY, OLYMPIC CHARIOT and OLYMPIC CHIVALRY	
POLANA	ex DIAMANDO ex WESTBURY (1960)
QUINCY	ex STRATHASLAK ex KOHISTAN (1960)
ROCKFERRY	ex TAI SHAN ex ARALUEN (1958)
SWAT	ex WIMBLEDON (1958)
SIGIRIYA	ex EUCADIA ex LINKMOOR (1961)
SWEDE SURPRISE	ex TAMABI ex CANTON ex SANDRA N ex ROMANBY (1957)
SHOBHA	ex CARCHESTER (1967)
TAICHUNG II	ex ELENII ex KING GEORGE (1957)
TAICHEE	ex CRYSTAL SAPPHIRE (Lairds 1960)
TEXACO SPAIN (1974)	
TARENTUM	ex MERCHANTMAN ex EMPIRE BESS (tug - 1945)
VARKIZA	ex TINOS TRADER ex PANAGHIA A ex STOLT PIONEER ex STOLT FALCON ex ORLANDO (1960)
VEESTAR	ex WILLOWBANK (1960)

SMIT TOWAGE AND SALVAGE WORK

On Tuesday 12th April, three films were shown at the Museum's lecture theatre, featuring the work done by Smit's Tugs of Rotterdam. This was the April feature of the Liverpool branch of the World Ship Society.

"Riding High" was the title of the first film, demonstrating

the anchor work necessary when oil rigs are moved about from one position to another in the North Sea. SMIT LLOYD 104 was the tug featured and there were some dramatic rough weather scenes, all of course in technicolour.

The second film was called "Towering Tows" and showed how an immense oil rig built in Stavangerfjord in 1974, was towed to its position in the North Sea by SMIT ROTTERDAM and seven other tugs - Wijsmullers participating. Negotiating the narrows at the entrance to the fjord was a job needing great precision, with radio beacons and surveyors on shore all playing their part in a fine co-ordinated feat of navigation. One wondered why the rig could not have been built somewhere more accessible to deep water.

The "piece de resistance" was the third film - the salvage, or rather the removal of the three pieces of the wreck of the VLCC BETELGEUSE. This large French tanker was torn by explosion at Whiddy Island in the Irish Republic, and has caused the Bantry Bay oil terminal to be permanently closed down. When the terminal was built the Irish Government received assurances that such a catastrophe could never happen.

This was an educational evening much enjoyed, and deafened as we were by the usual "incidental music", for which no doubt somebody gets paid, the expertise, and let it be said, the bravery of these Netherlanders shone through.

- - - - -
Wynken, Blynken and Nod one night
Sailed off in a wooden shoe -
Sailed on a river of silver light
Into a sea of dew.
"Where are you going, and what do you wish?"
The old moon asked the three.
"We have come to fish for the herring fish
That live in this beautiful sea:
Nets of silver and gold have we."
Said Wynken, Blynken and Nod.

Eugene Field - 1850-1895

(all to EEC mesh sizes, no doubt!)

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MUSEUMS OPEN TO THE PUBLIC

On their travels, members may like to be reminded of museums with nautical interest:-

RN Museum, HM Dockyard, Portsmouth	- Weekdays 1030-1700
	Sundays 1300-1700
Fleet Air Arm Museum, RNAS Yeovilton	- Weekdays 1000-1730
	Sundays 1230-1730
HMS ALLIANCE and the Submarine Museum, Haslar Road Pontoon, Gosport	0930-1630
Royal Marines Museum, Eastney Barracks, Southsea	- Mon-Fri 1000-1630
	Sat-Sun 1000-1230

The following nautical publications are available, some by membership only:-

- The Naval Review
- Navy News
- Navy Record Society
- The Globe and Laurel (journal of Royal Marines)
- Royal United Services Institute for Defence Studies
- The Mariners Mirror
- Hakluyt Society Records
- Navy International
- Sea Breezes
- Lloyds List
- Journal of Commerce
- Ships Monthly

SUPREME SACRIFICE

The war story of the International Marine Radio Co Ltd was published in 1946. This firm install and service radio equipment on board ships, and supply radio officers. The wartime exploits of some of their operators were related.

The most moving of them all concerns Lachlan Cameron, radio officer of J & C Harrison & Co's HARPAGON, 5719 tons. She was torpedoed by a U-boat on 20th April 1942 in position 34.35N 65.50W. The first officer and eight of the crew clambered on to a raft. Cameron was one of this group, and he bitterly regretted having put the lifeboat transmitter into the port lifeboat, as it would have made communication possible. They experienced

34 days and nights of deepening hopelessness, misery and discomfort as they scanned empty horizons.

On the first Monday - according to the first officer's diary - with dawn came a cold wind and rain. The sea was covered with debris, largely US mailbags. Some of these contained women's clothing, with which they dressed themselves. The loss of the radio transmitter preyed on Cameron's mind, causing mental depression which contributed to his death.

On the first Thursday, he volunteered for and took, the worst corner of the raft, pointing up wind. On the fourth Thursday Cameron died from pneumonia caused by exposure. The first officer improvised a very moving burial service, after which each man kissed Lachlan Cameron on the forehead and committed him to the deep.

IN RETROSPECT

Since the report in our autumn issue of 1982, a review of the Society's lectures is as follows:-

- 1982 Sept - The New Maritime Museum - M K Stammers/J Sweetnam
- Oct - Upper Mersey Ports - B Starkey
- Nov - The Gladstone Dock Story - K Longbottom
- Dec - Christmas Social evening
- 1983 Jan - Mystic Seaport Museum - K A Griffin
- Feb - An Ocean of Ships - J A Cowden
- Mar - Painting West Country Ships - M Myers
- Apr - Marine Painters of Liverpool - S Davidson
- May - AGM

Some main items in the Bulletin have been:-

- 1982 Jul-Sept - Golden Hind's Mersey visit
Falklands Task Force, R.N. & M.N.
Ellesmere Port Boat Museum
MANXMAN and the Steam Packet Co
- Oct-Dec - The second HMS LIVERPOOL
JOLIE BRISE, pilot cutter preserved
Raising MARY ROSE
Finished with engines - MANXMAN
A visit to EDMUND GARDNER
The Irish Republican Navy
New Coastguard HQ at Crosby

1983 Jan-Mar - The Tall Ships Races
 Chester - a long forgotten port
 PASCUAL FLORES - former Spanish schooner
 Friends of the Ferries
 The LOTTIE SLEIGH disaster
 Apr-Jun - Those were the days
 NORSEMAN - curiosity rewarded
 Loss of BOUBOULINA ex COLONEL LAMB

NEW NAMES FOR OLD

ATLAS I	ex CERDIC FERRY
ATLAS II	ex DORIC FERRY
AMAZON PIONEER	ex ESSO MONTREAL (1973)
ALL STATE	ex GALLIC WAVE (1976)
AMAZON PROSPERITY	ex ESSO SAINT JOHN
ATHENIAN REEFER	ex WILD CURLEW (1973)
BAKKAFOSS	ex CITY OF OXFORD (1981)
BELLO FOLAWYO	ex SOKOTO (1979)
CIELO DI LIVORNO	ex BOOKER COURAGE (1973)
CIELO DI TRIESTA	ex BOOKER CRUSADE (1975)
CONSTANTIA	ex IRISH LARCH (1973)
DAVAK	ex FERNHURST (1961)
DAWN SKY	ex CORELLA (trlr - 1967)
ELLY	ex CEDARBANK
ELENI II	ex SPECIALIST (1975)
ESSO TEES	ex ESSO BATAAN (1970)
FESTIVAL	ex CAMBRIDGESHIRE ex MERSEY BRIDGE (1976)
GOLDEN LADY	ex ROCKHAMPTON STAR (1958)
GALENE	ex WELSH CITY
HURRICANE II	ex JACOB VAN HEEMSKERCK (tug)
KASSIA	ex NEW WESTMINSTER CITY (1972)
LUO FU SHAN	ex KING ALFRED (1968)
BADUA	ex ASHURST (1964)
OLYMPIC LIBERTY	ex LONDON EARL
OLYMPIC LEADER	ex LONDON VOYAGER
RECOMONE	ex STIRLINGBROOK (1970)
SIGANTO AS	ex IRISH PINE (1973)
SONGHAI NO.1	ex B.P. ALERT ex PRONTO (1967)
SAMOS LUCK	ex BALLYRORY (1963)
TIMUR SWALLOW	ex BEGONIA (1978)

VASILIKI III

ex ANCHORMAN (1962)

VASILIKI IV

ex GUIDESMAN (1964)

THE LOSS OF HMS GLORIOUS

Whether it is right or proper - whether it is even legally permissible - to question the decisions of high command in an event of 43 years ago, were my feelings in watching a "Nationwide" item on TV on 30th March 1983.

The aircraft carrier HMS GLORIOUS with her attendant destroyers ACASTA and ARDENT were intercepted westwards of Narvik by the German pocket battleships SCHARNHORST and GNEISENAU, and all three British ships were sunk with very heavy loss of life, on 8th June 1940.

At the same time, the cruiser HMS DEVONSHIRE with King Haakon and the Norwegian Government on board, fleeing from the German invasion of their country, was 80 miles to the north of GLORIOUS. The British carrier made a sighting report to the effect that the two enemy warships were on a southerly bearing from her. The latitude was 63 degrees north, but the signal faded out before the longitude was given, and in the TV interview P.O.Tel Trevor Jenkins of DEVONSHIRE thought that GLORIOUS was already reduced to an emergency transmitter. Seamon Terry Dunhill said that a "buzz" went round the ship and the crew were unrestful when DEVONSHIRE travelling at 32 knots changed course northwards and away from the action. The decision for this was said to have been made by Admiral Cunningham.

Dr Geoffrey Till, a Greenwich Navy expert, said that for DEVONSHIRE to have gone to the scene of action, would have been not only hazardous to King Haakon, but would almost certainly have led to the destruction of a valuable cruiser and an increase in the loss of life. As it was, 1500 men were lost. The presenters of the programme appeared to understand that an "enemy report" is a call for assistance, akin to a merchant ship's SOS, but this is not necessarily so in cruel warfare.

It was a pity the BBC could only show a very old picture of GLORIOUS when she was a cruiser, prior to her conversion to aircraft carrier in 1924.

N.R.P.

Ah! if it were only for thee, thou restless Ocean
Of waves that follow and roar, the sweep of the tides;
Wer't only for thee, impetuous wind, whose motion
Precipitates all o'errides, and turns, nor abides:
For you sad birds and fair,
Or only for thee, bleak cliff, erect in the air;
Then well could I read wisdom in every feature,
O well should I understand the voice of Nature.

Robert Bridges

COASTER LOSSES

Whilst the long inquiry into the Irish UNION STAR and Penlee lifeboat disaster was being heard in March 1983, TV's "Nationwide" highlighted the loss of the coaster MARK in the same area and at approximately the same time. Several British seamen went down with her, and yet there was no inquiry, for she was flying a flag of convenience - the Panamanian. MARK was ashore in the Dee estuary a short time before her loss, on a visit to Mostyn. We now know, from union officials that the coaster had been in their bad books for some time as not fulfilling safety requirements. Yet, the Britons lost were anxious for a job. There was no "mayday" signal from her, and identifiable wreckage was the only proof of her fate. In fact, it was only when she did not report passing through the Gibraltar Straits on her way to Spezia that fears were felt for her, and wreckage was found in home waters.

In the same month, GRAINVILLE ex BATTERSEA was lost on a passage from Belfast to Bilbao with scrap iron, when ten miles southwest of the Tuskar Rock. The nautical inquiry, only held in July 1983 found that Captain Macaulay had a special "indulgence to alcohol" and ignored the pleas of his junior officers to run back to the shelter of the land. The Captain was last seen slumped in the galley, and was lost with three of the crew. There were 8 survivors.

For earlier reports of these losses refer Vol.XXVI No.1, pages 20-21.

GENERAL NEWS AND MERSEY NOTES

The Douglas IOM tug SALISBURY towing the large "swim" barge SUDBROOK made a passage to Garston on 30th June and returned to Douglas with a coal cargo on 1st July. The Laxey Towing Co which sports the livery of the former Lamey tugs, also owns the ex-London tug UNION (1890's) now motorized and with a wrought iron hull, and the barge REDCLIFF.

The nuclear submarine HMS TRAFALGAR was commissioned at Barrow on Friday 27th May 1983.

After the semi-submersible DAN LIFTER had delivered the Bibby Line's floating hotel SAFE ESPERIA to Port Stanley this spring, she went round to Fitzroy and took aboard RFA SIR TRISTRAM for delivery to UK. The tugs SALVAGEMAN and IRISHMAN were escorts homewards.

The Alexandra Towing Co has sold tugs WELLINGTON and WATERLOO to Iran. They were built in 1977.

In May, the cruise liners SAGAFJORD (built in France 1965) and VISTAFJORD (built by Swan Hunter 1973) were acquired by Cunard Line. At the same time, efforts were being made to transfer CUNARD COUNTESS and CUNARD PRINCESS to US registry.

The Ministry of Defence has acquired ST EDMUND from Sealink, for the haul between Ascension and the Falklands. She was completed by Cammell Lairds in 1974.

RN Dockyard Chatham is to close in October 1983. The last naval ship to leave - HMS HERMIONE - departed in early July.

HMS HERALD is likely to relieve HMS ENDURANCE in the South Atlantic zone.

APHRODITE (1948) formerly B & I's LEINSTER is laid up in Greek waters.

Onesimus Dorey (Shipowners) Ltd of Guernsey, have gone out of the coasting trade and sold their fleet, consisting of PERELLE, BELGRAVE and ROCQAIN.

Rotterdam, as the world's greatest port, finds that it too is losing trade.

In late June, MANX VIKING had to go to Holyhead for engine repairs, and was replaced on the Heysham/Douglas run by the French VILLANDRY.

The Isle of Man Harbour Board report total passenger returns for

the year up to March 1982 as 973,215. For the most recent year up to March 1983 - 804,021, as decline of 17% with a diminished fleet and higher charges.

Mention was made some time ago, that the very long term charter of the Dutch coaster **MARWIT** had at last ended, in carrying liquid gas and chemicals from the Mersey to Londonderry. This traffic is now being carried by the bright yellow-hulled **NORTHERN STAR** built at Moss, on Oslofjord in 1980, tonnage 944.

Rowbotham Tankships is one of the few firms making its presence felt in our declining merchant marine. They have brought into commission **TANKERMAN** of 10,500 tons as their latest ship, following **MARSMAN**, **ORIONMAN**, **BRIDGEMAN**, **ECHOMAN**, **CENTAURMAN** etc. They are mostly used in coastal work.

OCL's latest container ship **PROVIDENCE BAY**, 34,000 tons, is on the Persian Gulf service and not a Mersey visitor. She can carry 1940 units, with 121 refrigerated units on deck. Her speed is 18 knots and she has joined the 27,000 ton **DISCOVERY BAY** and **TOR BAY**.

An order worth £80m was awarded to the Finnish shipbuilders "Wartsila" by P & O Lines for a new cruise liner. British yards were asked to tender and could not compete with the Finns in either price or delivery. This caused trouble in Parliament. The ship is to be named **ROYAL PRINCESS** and there will be a naming ceremony next year at Southampton, the sponsor being the Princess of Wales.

The Manx Government plans to initiate a register of pleasure craft using waters round the island. Entry is free but there will be a small fee on change of ownership. This list should be of great assistance to HM Coastguards.

The Isle of Wight ferries **BRADING** and **SOUTHSEA** are to be taken out of service as soon as replacements are found. They are, of course, sisters to the ill-fated **PRINCE IVANHOE** ex **SHANKLIN**.

CALEDONIAN PRINCESS is to become a floating restaurant at Newcastle. She will be painted white overall, and the car deck will be used as a garage for clients' vehicles.

It was only in 1968 that two fine refrigerated cargo ships came on to the New Zealand run, probably the finest that Port Line ever had. They were **PORT CHALMERS** and **PORT CAROLINE**, and being overtaken by containerization and Britain joining the EEC they

found themselves laid up near Falmouth in the 70's. Eventually they came out with the Brocklebank names of MANAAR and MATRA respectively, but in 1983 have been sold to Greeks.

The new suction pump dredger **MERSEY VENTURE** arrived in the Mersey and berthed at the landing stage on 20th May from Appledore, having cost £6m. She has a crew of 16 and not all her time will be needed in keeping Mersey channels clear, but contract work will be entered into, probably not too far afield. Her work has for some time been done by the Westminster Dredging Co's **W.H.ENDEAVOUR**, **W.D. MERSEY**, **W.D.SEVEN SEAS** ETC, WHEN THE CONSTANT SURVEYING OF THE Crosby and Queens Channels showed the need. And prior to that, some of us remember the MD & HB's large static dredgers **LEVIATHAN**, **C.B.CROWE**, **CORONATION**, **HILBRE ISLAND** etc.

So here is the technological development of the type of ship to keep our port accessible to the deepest drafted vessels which are likely to come here. Her deadweight tonnage is 3166 and she is driven by 2 Ruston diesels, giving a speed of 12½ knots. Built by Appledore Shipbuilders, the Liverpool firm of Graham & Woolnough were naval architects. The main pumps can handle 40,000 gallons per minute, and the hopper can be filled with sea water in 16 minutes.

EUROPEAN GATEWAY was salvaged by Wismullers after her collision off Felixstowe and towed to Amsterdam. Later, it was thought she was only fit for scrap, but Cypriot Greeks came along in May and intend to rebuild her for service in the Aegean Islands. In June, the tug **POINT SPENCER** towed her to Piraeus. She has been renamed **FLAVIA**.

The freedom of our city was awarded to **HMS LIVERPOOL** on Saturday 4th June, and was celebrated by a procession through the city centre.

Since 1976 there has been a passenger and car ferry service between Scrabster, the Faeroes and Iceland served by **SMYRIL**. A larger ship built in 1973 is replacing her, named **NORRONA** ex **GUSTAV VASA**.

Of interest to marine archaeologists is the British wooden sailing ship **BREADALBANE** sunk in Canadian Arctic waters in 1853. The wreck is said to be very well preserved.

In the Queen's Honours List, an OBE was awarded to Margaret Rule who largely master-minded the raising of **MARY ROSE**. Our congratulations go to her for a well-earned honour.

Last year Sealink's Harwich-Hook service was operated by **ST GEORGE** and **ST EDMUND**, but now, "the big one" has replaced both these vessels. She is **ST NICHOLAS** ex **PRINCESSEN BIRGITTA** of 14,368 tons!

Her passenger capacity is 2100 with cabins for 1100, and she holds 460 cars. There is a 100-seat cinema and a duty-free supermarket. She was built at Gothenburg in 1982. Leaves Harwich at 1115 and the Hook at 2300 daily.

Belfast Car Ferries made a trading profit in their first year of £60,000 in spite of the engine trouble they had with ST COLUM I. She leaves Liverpool daily at 1100 for Belfast and docks here again at 0600.

In late April, the famous paddler **WAVERLEY** made history by sailing from London's Tower Pier to Whitstable - the first passenger excursion steamer to call there since before World War One. The local population greeted her in great numbers. Her sailing schedules for September on the South coast of England and the Clyde are known to Ray Pugh or Gordon Ditchfield, who can be contacted via the Museum.

Shortly after McTay's of Bromborough, floated off their slipway in May the tug **SEALCARR** of Leith registry, another tug named **BEAMER** was put into the water. Both went to Vittoria Dock for fitting out.

The founding of the State of Southern Australia will be celebrated by a 150-year jubilee in 1986. The centrepiece for the State's rich history in sail, will be the ketch **FALIE** which was built in the Netherlands as **HOLLANDS TROUW** in 1919. She went out to Australia in 100 days in 1923, helped by a tiny 2-stroke engine, and has plied those waters ever since. In the 1940's she was used in the war effort. Plans are afoot to restore her to schooner rig, as a sail training ship.

At one time, I assumed that ships were really owned by one or other of the big companies and that they had the money in the bank or invested to pay for them. But that is certainly not so any more and we see financiers leasing ships and even taking over entire fleets. We saw what happened when Lonrho took over the Dalglish Line, and now Trafalgar House, already owning the controlling interest in Cunard Line, are making bids for the great P & O Line. Before this is finalized one way or the other, Trafalgar House is setting its sights on Overseas Containers Ltd, and that would mean the absorbing of what is left of both Elder Dempsters and Blue Funnel. In a recession especially, money talks and one wonders where the next pickings will be!

The stern trawler **NORTHELLA** is to be a guardship in the English Channel during operations to lay an electric power cable

between England and France. FARNELLA is doing research work in the Indian Ocean, and of the remaining trio of Marr's former fishing fleet only CORDELLA is available for the fishing grounds. All three ships served in the Falklands Task Force.

With our declining steel industry, much ferrous scrap is being exported from Alexandra and Gladstone Docks. The biggest scrap shipment ever to leave the Mersey was of 25,000 tons to South Korea.

The new Penlee lifeboat to replace the ill-fated SOLOMON BROWN has been named MABEL ALICE and is of the Arun type.

The former Mersey tug FOYLEGARTH ex FOYLEMORE is now working at Falmouth renamed ST BUDOC.

N.R.P.

THE CONTROL AND SAFETY OF MERSEY SHIPPING

Through arrangements made by our Hon Secretary and the kindness of our member and Mersey pilot John Temple, I was able to spend some interesting hours on Tuesday 24th May, studying the port's facilities. Our first stop was at the Pilot Control centre in the Seaforth Radar Tower, which is in landline touch with shipping agents, and in radio touch with launches and ships requiring pilots. Three employees are required for this internal organisation, which checks the availability of every pilot in the different categories, where they are, whether on leave etc. A pilot has four hours notice of a job which may take him to the Bar, Point Lynas, or in very bad weather, perhaps beyond. To secure a good lofty position for the radio aerial, ensuring good coverage of the area on speech, and the avoidance of any interference with Port Radar and Coastguard traffic, Bidston Hill is used. Communication channels are 11 and 16 or 156.55 and 156.80 megahertz respectively.

We then ascended another floor by lift to Port Radar where there is an expansive view of the estuary. Two officers were on duty, again using both shore lines and radio, the channels being 9, 12 and 16. They have their own tower-top aerials, and also the large rotating radar scanner. The prime use of the station is now movement control, in full co-operation with lockmasters. There are, in a darkened room, seven radar screens showing different aspects of the Mersey approaches and river. The buoys show up as specks of light, and a circle of light can be applied to the bright image of a ship, giving an indication of her course and speed. The Mexican container ship TOLUCA was watched in this way, rounding the Crosby bend outward.

On the wall is the dial of a tide gauge registering the height at

Gladstone Dock, a reading of which pilots often ask for. Round the clock, day and night, a log is kept of all vessels of over 50ft and some pleasure craft below that length. Shipping agents are informed and weather forecasts are supplied on request. A situation report is broadcast at 3 hours and 2 hours before each high water on channel 9. These broadcasts are primarily for mariners and cannot be received on the ordinary VHF/FM receivers used for BBC reception.

After taking our leave, we sped by car to the Maritime Museum for refreshment in the pleasant cafe overlooking the Mersey. John then suggested a visit to the new pilot boat **KITTIWAKE** recently arrived from her builders Messrs Shuttlewoods of Paglesham, Essex, and lying at Princes Dock. The after cabin seats 8 pilots in comfortable aircraft type seats. I had a brief look at the wheelhouse with all its gadgets and electronics, but work was in progress to prepare the boat for service. With her orange upperworks, she reminds me of an "Arun" class lifeboat of the RNLi. It may be some time before her sister **DUNLIN** arrives here, but the other three boats **KINGFISHER**, **SHEARWATER** and **PERKOIL IV** maintain the service meantime. This new type have Volvo diesels placed rather forward of midships.

There was now another nautical aspect to explore and John took me to Hall Road West, Crosby, and the new Headquarters of HM Coastguard, only recently opened. We were welcomed into the operations room with three men on duty at the consoles, one being an auxiliary coastguard watching channel 16 on earphones.

Perhaps we arrived at a somewhat inappropriate moment for a trawler was reporting that she had lifted in her nets an object which looked like a torpedo. She had it on deck and wanted to know what to do with it! She would make towards Fleetwood.....

On the walls are charts showing which lifeboats, authorities and even tugs can be called on in special circumstances. There were facts like "New Brighton has an Atlantic type lifeboat with twin outboard engines" - Fleetwood lifeboat has a capability for direction finding on VHF frequencies" - etc, etc.

We saw the Pollution Room, where in case of a serious oil spillage, there is accommodation and telephone facilities for members of the press, and where control can be fully co-ordinated. There is a fine classroom for the instruction of coastguards. To many people it would seem surprising that no visual watch is kept here, but the purpose is co-ordination of resources over the whole coastline extending from Solway Firth to the Dee estuary.

Radio takes a large part in all this work - in fact it

makes it all possible, and perhaps I have been privileged to have lived through the development of very high frequency communication. I witnessed some preliminary tests of VHF equipment in HMS HOOD in Portsmouth Dockyard in 1936 when the Navy was interested in its potential, and so am amazed that its possibilities took so long to be recognized, when we now see the mass production of pocket-sized transceivers.

Hall Road HQ has a tower with aerials for local working but can also use vertical rods atop Blackpool Tower and at Kelsall Rise, Cheshire. Close liaison is kept with Ramsey IOM coastguards who have their aerials on the summit of Snaefell for height is a major consideration. Teleprinters too, are largely used in all the establishments we visited, and every signal is taped and retained for a specified period of time.

Our port is certainly poised in matters of control, to take advantage of any upsurge in trade, which we are assured is on the way - may it be soon!

N.R.P.

LIGHTHOUSES

It is a pity that so many people have now dispensed with their radio receivers and rely entirely for their news and entertainment on the "box". Over the years, a programme called "Sunday Miscellany" has been broadcast from Radio Athlone on 530 metres or 566 khz, which has often included essays by John Ryan on matters of nautical interest. The programme is easily found on medium waveband at 9.05am Sundays.

On 8th May, John Ryan spoke on the subject of "Lighthouses" and the small amount of literature that has been written about them. The Fastnet appears as if carved from the very rock it stands upon, the Eddystone towering out of the sea. One might mention one nearer home, the Skerries off Anglesey, built like a castle on the largest of a cluster of rocky islets.

John spoke of the Hook Head Lighthouse dominating the entrance of the River Suir leading to Waterford, over an hour's sailing to that port inland. This light could be the oldest in the world. The tower is of very large diameter and wood was burned until the advent of oil, when a tower of smaller dimensions was erected on top of the wide one. It is even older than the Pharos at Alexandria, which was destroyed by an earthquake in 1400 AD and rebuilt.

There is a book written by a lighthouse keeper on his reminiscences and the author is Edward McCarron, a Donegal man born in 1842. He served some time on the Inishtrahull Rock, exposed to the full Atlantic storms, but wrote his book whilst in the comparative shelter

of the Bailey Light in Dublin Bay.

Life's a wearisome journey to travel;
A battle wi' sun and wi' dust;
A terrible feight for existence,
for shelter, a drink an' a crust!
It's a voyage across a wild ocean,
Wheer treacherous winds often blow;
An' wheer we may get to at finish,
It's certain we none of us know.

Samuel Laycock (1826-1893)

THE MORECAMBE BAY GAS RIGS

On the Liverpool/Douglas crossing, one has got accustomed to seeing WESTERN APOLLO II, the large gas rig, when about half-way across. In July another vessel designed for pipe laying arrived under tow from a Scottish loch, with an enormous jib crane. WESTERN APOLLO was moved northwards. The main platform, designated DP 1, has yet to be put into the water from Laird's docks at Birkenhead. At the present time the capacity of the Morecambe field is 600 million cubic feet per day, which will be trebled when the gas is finally piped ashore at Barrow in the winter of 1984/85.

SOCIETY NOTES

The Liverpool Nautical Research Society was founded in 1938 to encourage interest in the history of shipping, (particularly local shipping) by collecting and collating material relative thereto.

To co-operate in every suitable way with other organisations in Liverpool or elsewhere having similar or cognate objectives.

To undertake an historical survey of Liverpool vessels, their builders, owners and masters.

To encourage the making and collecting of scale ship models, and their exhibition.

The following is a record of the Society's most recent Chairmen:

1972/1975 K Stuttard	1978/1981 R G Loram
1975/1978 Dr P N Davies	1981/1984 J E Lingwood
with Chairman-elect 1984 H M Hignett	

We hope to inform members shortly of the appointment of a new President to succeed Mr J J Gawn, who in retirement has moved away from the district.

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

How calm, how beautiful, comes on
The stilly hour, when storms are gone;
When warring winds have died away,
And clouds, beneath the glancing ray,
Melt off, and leave the land and sea
Sleeping in bright tranquillity.

Thomas Moore - 1779-1852

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LIVERPOOL AND THE AMERICAN CIVIL WAR

Our first meeting of the 1983/84 season took place on 8th September at the Museums, when we were welcomed by our Chairman John Lingwood. The speaker was Mr K J Williams who has spent 3½ years researching Liverpool's connection with the Civil War. Numerous colour slides resulted.

Eleven of the southern states of America asserted their right to leave the Union. They were known as the Confederates and their population was rather less than those remaining in the Union. The start of the war was in 1861 when southern forces fired on Fort Sumter. It ended in 1865 with the surrender of General Robert E Lee and General Joseph E Johnston. It is said that over four million troops took part and that 617,000 died.

In the end, the union was preserved, there were important alterations in the US constitution, the abolition of slavery, and far-reaching social and economic changes.

Interested as Liverpool was, in the importation of cotton from the southern states, and having great potentiality in ship-building, the Confederates lost no time in negotiating the building of suitable vessels for raiding and blockade running. Stephen R Mallory, Secretary of the Confederate Navy, and Edward C Anderson from Georgia came over, and the latter is known to have spent six months here.

Mr James Bullock contracted with Lairds at Birkenhead for the building of the ALABAMA, and one of the local connections is that he died at his Canning Street residence in 1901. Whilst the British Government did not allow armed vessels to be exported, representations were yet made to the British Foreign Office by the northern states, for a detention order to be served on ALABAMA. But the ship sailed unarmed, with a party of guests aboard, before the order was received, and she did not return to the Mersey. The tug HERCULES took the guests off at the Bar, and under the command of Captain Raphael Semmes, she sailed westwards.

Two British ships took the armament and additional seamen to the Azores, where the transfer was made. ALABAMA then commenced a 22-month cruise, but never putting in to a Confederate port. She took 68 prizes in the Atlantic, Indian and China seas, driving Union ships from the high seas for almost two years.

Eventually she was caught and sunk by KEARSAGE off Cherbourg on 19th June 1864. The Laird-built DEERHOUND was in the area, rescued ALABAMA's survivors and took them to Southampton.

Several shipbuilders were involved in building the blockade runners, including Jones Quiggin & Co, a good example of whose output was the paddler COLONEL LAMB. So Lairds were not alone. Some of the other ships, usually painted overall in light grey, were BANSHEE, BAT, BADGER, LYNX, HOPE, ELLA and LET-HER-BE. SCORPION and WYBURN were fitted with the "Laird Ram". TALAHASSEE was built at Millwall.

SHENANDOAH destroyed the US whaling fleet in June 1895, not knowing that the war was over!

At the end of the war, the United States asserted that the British Government must assume responsibility for their actions

in helping the Confederates. Earl Russell issued a disclaimer and said that HM Government had shown neutrality and impartiality, maintaining the spirit of British law and protecting the shipbuilding industry. The whole matter then went to arbitration at Geneva before an imposing array of counsel. Britain had to pay the USA \$15,500,000 including interest.

Our speaker showed us an interesting slide of a ledger sheet surviving at Cammell Lairds, showing the costing of materials used in the construction of ALABAMA.

This was a well illustrated talk for which we thank Mr Williams.

N.R.P.

A LONG DISTANCE DRIFT

In February 1983, the small cargo vessel CLOUD ex GULF AFRICA ex GRACIA was on passage to Nigeria and had reached the Las Palmas area, when she had a fire and explosion in the engineroom. She was abandoned, not surprisingly as it turned out, and presumed lost. But in May she was found by the Venezuelan Navy near Trinidad, and taken to the Navy's base. The fact that she had drifted so far unnoticed was surprising, but even more so was her cargo - 10,000 Soviet shells. A handbook for the port of Ipswich has a photograph of the vessel at the Orwell quay. In November the original owners are still endeavouring to repossess her.

A SUMMER FESTIVAL

On Saturday 9th July, a River Festival was held at West Float, Birkenhead. It was possible to take a trip in the very manoeuvrable tractor tug AGILE, to watch RAF parachutists jump from Hercules aircraft, and to inspect the old steam dredger MANNIN II, the preservationists' tug KERNE, the ICI motor barges WINCHAM and CUDDINGTON. Then there were the water skiers, and on board the ferry OVERCHURCH was a brass band. Very warm fine weather contributed to the occasion.

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God moves in a mysterious way,
His wonders to perform;
He plants his footsteps in the sea,
And rides upon the storm.

William Cowper (1779)

SOME NOTES CONCERNING OUR SOCIETY

It was with much vision that the founders of the Liverpool Nautical Research Society came together 45 years ago, to encourage an interest in the history of shipping, and particularly Liverpool vessels, their builders, owners and masters. These gentlemen were A C Wardle, W M Mather, W Stewart Rees, H Owen, V H Green, H N Leask and Capt E A Woods.

The City Librarian of the day, J F Smith, MA, FRSA, lent support and there was a private meeting in the Picton Reference Library on 23rd March 1938, chaired by Mr Wardle. The first meeting was held in the Accountants Hall, Fenwick Street, on 11th April 1938, under the chairmanship of Capt Woods, Mr Wardle taking on the dual role of Secretary and Treasurer.

At first, it was called the Liverpool Marine Research Society, but this was changed from Marine to Maritime, and later to Nautical. In June 1938 the Earl of Derby accepted the Presidency, and there were six vice presidents. These were Sir Edgar R Bowring, Sir Geoffrey Callender (of Greenwich National Maritime Museum), Mr Robert Gladstone, Mr (later Sir) Ernest B Royden, Sir Sydney Jones and Mr R Stewart-Brown.

The history of these events was set out in News, Notes and Queries for Jan-Mar 1973 (Vol.XVII No.1). Very soon after its formation, the Society's activities were curtailed by the 1939-45 war. Lord Derby's term as President ended in 1948, and from that year until 1960 we had in that office Sir Ernest Royden, followed between 1962 and 1972 by Sir Arnet Robinson of Coast Lines Ltd, who was most active in the Society's interests. Sir Arnet died on 7th May 1975, having given up his shipping associations a few years earlier. Meantime, Ronald B Summerfield, who had been such a power of strength as the longest serving chairman of a Society very much his brainchild, accepted the Presidency in 1972. His death in December 1976 at a comparatively early age, was a sad blow. Perhaps the more so because the next President fulfilled that office in name alone. We never saw him in four years, he apparently had no interest and has resigned; unusual to what had gone before.

"News, Notes and Queries" as this journal was first known, was originally edited by Keith P Lewis, a well-known writer on shipping matters. The title was changed to the "Bulletin" in 1972 on the Council's acceptance of a proposal by Mr Mooney. After K.P.L's editorship, it was handled by Ronald Summerfield

with the assistance of his secretary Miss E M Hope and Mrs McKeckran.

Ronald Summerfield had a special interest in Sea Cadets and everything to do with the Navy. He had probably one of the largest collections of scale waterline ship models in this, or any other country. On 5th May 1968, a dinner party took place on board club-ship LANDFALL, to five of his model making friends, which Ken Stuttard, Bram Hallam and this writer well remember.

This journal was edited from 1965 to 1968 by Stuart Mountfield, formerly General Manager of the Mersey Docks and Harbour Board, now living in retirement in Formby. Stuart has given consistent encouragement to his successor as editor, Ray Pugh now in his 16th year as editor. It should not be forgotten that Stuart Mountfield is a leading authority on Samuel Pepys and his work for the Navy. He has told us the amazing story of how a dredger, aground in the Rock Channel, refloated in darkness, and unmanned, docked herself "Canada way!" Also of fire-watching on the night the Dock Office was bombed and how the staff had to evacuate, carrying a pet canary in a cage!

The Society has held its meetings in the Accountants Hall, Lord Nelson Hotel, Atlantic Club, LANDFALL, Mersey Mission and latterly at Merseyside Museums. One meeting was held in HMS EAGLET, Salthouse Dock, and yet another at the Mariners' Home, Egremont, HQ of the MMSA.

The annual subscription was £1 in 1970, £1.50 in 1972, £2 in 1975, £2.50 in 1976, £3 in 1977 and £5 from 1980 - amply showing the upsurge in inflation.

The charge for coffee and biscuits in the interval has gone from sixpence in the old money, to today's 15p.

There is not the space here to mention all the members and important speakers who have built up a background of tradition for LNRS. But may we recall just a few - Capt John Beard DSC, died in October 1965, leaving much useful sailingship material for our archives. He was himself sail-trained; a quiet gentleman and I found it hard to imagine that whilst in command of one of Manchester liners, he rammed and sank a U-boat. Then there was Capt Ewart of Blue Funnel Line who also died in 1965.

This writer joined the Council when Capt George Ayre was elevated to vice presidency. His cheery self always brightened those delightful council meetings we had in the offices of Summerfield and Lang, with good-natured jibes at our Hon Treasurer Miss Hope and her erstwhile half-crown balances at the bank! Capt Ayre was Secretary of New Brighton lifeboat and former harbour master at Birkenhead.

We remember Fred Henry (History of I.O.M.S.P.Co), Ken Hopkins (in charge Commercial Reference Library - Picton), A M Fletcher of Bootle schools, Ernie Worthy (ex Wallasey Ferries), Nigel W Kennedy, Capt W H Coombs, Capt John Cumming (Board of Trade and Hoylake Lifeboat) who died in 1971. Then there was Capt R V Burns G.M. General Manager, Liverpool office of Canadian Pacific Steamships.

One of our founders, Capt Woods died in 1971 at the age of 91. Edward Jones of Seacombe was a keen member and reached the age of 90, when he was involved in a tragic road accident. Harry Hill also died as the result of a road accident when on his way to one of our meetings in 1979. Capt Chubb, formerly of the Irrawaddy Flotilla died in February 1975 and that stalward of coastal shipping Ted McManus, passed on in 1978. In 1979, we mourned Capt Skutil, Capt Howard, Capt Glasier and Ted Lewis.

On the brighter side, we remember some talks which gripped our imagination - Stewart Upham's talk on the building of the MAYFLOWER replica and her Atlantic crossing under Alan Villiers. This noted skipper came to address us on "Sail" in January 1973.

Admiral Sir Charles E Madden came to describe his life in the Royal Navy, and his inspiring description of the Battle of Matapan as seen from HMS WARSPITE.

Bram Hallam (Mr Tugboat) has spoken to us on a variety of subjects, mostly towing, Cammell Lairds and the IOMSP fleet.

Capt W R Colbeck addressed us on the salvage of EMPRESS OF CANADA which he supervised at Gladstone Dock. Admiral Sir Patrick Bailey spoke on the Maritime Trust and its preservation projects.

Our Chairmen since 1967 have been W P Raine, who never missed a meeting during his 3-year spell, P Welsh, K Stuttard, Dr P N Davies, R G Loram and J E Lingwood. The founders certainly planned a democratic Society under a caring President, with support on the "bridge" from Chairmen and Council, for a course of "steady as she goes".

The Society made a presentation to Ronald B Summerfield in 1967 of a scale model of the sixth HMS LIVERPOOL. On 29th November 1969 we were delighted that the marriage took place of Miss Hope and Ronald Summerfield.

If our Society was concerned more with research and times past, the Liverpool branch of World Ship Society has co-existed

more with contemporary matters, and ship visits. Some of their members have attended our functions and we theirs, to our mutual contentment. There has been a healthy understanding as each Society has "done its own thing in its own way". An admirable situation.

Long before any of us were born, there was talk in Liverpool of the city possessing its own Maritime Museum. The time was never right, and the political wrangling in the City council quashed any hope of it time after time. In April 1965, our Hon Secretary Edward Paget-Tomlinson addressed the Society for Nautical Research at Greenwich on "Ideas for a Maritime Museum in Liverpool". As Keeper of Shipping at Liverpool Museums, a post later filled by Mike Stammers, P-T described the vast amount of material in store. Perhaps he was ahead of his time, and although a relatively young man, he had resigned long before the decision was taken to go ahead with preliminary plans.

In February 1971, Mr Tom Hume, Director of the Museums announced that a site had been acquired at Mann Island. At about the same time, Sir John Nicholson on behalf of the Ocean group (Blue Funnel, Elder Dempster Lines etc) announced a gift of £30,000 towards the project.

And so, after one hundred years of talking, the scheme was to go ahead. Ironically, it took the Toxteth riots and Michael Heseltine, as Minister for Merseyside, to get positive development into its stride, and now with Government backing, unavailable before, it will go from strength to strength, as we shall watch in coming years. And in line with this, is the rejuvenation of the Mersey ferries which were unwisely to have been phased out. Can we therefore give credit to one of our early members - Keith P Lewis as Secretary of "Friends of the Ferries" and many more who have contributed in no small way to this change of heart by the local transport authority. So long as there is periodical industrial action on the railways, all too frequent signal failures, derailments, staff shortages, flooding and wanton vandalism, the river crossing by boat is vital. Fleets of buses and the personnel to run them through the tunnels at peak times would be uneconomic. Hazardous loads in the "mouseholes" also pose a risk. The closure of the ferries would not have benefited the private motorist either!

So, we as Merseysiders and ship enthusiasts have seen some interesting developments in these last few years. We bemoan the dirth of ships using our ports, and Liverpool is not the only one to suffer the "wind of change". Ships once termed "tramps" have all but disappeared and been replaced by the ubiquitous "bulker". The trans-

port pattern differs, but we are more or less adequately fed and clothed.

There will be much work for nautical researchers to do for many years to come. The Liverpool Nautical Research Society may be small and compact, but if you enjoy the education, entertainment and friendly sociability of our meetings, then this is the Society for you!

N.R.P.

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Oh, the wild sea-thirst in the blood,
Her rhythm in the heart!
The mighty urge of the tide's surge,
The salty sting and smart!
Of course he fled the dull town
When the magic grew too strong.
A lad will go - but a lassie, no!
She has to bide and long.

Abbie Farwell Brown
(contemp)

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THE COASTAL CRUISING ASSOCIATION

In the early 1960's, a small group of active coastal cruising enthusiasts formed a nationwide association, which became the Coastal Cruising Association. Their monthly publication "Cruising Monthly" keeps members up-to-date with all that is happening on the excursion ship, ferry and inland waterways scene. Interesting charters and trips on vessels large and small, cross-channel, coastal, river and canal are arranged. Annual subscription is £5.00. Further details from D Docherty, 1 South Neuk, Kilburnie, Ayrshire KA25 6JA.

The first issue of their publication in 1964 said: "Let us not expend too much energy in mourning that which has gone, but rather concentrate our efforts in keeping alive for the future the spirit, practice and enjoyment of coastal cruising". Since 1964 very much more could have been mourned, but many of us will never give up our love of the sea.

NEW NAMES FOR OLD

A.L.PIONEER	ex RUBENS ex CITY OF CANTERBURY ex CAP CLEVELAND ex CITY OF ADELAIDE (1963)
AFRICA PALM	ex SANTA BARBARA PACIFICA
ARGONAFTIS	ex STREAMBANK
ANGELIKA H	ex KILMARNOCK ex BARON MACLAY (1972)
ALBERTO DORMIA	ex ISNES (1977)
ANGLIAN	ex TUGMAN (tug)
AN JIANG	ex BRONTE
BOKELNBURG	ex ISLE OF MAN (1981)
CHRISTINA	ex MEMLING ex RUBENS (1963)
CARIBE I	ex OLYMPIA
DAWN SKY	ex CORELLA (tlr)
EIGUGU	ex BOOKER CHALLENGE (1972)
FINA AMERICA	ex NORDIC FAITH
FARAH I	ex MUNSTER
FIVE STAR	ex GULF KESTREL ex DUNSTER GRANGE ex CLYDE BRIDGE ex CLYDESDALE (1967)
GRETA C	ex HUGHINA ex ACTUALITY (1966)
GOLDEN GLORY	ex MANAAR ex PORT CHALMERS (1968)
GOLDEN DOLPHIN	ex MATRA ex PORT CAROLINE (1968)
GOLDEN VENTURE	ex AFON GOCH ex SCHELDE (tug)
GEORGIOS B	ex ROI BAUDOUIN (1965)
INDIANA	ex RIVERBANK (1977)
KILLIN	ex TANJONG TOKONG ex CAPE HORN (1971)
KILCHRENNAN	ex TANJONG PASIR ex BARON WEMYSS (1972)
KILDRUMMY	ex TANJONG UTARA ex CAPE LEEUWIN (1972)
LUO FU SHAN	ex KING ALFRED (1968)
LEONID BREZHNEV	ex KARELIA
LOS ANGELES	ex ACT 2
LITZEN	ex WENDY M ex WENDY WESTON
MASIR	ex MASIRAH ex PORT ALFRED (1961)
MARIA SITINAS	ex TRONGATE
MUTSAL	ex SOUTHGATE
MARTIAL	ex CYCLONE ex WELSHMAN ex GROWLER ex CASTLE PEAK ex CAROLINA MOLLER ex GROWLER (1943)
MERAPI	ex STRATHEDEN (1977)
MARAKI	ex FIRBANK
MANCHESTER CROWN	ex CROWN PRINCE (1979)
MERBABU	ex RHEINBELS ex STRATHELGIN (1978)
PACIFIC AMBER	ex AFRICA DIAMOND ex CLAN ALPINE (1967)
PROCYON	ex CYCLOPS (1975)

PERINTHOS	ex DORSETSHIRE
RAJAB I	ex PATROCLUS ex GLENALMOND (1966)
RENDL	ex BARBARA M ex BARBARA WESTON
SALZAC	ex HILARY M ex HILARY WESTON
SHOVETTE	ex GREY LASH (tug - 1974)
SEABOARD ILLUSTRIOUS	ex ROSS ILLUSTRIOUS (trl)
SHUN YI	ex BOSWELL
SIKU	ex JUNELLA (1975 - tlr)
SYRIA	ex ALPHA ENTERPRISE
THETA TRIENA	ex ANNUITY (1961)
UNICORN JONI	ex RATHMORE ex ALK
VASILIKI V	ex ASSIDUITY (1964)
WAYBRIDGE	ex GRACECHURCH ex CITY OF SPARTA
	ex SORRENTO (1967)

SHIP TO SHORE RADIO COMMUNICATION

We are progressing at the moment to a complete change in marine communication, as it has existed since the time of Marconi. Highly trained radio officers, many already redundant because of the depression, will not be needed and morse code will be phased out. The future of a dozen radio coast stations around Britain is in doubt, for at least some of their duties will be unnecessary.

Satellites are to take over and ships will beam speech signals to them. They in their turn will relay the signals to earth stations, of which two will suffice for Britain - one in Somerset and the other in northeast Scotland.

Already "Inmarsat" satellites are hovering above us, and new ones still to be launched will have a capacity for handling over 150 signals at a time.

Long wire aerials on board ships will be superseded by "parabolic dishes" of about one metre diameter, being kept automatically directive towards the satellite.

Local VHF communication as used within harbour authority areas would seem likely to continue as at present. For purely coastal signals the future also seems to lie with VHF, but the 30-mile range limit is a difficult factor.

In making tests, there have already been problems in the USA. For instance, the satellite may relay a distress call to the land station, but it may not reach the rescue services if through storms the landlines are down, or as actually happened, the Post

Office workers are on strike! There is a vulnerability which so far has not been answered satisfactorily.

N.R.P.

SHIPS TO BREAKERS

AL JAZIRAH	ex NORDIC CLANSMAN (1974)
ANNAJM	ex INDUSTRIA ex SILVERISLE (1960)
BANAHAW	ex DEVON ex NIKOAOS K ex LUCKY IMPORTER ex SUGAR IMPORTER ex ATHELPRINCE (1959)
CAST RORQUAL	ex NORDIC COMMANDER ex DARINA (1966)
GULF FALCON	ex CITY OF AUCKLAND (1958)
GULF EAGLE	ex DIXCOVE (1959)
HONGKONG ISLAND	ex ORITA ex AFRIC (1957)
KULPAWN RIVER	
LONDON PRIDE (1971 - VLCC)	
ODYSSEUS	ex SIR THOMAS BROCKLEBANK (Pilot No.1)
OFFIN RIVER	
SEPIA (1961 - Lairds)	
SUNJIANG	ex BRITISH KESTREL (1962)

OCTOBER MEETING

On Thursday 13th, we had a most entertaining lecture on "The Liverpool Pilotage Service" - "entertaining" is perhaps a mild description of what Pilot Keith N Taylor served up. This writer thought it was one of the best talks we have had for some time and it was a pity that our audience only numbered sixteen. There was some delay in starting the meeting as the Chairman, vice-Chairman and Secretary were absent. Our sympathy goes to Jill who had serious illness in her family, which meant a long journey. Our Treasurer Ted Tozer therefore stepped into the breach to commence this lively talk and discussion.

Firstly - greetings to our Society from the Liverpool Association of Pilots, now 217 years old. In 1648, Liverpool was virtually a mud hole, and yet its potentiality as a port grew, and trade was principally carried on with the West Indies. In 1710 the Government of the day exerted great pressure in the establishment of the port.

The first docks built were Canning and Albert, opened in 1715 and from that time on, everything flourished. 1764 was a bad year when in a great storm, 18 ships foundered on the old Mersey Bar,

which was then of course, at the extremity of the Rock Channel. 74 lives were lost, and of great importance to the Chancellor of the Exchequer was the fact that £18,000 of taxable cargo was lost.

"Pilots" at that time - well, said our speaker, they were more like "pirates". They would congregate at Amlwch to barter their services to ships making for the entrance at Hilbre Swash. Individual pilots would take a boy with them in the cutters, with the duty of "casting the lead".

To be a pilot, a boy must still serve an apprenticeship "deep sea" before applying for his licence, which is essential to his calling. No licence is issued to anyone under 23, and then it is a 3rd class licence for ships up to 600 tons. After two years, he can apply for a 2nd class ticket to deal with ships up to 2000 tons. After five years he can apply for 1st class, with a tonnage limit of 12,000. The next step is a Senior Licence, known as a "one plus anything".

For westbound ships, the compulsory limit is at Point Lynas, but for northbound ships it ceases at the Bar. The area of operation, however, is from Liverpool to Amlwch, thence to the Chicken Rock, across to St Bees Head and down the coast again to our port.

Pilots themselves - well, they have to have constitutions like steel to cope with all the fare they have offered to them on ships of many nations. The other requisite is to be able to do without sleep, as it does happen that a pilot may be on the bridge for periods of 18/20 hours, on their feet.

Diplomacy is important - when you step on the bridge of a foreign ship, you may be the first Englishman, or even the first white man the Captain has ever met! You must have a strong sense of humour, and be able to avoid apparent stress. VHF radio, radar etc have all helped navigation, but sometimes the layout of these instruments in the wheelhouse is not wholly conducive to safety. It should not be necessary for the pilot to have to turn to the VHF radiotelephone mounted on the after bulkhead, when he wishes to keep his vision glued forward.

Imagine with me, said our speaker, a typical incident and one which really did happen. It was on the bridge of the Finnish motorship POSEIDON in dense fog, so thick in fact that the water could not be seen. There was no radar at the time, but they had R/T. Peering over the canvas dodger it was known

that the cutter was close. There were noises in the fog - the captain was shouting orders about getting the boat away and everyone was tense. A junior officer had his finger on the microphone switch to speak to the cutter, and there was considerable stress. He pressed the button inadvertently, but all that went out over the air was the ejaculation: "Jesus Christ...!" Back on the loudspeaker came a voice, origin unknown, saying "You called me, my son?" The tension was eased.

On another occasion, Pilot Taylor got a job, taking out LONDON PROSPERITY from the grain berth at Seaforth. It was one of those all too infrequent fixtures at 9am. This Liberian bulker was 675ft long and 104ft beam. Gladstone Lock is 120ft wide. Although her captain was a Korean, this was a Liberian ship flying a flag of convenience "run on a bootlace and tied up the same way!" First of all the pilot asks ship's officers to inform crew to standby fore and aft. He has a tug fore and aft, and a "pusher" in case of need, in this case HOLLYGARTH, HAZELGARTH and WALLASEY, and as pilot Taylor says: "we have some cracking big tugs in Liverpool now".

Being light and with a draft of 20ft bound for Key West, she is a target for the westerly wind. The VHF is a useful help in getting the stern tug to report when the ship is properly clear. Long ago, to contact the tug, "I would have to blow myself peuce" said the pilot, "but not now". He gives us a full description of getting the ship rounded up, letting the tugs go, and away down channel.

The pilot is responsible for the tugs and the lives of the men aboard them. Then to the Korean captain he asks for a man on the focsl head, who is capable of letting go the anchor in case of need. There are ships to pass in the narrow confines between revetment walls, and the strong west wind sets the ship over to the buoy line.

In a Korean-manned ship, one has to use care with course orders to the helmsman, for "oh" in Korean is "5", so for a 270 degrees course one must say "two-seven-zero", otherwise he would steer 275.

Leaving the main channel at Q2 buoy is signalled to Mersey Radio in the radar tower. Then the Captain is asked to set the ship on a 256 course on automatic pilot. Off Ormes Head the Lynas pilot is informed of the ship's time of arrival. "Will be with you in an hour - ladder on starboard side". On the arrival of the pilot launch from the jetty, engines are rung for dead slow, hand steering is restored, and in wishing the captain a pleasant voyage, the ship is left on a bearing of 360 to 010 - away from hazards, and the captain regains control. The pilots bag, which we saw, is lowered to the launch and he descends the ladder. Another job is over.

Pilot Taylor said that if ones hands once make contact with the ladder, then your feet must find the rungs! We made sceptical remarks about this, but he maintains that it is so.

After coffee, there were various questions. Ray Pugh asked if there were still "appropriated pilots" and the answer was "yes but they are now termed "choice pilots". It was recalled that Mr Megginson, appropriated to Shell, brought the mighty MELO into the Mersey, when there were 10,000 people to watch. The huge V.L.C.C. type of ship of 200,000 tons had arrived with great acclaim, but its use was to become very limited under the British flag.

Mention was also made of Mr John Rees, one of our founder members who wrote the "History of the Liverpool Pilot Service" and we remembered also Norman Morrison who gave us breezy talks about his work.

Ted Tozer in efficiently winding up the evening paid a warm tribute to Mr Taylor on our behalf, and said that although he had watched the Bob Hope show on TV on the previous night, it had nothing on what was offered to us tonight. Your reporter could not help complimenting the speaker on his clear diction and delivery, not a word being missed. We regretted the rather meagre attendance as this was surely not an event to be missed.

N.R.P.

And of the craggy cliff he lov'd to climb,
When all in mist the world below was lost.
What dreadful pleasure! there to stand sublime,
Like shipwreck'd mariner on desert coast,
And view th' enormous waste of vapour, tost
In billows, lengthening to th' horizon round.

James Beattie (1771)

NOVEMBER MEETING

The Archivist of Merseyside Museums, Mr J Gordon Read, was our speaker in a talk about emigration entitled: "Farewell to the Mersey" given on the tenth of the month.

Firstly we saw a number of slides of the port in its early formative period with the Canning and Georges docks standing out,

together with the two graving docks. There was a "London Illustrated News" picture of 1829 in which we saw the emigrant depot at Birkenhead where embarkation for Australia took place. There was a picture of Caroline Chisholm who helped emigrants to Australia by way of loans. We saw large crowds of people waiting to board a sailing ship, for they were always kept waiting until the last minute. The Dock authorities of those days did nothing to ease their plight. Nothing in the way of refreshment was provided and the poor unfortunates had to bring their own food. Once aboard, however, there was a roll call. As typical of this state of affairs, we saw the picture by Ford Madox Brown of a young couple taking their last look at England.

In 1844 they took their own food for the voyage, however long, and before much time had passed shipowners provided facilities for cooking. Ultimately some ships supplied meals, but they were more or less of a workhouse standard. Of the usual sanitary necessity, there was one for every 100 passengers.

Gradually things improved when the Inman, Cunard and White Star steamships came into the trade. Mr Read has visited many libraries, including the Bodleian and finds that Liverpool is better documented than any of them. Perhaps this is hardly to be wondered at, when in 1852 Liverpool handled ten times as many emigrants to foreign lands as London.

The "Brighton collection" has been purchased by our Museums, containing letters describing the desperation and misery which caused so many to try their luck overseas, when life appeared a failure and Britain had little to offer. This work is illustrative of the kind of person involved.

In the opposite direction, many inquiries have since been received from the Government of New South Wales, concerning people who shipped out from Liverpool long ago.

The great potato famine in Ireland had a great effect on the flow of people to the USA, Canada and Australia, and Irish emigration was greatest in 1846-1855.

We heard of the work of the J T Danson family, one of whom founded the Thames and Mersey Insurance Company. The "League of Welldoers" and the Royal Liverpool Seamen's Orphanage Institute came into existence at this time.

One flood of emigrants were the Germans from Russia. The better czars had encouraged Germans to settle in their country, but later came czars who were opposed to this practice and drove them out.

Many of these Germans passed through Liverpool.

In the early 1900's there were assisted passages to Canada; some who went finished up in the USA, and some of those who went to USA ended up in Canada. Whereas the country of origin loses all interest in emigrants, the country of destination has considerable concern in matters of money and of health. Not all emigrants go because of poverty; some had considerable means, and mention was made of the Kennedy clan who left Co Wexford in 1847.

In the last century emigration was really big business for the shipowners, and millions of many European nationalities were moved. It is a picture of great complexity and our Museums archives department may well be prepared to assist Commonwealth Government departments with recorded information.

The vote of thanks to Mr Read was proposed by Harry Hignett and supported with acclamation. In those former times, there was no "welfare state" or maybe in these times of mass unemployment, many more would be trying their luck overseas.

Our Chairman John Lingwood, mentioned that there would be a presentation to Mike Stammers at the Christmas Social for his past services to the Society. This will take the form, at Mike's choosing, of a half-model of the Morecambe Bay shrimper, after whose hull form SPIRIT OF LIVERPOOL is now being constructed.

N.R.P.

MERSEY NOTES AND GENERAL NEWS

Liverpool is said to be the ideal port for large direct bulk shipments of animal feedstuffs into Britain. We have the deep water for large bulkers, and so a major new terminal is being arranged at the former meat berth, Royal Seaforth, with initial annual throughput of 350,000 tons.

The former Liverpool/Dublin car ferry MUNSTER, built at Rendsburg in 1965 has been renamed FARAH I and runs between Aqaba and Suez.

The Bibby Line is training British officers and West Indian crew to take over two methanol carriers, now building in Japan for Trinidad owners. Bibbys are manning the ships.

Rock Ferry Tanker Cleaning Terminal at the old ferry pier,

has been re-opened after five years closure. It was originally brought into use by Cammell Lairds 25 years ago. Vestor Petroleum Recovery Ltd are the present owners.

The Tall Ships race will start from the Mersey on 4th August 1984 and the River Festival will precede it. The larger sailing ships will be berthed in Vittoria Dock, Birkenhead, and the smaller craft in Salthouse and Canning Docks, Liverpool. It is expected to have sufficient depth of water in the system by that time, and the river gate operating. The auxiliary schooner DE WADDEN was lying at Dunoon in September and it is hoped that her purchase will be secured as a Maritime Museum exhibit, for she was the last vessel of this type to trade to the Mersey.

There was a cry of "man overboard" in BEN MY CHREE on Saturday evening 30th July when she was 3½ hours out of Douglas bound to Ardrossan. Under Captain Ronan the ship was turned about and a boat lowered to recover a male passenger. The rescue took nine minutes, and when safely aboard the man was tended by nurses who happened to be travelling, and recovered. His wife and daughter saw the incident. On the return passage, a steward was found dead in his cabin, through natural causes.

Laid up in Morpeth Dock a few years ago and offered for sale, the Mersey ferry WOODCHURCH entered Clarence Graving Dock in early October to refit her for further ferrying. The trials of HIGHLAND SEABIRD on the Mersey crossings having proved unsuccessful, the 40-min frequency on the Birkenhead and Wallasey routes is to be increased. Especially is this important in view of the expected influx of tourists next year and the probability of river cruises.

The old Clyde dredger LENNOX II has been towed to Manchester for breaking up.

The gas rig MORECAMBE FLAME was towed from a Scottish loch to her Morecambe Bay site by The Alexandra tugs IMPLACABLE and WALLASEY during the summer.

The C.Y.Tung concern has bought the two cruise liners VOLENDAM ex BRASIL and VEENDAM ex ARGENTINA each of 23,000 tons and US built in 1958.

Two recent completions by McTay's Shipyard at Bromborough have been the small ferry BON MARIN DE SERK for the Isle of Sark Shipping Co seen on trials on 29th July, and the tug BEAMER for work in the Firth of Forth.

Smit Towing Co of Rotterdam has recently sold two of its best

known salvage tugs - ZWARTE ZEE (1963) and WITTE ZEE (1966).

After only seven years service, Shell have disposed of their mighty LIMOPSIS of 315,713 tons deadweight.

Even larger at 555,031 tons PIERRE GUILLAUMAT and the second largest ship ever built in 1977, was on a long, slow passage in October to Taiwan breakers.

At an awards ceremony at the Vintners Hall, London, in late July, the Folk and Transport Museum of Ulster received the "Museum of the year award". In the speeches it was said that museums were now Britain's number one growth industry. Our grandfathers might have scorned that statement, but we now have to go along with the concept of greater leisure participation.

In August the bell of LUSITANIA was temporarily on show at the Imperial War Museum. This has been raised from deep water south of Fastnet Rock where the liner was torpedoed by U20 on 7th May 1915.

The bell from LA MARGUERITE lies at the Church of the Holy Sepulchre, London EC1, as part of the City of London Rifles Memorial. This has been made known by C Cropley of Romford in "Sea Breezes".

A new Radio Caroline broadcasting station has commenced operations from the Knock Deep off Essex coast. The ship has been given the name IMAGINE, in memory of the late John Lennon (Beatle), and was formerly the deep water trawler ROSS REVENGE. Her mast is 300ft high and the conversion was made in Spain. The former Radio Caroline, with ship's name MI AMIGO, sank in March 1980.

The third floating hotel named PURSUIVANT has been delivered to Port Stanley by the semi-submersible craft DYVI SWAN. There is accommodation for 870 servicemen.

A very serious oil leakage occurred when the Iranian tanker SIVAND was berthing at Immingham in late September. Severe impact with the jetty punctured her hull and the escaping oil extended throughout the Humber estuary as far as Cleethorpes. Bulldozers scoured the beaches and tugs sprayed detergent, but birdlife was badly affected. The ship, of 108,721 tons, is ex-BRITISH NAVIGATOR built in Japan in 1971. The tugs which took part in the clean-up operation were LADY LAURA, LADY SARAH, LADY ALMA, LADY MARINA and TRAWLERMAN.

A ship which used to visit the Mersey has been aground off

the Dutch coast in August but got off under her own power. She is the Cypriot owned HARRIS ex MANIA ex CAMEO ex GEM, built by Ailsa in 1952, and of about 2000 tons. Built for the coasting trade she now serves West Africa and the Middle East.

The British Government has chartered a small ship to carry sheep to re-stock the Falkland Islands. She is the livestock carrier DINA KHALEF ex IRIS CLAUSEN ex ADLER, registered in Qatar, one of the Arab Protectorates. She was built at Bremen in 1957.

The tentacles of the C.Y.Tung shipping empire seem to have no bounds, and now through their control of Manchester Liners, on the North Atlantic, their sights are set on C.P.Ships and Dart Container Line.

In November the small motorship HETTY registered in the Isle of Man under the new law, and on passage from Port Said to Philadelphia, was stopped off New Jersey for search by US Coastguards. Beneath her timber cargo, eleven tons of hashish was found of huge value. The crew of four was arrested.

The new Mersey pilot launch DUNLIN took up her duties in October in collaboration with KITTIWAKE, SHEARWATER and KINGFISHER. PERKOIL IV has not been seen operating since.

Two ships at present laid up at Hongkong with very unsure futures are Sealink's CAESAREA as we knew her, and FLAVIAN ex FLAVIA ex MEDIA of Cunard.

Three motorships which carried coal to the Thames power stations have been disposed of by the Central Electricity Generating Board. They are CLIFF QUAY (1950), JAMES ROWAN (1955) and SIR WILLIAM WALKER (1954). There was a move afoot to preserve the first named as a typical collier of the period, but this fell through. As we go to press CLIFF QUAY is being delivered to Manchester from the Tyne for breaking up.

HMY BRITANNIA, the Royal Yacht, is having a big overhaul in Portsmouth Dockyard - possibly the last job they will do. She is being converted to diesel propulsion and will be out of commission for six months. This writer would like to offer humble condolences!

The old Manchester Ship Canal tender DANIEL ADAMSON, now 80 years old, has been in service this summer providing a canal cruise for guests of the Company.

The Maritime Trust is preserving the Tamar sailing barge SHAMROCK, built at Stonehouse, Plymouth, in 1899. She was found in

the early 1970's as a scrap iron store in the Hoo Lake, Plymouth.

The £70m rig which still sits in Cammell Laird's docks was named SOVEREIGN EXPLORER on 9th September by the Energy Minister Peter Walker's good lady, Tessa. It now seems destined for the North Sea and not Morecambe Bay.

N.R.P.

SOCIETY NOTES

It was with very great pleasure that on 9th November, our Chairman made it known that the Rev Bob Evans of the Mersey Mission to Seamen has accepted the Presidency of our Society. We shall welcome him in person at our Christmas Social which should now be a doubly happy event! I understand he is particularly interested in marine art.

Chairman John Lingwood would like it to be known that his new address is 15 Woodcroft Drive, Heswall, Wirral, with telephone number 051-342 2900.

Our Council member Captain N D B Martin also has a new address, which is 1 Hydro Avenue, West Kirby, Merseyside L48 3HP and telephone number 051-625 9529.

We trust that as many members as possible will attend the Annual Christmas Social Evening on Thursday December 8th, as per invitation enclosed. As in the past, this invitation applies also to our friends in World Ship Society and others who would like to join us.

Inquiries re membership should be sent to the Hon Secretary Miss G L G Sweetnam, c/o Merseyside County Museums, William Brown Street, Liverpool L3 8EL. The "Bulletin" is issued to members quarterly, edited by Mr N R Pugh, 12 Ashton Court, Sandon Road, Southport PR8 4QH. News items and general contributions are gladly received for consideration. Printing is by Express Typewriting and Duplicating Service, 2nd Floor, Queen Insurance Buildings, Dale Street, Liverpool.

May we remind members that Miss Sweetnam is to address the Merseyside Branch of World Ship Society on Tuesday 10th January 1984, on "Maritime Museums USA". Another W.S.S. feature of interest is "Isle of Man Steam Packet Co" by members of the Isle of Man branch on 8th May. Venue for both these occasions is the Museum Lecture Theatre, 7.30pm.