

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

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B U L L E T I N

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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

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Near, in the blueness of the haze, an island  
Rises before us as we pass the port:  
It is Escudo, where Sir Francis Drake  
"Yielded his valiant spirit like a Christian."  
Some say his heart is buried there: perhaps.  
His body lies beneath us somewhere here.  
The surf breaks on the island as we pass.

Porto Bello - John Masefield

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THE SYDNEY MARITIME MUSEUM

Dr Keith Penny of Canberra University has kindly sent some interesting information concerning the Maritime Museum which is taking shape at Birkenhead Point, Sydney. In the middle 1950's, Keith was archivist of our Society, whilst at Liverpool University and he is nephew of our former council member, Dennis Boyes.

I shall quote directly from the "Canberra Times" dated 1st October 1983:

"It is Sydney Harbour in the 1920's. Somewhere amongst the forest of masts and spars along the waterfront a three-masted iron barque is tied up awaiting cargo and crew. Ron Wahling, a young seaman walks up the gangplank and asks the mate if he needs deck-

hands. He didn't get the job and perhaps was secretly relieved. The 180ft ship was already half-a-century old. Soon afterwards the old aristocrat - JAMES CRAIG - which had seen better days was to come to an ignominious end as a coal hulk in remote Recherche Bay, S.Tasmania. She had been round Cape Horn 23 times with timber, wool and general cargo.

But it was not to be Ron Wahling's last meeting with the old lady. In the 1970's a group of sail enthusiasts located JAMES CRAIG, rusting and half-submerged. With enormous effort they patched her up, and after years of work, had her towed back to her home port - Sydney.

And out of all that effort has grown the Sydney Maritime Museum. Astonishingly it is private, though helped by some New South Wales Government grants. It employs just five full-time staff and relies on volunteer labour for much of its work. The official in charge of finance says that 300,000 Australian dollars per year are needed for the regular budget, and it is obtained from grants, private and corporate donations and from the turnstile. But that does not include extras such as the restoration of JAMES CRAIG. That little extra will cost a cool 3½ million or so dollars.

JAMES CRAIG is still a shell of her former self, mastless and deckless, but she is afloat again. It is hoped to have her fully restored for Australia's bicentennial celebrations in 1988, and she will be the museum's star attraction.

Ron Wahling, now 80, is an active member of the museum. He may yet achieve his ambition to tread her decks when she is fully rigged.

The word "museum" puts people off, but if you have visions of dusty glass cabinets and echoing corridors, then forget it. "This is a working museum" says restoration manager Ray Thorssell. "We don't go in for conservation. We restore our vessels to working order and maintain them that way."

There is a small landbased exhibition hall, and a fascinating one it is. But without doubt the heart of the place beats down at the quay where its unique collection of vessels is where all boats ought to be - in the water.

Says the museum manager Harlan Hall "All our boats have something to say about the maritime heritage of Sydney and of Australia - they don't necessarily have to be old or glamorous."

There is the 1902 steam tug WARATAH which was still at work in the port of Newcastle in 1962. But virtually a wreck, she was steamed south by a volunteer crew.

And there is the coal-fired pilot boat of the port of Brisbane - JOHN OXLEY - a fine 544-ton steamer built in Britain in 1927. It is a fact that there are fewer steamships preserved around the world than sailing ships - largely because of their higher scrap value.

JOHN OXLEY was fitted with a beefy 1400hp engine to suit her arduous work as a pilot boat, and this now ranks as one of the largest operating marine steam engines in the world.

Also afloat is the elegant Edwardian steam launch LADY HOPETOUN built in 1902, for many years the VIP boat of Sydney Harbour. Then there is PROTEX, a small workers' ferryboat dating from 1930, and KOOKABURRA which is still under restoration in the museum's workshop. She used to take families on speedboat rides out of Manley beach. Soon to be presented to the museum is a 1923 - 18ft racing yacht named YENDYS (Sydney backwards!) which has been restored by Vickers apprentices at nearby Cockatoo Island.

Ray Thorssell adds "We want to preserve not just the vessels but the skills which went into building and operating them." He and his colleagues are almost religiously sincere about this. JAMES CRAIG was originally decked with teak, so teak will be used - about \$150,000 of it. Even if out of sight, plastic will not be used if metal was used originally.

Volunteers working at the museum are taught black-smithing, rope splicing, woodworking and many other skills. Those involved in restoring WARATAH had to learn how to rivet, the tug needing 15,000 rivets, for welding gear is scorned. The men scour Cockatoo Island for old rivets discarded by the Vickers yard, and search through garage workshops for pieces of engine.

One such detective managed to find one of the original lifeboats from WARATAH. It was being used as run-about on Lake Macquarie, but the owner kindly agreed to sell when he heard the story. If one attaches sentiment, then that old WARATAH lifeboat could have been the very one launched by the tug in 1913 to save the crew of the yacht THELMA which foundered in heavy seas off Sydney.

But sentiment isn't the point. The museum's philosophy - and Thorssell waxes quite poetic about it - is that everything must be as nearly original as possible, and must actually work, if

vanishing vessels can truly be preserved for generations to come. a replica is all very well, but it inevitably loses something of the original. "Take a boat out of the water and it ceases to be a boat" says Thorssell, "Restore it so that it can operate in the water, and everything on it goes through an initiation, a rite of passage."

With the speed of technological change it is likely that even quite modern technologies will vanish utterly in another generation. Thorssell and his friends think beyond life-times. When buying spares for KOOKABURRA's quite modern straight eight petrol engine, they bought up enough to last the next century! "You won't be able to get the parts in 100 years time" they say.

Says the manager - "We are already the largest maritime museum in Australia and have one of the largest collections of ships in the water anywhere in the world."

Visitors are welcome aboard the ships, to see the work in progress and occasionally to take harbour cruises in OXLEY, HOPETOUN or WARATAH and this means revenue, which is always needed."

The above notes are quoted from a half-page article entitled "Floating heritage restored" by Tim Griggs. (This WARATAH has no connection with the passenger liner of same name which disappeared without trace many years ago).

N.R.P.

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Sail's slow, has thought of all his heart must leave  
Tomorrow - of the friends he lov's most dear -  
Of social scenes, from which he wept to part -  
But if like me, he knew how fruitless all  
The thoughts that would full fain the past recall,  
Soon would he quell the risings of his heart,  
And brave the wild winds and unhearing tide,  
The World his country, and his God his guide.

William Lisle Bowles (Sonnet 1789)

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## FOOD FOR THOUGHT

To ensure that a ship will continue to exist is "preservation" - that she is brought back into a sea-going state is "restoration". A definition put forward in "Sea Breezes" by Frank Orna of Brighton.

## WITH GREAT SORROW

It is with great regret that we have to record the death of our former member Herbert Coney of Prenton. He and his wife, who as this is written, is reported to be in hospital, kept us well informed regarding the preservation of GREAT BRITAIN. Herbert spent his working life as a railway engineer, and was at one time responsible for remedying any derailments between Birkenhead and Chester. In recent years he suffered the effects to his lungs of acetylene gas inhalation a considerable time after the event.

We have missed him from the front row of our lectures, as he was always the man to ask questions after the interval. We are indebted to both the Coneys for their long support, and gratefully remember the delicious mince pies which the good lady prepared for our Christmas socials. Herbert always brought his drawings along to our exhibitions, and his engineering plans showed great technical ability.

From Bristol we hear of the death of Grahame Farr, author, and historian of the R.N.L.I. One of his finest works is "West Country Passenger Steamers" first published by T Stephenson in 1956 - others were "Somerset Harbours", "Chepstow Ships", "Great Britain" and "Great Western". He was a noted authority on the Lifeboat Service, and a few years ago I was in correspondence with him about the diving boats formerly on davits at the rear of Georges Landing Stage. He was anxious to know if these boats were the former MD & HB lifeboats, but decided that they were not, after photographs were supplied.

Both these gentlemen are a sad loss to our Society.

N.R.P.

## WAVERLEY CRUISES CONTINUE POPULAR

Mr Nigel Coombes, Chairman of Paddle Steamer Preservation Society has said that "WAVERLEY bowed out of her 1983 season in a blaze of lights and reflected glory, in the bustle and colour of Millport illuminations. The news was beginning to filter through of the vessel's record receipts for the year, even though a patch of bad weather on the South Coast caused a fall of 4,000 passengers on last year's 240,000 carried.

Another year of wonderful public support. This should have been the year, above all others, when we could say that WAVERLEY's future lay secure. Alas, behind those bright Millport lights there lurk unwelcome and unsought-for clouds.

During the course of the season, international exchange rates have, with frightening speed, pushed up by 22% the price which WAVERLEY has to pay for her fuel, and there was no way this heavy burden could be passed on to passengers. Port pilotage charges have forged ahead of the national inflation index. In order to recoup lost revenue, resulting from the disgraceful decline in British shipping and slackness of trade, charges have escalated to the extent that the "hidden extras" in the Solent came to precisely double last year's figures. WAVERLEY, a special case if there ever was one, is therefore not exempt from the chill winds of our country's deeply disturbing maritime malaise. It is surely an injustice that she should in some respects be similarly rated as a cross-channel ferry or cruise liner."

## DECEMBER MEETING

In spite of an extremely wet night on 8th December 1983, our Chairman John Lingwood was able to express pleasure in a good turn-out. This was the annual Christmas Social held in the Educational Block of the main Museum, William Brown Street.

The Chairman's first duty was to introduce to us our new President, the Rev Bob Evans, padre to the Mersey Mission to Seamen, whom he felt would be a truly active President.

The President replied that he felt honoured to have been asked to fill this position, having known about our Society from years past. No longer does the padre sail aboard a tug with Christmas cheer for the lightshipmen as of old, for we no longer have manned lightships off the port. Humourously he told us that he had served the parish of Rainhill over a period of five years, and hoped that we would not draw any false conclusions from that! He is particularly interested in marine art, with an understanding that in whatever sphere, we do things to the utmost of our ability.

We then had the presentation to Mike Stammers for the sterling work he has done for our Society over a period of fourteen years as Hon Secretary. He has excelled in his choice of speakers for our meetings, but has now progressed to be Curator of the Maritime Museum, though still within our Society as a vice-president.

The presentation was in three parts, what might be called a marine mural - a half model of DAYSTAR - and a framed print of one of Keith Griffin's works, the sailing ship INVERCARGILL. Lastly, a framed print of the P.S.N.C. paddle steamer VALPARAISO of long ago, which lies wrecked near Puerto Montt, Chile, as described in previous Bulletins.

Mike said that he was overwhelmed by these presents. When asked to take over the Secretary-ship from Edward Paget-Tomlinson, he was full of trepidation in case he did not measure up. But his fears were soon put at rest, with the backing from all concerned. He regrets that his Maritime Museum duties do not permit him to carry on as Secretary, but in Jill Sweetnam he knows that we have a worthy successor.

After the presentation, we had a maritime quiz set by Mike, and had to guess the subject of 12 transparencies. Most were typical Liverpool dock scenes.

The refreshments followed, and were as usual tastefully displayed, for members to help themselves, there being red and white wine. Normally Jill would have supervised this part of the evening, but had unfortunately to be absent owing to illness in her family. Betty Summerfield took over at very short notice, and coped admirably as ever. She would make her reputation anywhere as a catering manageress!

Some video films of nautical subjects were then shown to round off a very pleasant evening. Amongst those present, and I am sure I have not obtained all the names, were the President Rev Bob Evans, Dr Peter Davies, Dr Yorke, Mrs Betty Summerfield, Miss Watkins, Miss McKee, Miss Lomas and Messrs Tozer, Pugh, Stuttard, Raine, Hignett, Loram, Lingwood, Dave Keen (J of C), Ditchfield, Tufnell, Capt Martin, Joe Bain and lady, A Scarth, J Temple and K Griffin.

N.R.P.

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Steamer, steamer, I am he whose "raison d'etre" you bore to sea.  
Steamer, you lightly weighed your anchor, try so lightly to  
weigh my rancour.

As soon as she is safely off you, I'll curse you from Sandy  
Hook to Corfu.

You who carried her off so boldly, shall pay for it hotly,  
pay for it coldly,  
With fog and howling hurricanes, and icebergs in the shipping  
lanes,

And strikes of longshoremen and tugs, and a passenger list  
of jitterbugs -

Pooh! says the steamer, pooh for you!  
Toddle-de-oodle-de-oo!

Ogden Nash

## NEW NAMES FOR OLD

ANDREA	ex CAIRNASH (1976)
BELLO FOLAWIYO	ex SOKOTO (1979)
CHRISTIANE	ex CAIRNELM (1977)
CEDAR LEA	ex ROSS BEAVER ex WELSH MONARCH (1962)
CITY OF DURBAN	ex PORTLAND BAY (temporary)
CHRYIS	ex GIANNA A ex ARLINGTON ex ASHINGTON ex TENNYSON (1957)
DIANE	ex LIMOPSIS (1976)
GEORGIOS II	ex PRINCESSE ASTRID
GRANGFFION	ex ENERGY PIONEER (1968)
IVER CHASER	ex ANCO CHASER (1973)
KIMOLOS	ex FREE ENTERPRISE I
KORIMU	ex CELTIC CRUSADER ex SUPREMITY (1970)
LEONY	ex CAIRNOAK (1977)
LIVERPOOL STAR	ex CITY OF IPSWICH (1979)
LINO	ex BALLYLESSON (1959)
MARUN	ex BRITISH SEVERN (1974)
MOKRAN	ex BRITISH NEATH (1973)
MINAB	ex BRITISH FAL (1974)
MARIA	ex OXFORDSHIRE
MESSARIA	ex AFRICA PALM
M ISTANBUL K	ex LONDON BRIDGE (1967)
NEPTUNIA	ex DUKE OF ARGYLL (1956)
NADIA II	ex PASS OF GLENCLUNIE
OMEGA LADY	ex OLIVE (1963)
PRIMA GEMIMA	ex ESSO PURFLEET (1967)
RATHMOY	ex TOMOE 63 (1980)
ROMNEY	ex RUDEBANK
SUBRO VICTOR	ex FUTURITY
SULBY RIVER	ex SUBRO VENTURE (1971)
SIERRA EXPRESS	ex CORDILLERA EXPRESS (1977)
SEISELLA	ex SOUTHELLA (1969)
SMIT RANGOON	ex SMIT PIONEER
SMIT COLOMBO	ex SMIT ENTERPRISE
SAMOS LUCK	ex BALLYRORY (1963)
SHOUSH	ex BRITISH SURVEYOR (1972)
TUXEDO PRINCESS	ex CALEDONIAN PRINCESS (restaurant)
TARUS ERRE	ex TARN ex ANCO DUCHESS ex ATHEL DUCHESS (1968)

## DISPOSALS

tug WAPPING ex WILLIAM LAMEY (1959)  
 ANCHISES (Ocean Fleets) (1973) - (renamed AITODOR)



## FEBRUARY MEETING

At last a day of sunshine and zephyr breezes after weeks of squally winds - so an evening climb up William Brown Street was no ordeal! Our Chairman John Lingwood introduced the speaker Mr H McLeish whose talk was the "History of Cammell Lairds". Present were Mr Heyman, a former employee of the shipbuilders, and a junior, Peter Stewart now working in Laird's Youth Employment scheme, and who is constructing a model of MANXMAN in his spare time.

The story started in 1810 when William Laird departed from Greenock and the ropeworks there for Birkenhead. We saw a picture of the yard he had set up by 1828. Although the first output was three barges 'A', 'B' and 'C' his first important order was from the Irish Inland Navigation Co for a small passenger steamer for the River Shannon. This vessel had to be assembled at Killaloe, and had a long life. Her wreck was discovered in 1957 and during the next ten years, as we saw on a slide, Dr Peter Davies and Edward Paget-Tomlinson worked on the remains.

As the talk proceeded, it was more concerned with the output of ships rather than the personalities which maintained the yard as one of the greatest in the world.

Yard No.42 was the Mexican frigate GUADALOUPE. Then came HMS BIRKENHEAD, a paddle warship and one of a group of five. She dated 1846 and became famous for her tragic loss after being converted to a troopship. Whilst on passage from Cork to southeast Africa, she struck a submerged rock and of the 638 people on board, 454 were drowned.

In 1860, the river steamer MA ROBERT of 225 tons was built for the famous Dr Livingstone for his exploration work. She was the first steel ship built by Lairds, iron having been used up to that time. The colour slide of a painting of this small craft was most attractive.

To remind us that these were very different times from the present, Mr McLeish showed us the first horse-drawn trams used in Birkenhead in 1859.

Scrapped in 1898 was the 23 knot Dublin packet CONNAUGHT, with four funnels in pairs and a whaleback focsl. This was a pioneering craft in her day.

ALABAMA, the Confederate raider came out in 1862 and was sunk off Cherbourg by the KERSAGE in June 1864, as described in the Bulletin a short time ago.

HMS CAPTAIN dated 1869 and capsized on a passage from Gibraltar to England in 1870, and only 18 of the 500 on board were saved. Her designer went down with her, and our member Denis Branigan has researched her unhappy end.

The first Cunarder built by Lairds was CEPHALONIA of 1882 which had a speed of 14 knots. She was built in a dry dock and floated out. Birkenhead produced the battleship HMS ROYAL OAK, one of a group of four of the largest warships of the time, the others being MARS, GLORY and EXMOUTH.

HMS LYNX was a 27-knot torpedo boat. In 1898 came the Argentine Navy's presidential yacht PRESIDENTE SARMIENTO, which later became a training ship.

Coming into the present century, we saw the Cork passenger tender SIR WALTER RALEIGH. In 1913 HMS AUDACIOUS was fitting. We saw a painting of her by Charles J deLacy and the photograph of her sinking, after striking a mine when on gunnery practice off Lough Swilley. There was only one casualty, as after abandonment by the crew, her magazine blew up, and debris killed a petty officer in HMS LIVERPOOL half-a-mile away!

A large order was the floating dock for Portsmouth harbour built in 1912, and we saw photographs of a Royal visit to the Yard, just before the start of World War One in 1914.

Another slide was of HMS CHESTER off New Brighton, the ship in which Jack Cornwall was awarded a posthumous VC. The Norwegian passenger liner STAVANGERFJORD was an order for £565,000 and she served for 45 years on the North Atlantic. Cunard's SAMARIA in 1922 was another large order. The French C.G.T. Line ordered the handsome DE GRASSE, a turbine ship of 17,000 tons which gave 15 years of Atlantic service.

The "luggage boats" OXTON and BEBINGTON for the Woodside goods service came out in 1925. The battleship HMS RODNEY was ordered in 1921, and surviving World War Two, was scrapped in 1948. This writer has lively memories of a week spent in RODNEY at sea in 1938 for exercises witnessed by HM King George VI in HMS NELSON.

GRETAFIELD was Laird's first molasses tanker in 1928. ROYAL EAGLE brought 900 soldiers out of Dunkirk, and was credited with several enemy aircraft. She returned to the Margate run in 1945 and in 1950 was laid up.

HMS ACHILLES of River Plate fame was commissioned in 1933. She averaged a speed of 28-knots between Gibraltar and Portland.

Yard number 1000 was Booth Line's CLEMENT in 1934, and her name and yard number is well remembered by this writer, who was working for a Liverpool firm at the time, supplying a large amount of copper pipe fittings for the ship. CLEMENT was the first ship lost by Booths in the war.

The first ARK ROYAL left the yard in 1939, and with the imminence of war was so hurriedly despatched, that fifty Laird

painters went round to Portsmouth with her, as I learned on an RNVR visit to the ship just before sailing.

All Merseysiders of suitable age, will remember the submarine HMS THETIS and how she sank on trials in Liverpool Bay in June 1939, when 99 persons were drowned. After being raised she was rebuilt as HMS THUNDERBOLT, but was lost in the Mediterranean.

1939 was also when MAURETANIA made her maiden voyage. She was soon to be taken over for war service and carried 330,000 troops. From the photo we saw of troops in QUEEN ELIZABETH II, we could quite believe that she carried 1,600,000 troops during the war.

Mr McLeish said that when the air raid sirens sounded at the yard in 1940-41, the battleship PRINCE OF WALES under construction, provided cover for those working nearby. This great ship was sunk off Malaya, together with HMS REPULSE on 10th December 1941.

During World War Two Lairds were able to turn out one 'S' class submarine per month. ARK ROYAL II was launched by our present Queen in 1950. It had been intended to name her HMS IRRESISTABLE but HM King George VI requested the change of name.

There was plenty of work - LEADER, a 33,000 ton ore carrier of 1966, HMS WHITBY a frigate, and the cruiser HMS NIGERIA was taken in hand in 1957 to convert her to the flagship MYSORE for the Indian Navy.

In 1969, we saw the submarine HMS GRAMPUS in dry dock, and in the wet basin AURIS, Shell's first gas turbine tanker, for some years a floating test bed.

HM the Queen Mother launched WINDSOR CASTLE, which did sea trials in 1960. With 45,000hp she was capable of 24-knots on the Southampton-Capetown route. Shell's SEPIA had a 5-bladed propeller and speed 15½-knots.

There was a slide of the commissioning ceremony of the submarine HMS SEALION.

Two notable cable ships were built, RETRIEVER in 1960 with a speed of 15-knots, and MERCURY followed in 1962.

In this year of 1962, Grayson Rollo's Princess Drydock close to Woodside Ferry was opened by Princess Alexandra, and later came into Laird's management. And now in 1984, under the subsidiary's name of Western Ship Repairers, it has lain idle for the last few years. It is a sad sight to see the mighty cranes idle with their cables swinging in the breeze.

Shell's OTINA was yard No.1276.

The guided missile destroyer DEVONSHIRE was completed in 1962 and Lord Mountbatten came to Birkenhead for the commissioning. Cunard ended a series of cargo liners in 1964 with SCYTHIA. BRITISH ENSIGN was launched by Mrs Marples in 1965. Laird's first nuclear submarine

HMS RENOWN was commissioned in 1968, followed by HMS REVENGE and HMS CONQUEROR with a crew of 137 in 1967.

The submarine HMS OTTER came to the yard for refit, and is still in service, being of conventional type.

The cargo ship NAWORTH was one of the last ships built for the Dalgliesh Line, soon to suffer demise, after being taken over by the Lonrho group of Mr "Tiny" Rowlands. She came out in 1973. Four type 42 frigates include HMS COVENTRY, tragically lost in the Falklands, and of which we saw horrific pictures of her destruction by Exocet missile. HMS BIRMINGHAM followed, with HMS LIVERPOOL 1982 and HMS EDINBURGH still to complete.

Mr McLeish told us that the last ship he worked on before his retirement in December 1983 was RFA RELIANT ex ASTRONOMER, and since she went to the Lebanon has been doing sterling work in the evacuation of British forces from Beirut.

The lecture covered much ground and ran on rather longer than usual. Security at the Museum galleries has been stepped up and audiences must clear the building by 9.30pm. The coffee break therefore hurriedly followed, and there was no time left for questions. Mr McLeish had certainly done his homework, and we are indebted to him for such a comprehensive account of what an asset Cammell Laird has been to Britain, and her friends. Now that the yard has covered bays, uses pre-fabricated methods and is all set for the future, how sad it is that hardly any orders are forthcoming. And that when work arrives, there is a minority who are forever insisting on strikes, demarcation disputes, sit-ins and general mayhem. The latent expertise must still be around, and perhaps a ray of hope is in the Youth Employment scheme being actively pursued. But the workforce has still a long way to go to infuse confidence into national and private purchasers. "Call a dog a bad name" they used to say "and hang him" - and unfortunately bad labour relations in recent years have brought a bad name to Merseyside. It takes a long time to erase the blot!

N.R.P.

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Amundsen on his ice-peak, and Peary from the Pole,  
And midway, where the oceans meet,  
Goethals - beside HIS goal:  
Where old Balboa bent his gaze  
He leads the liners through,  
And the Horn that tossed Magellan  
Bellows a far halloo,  
For where the navies never sailed  
Steamed Goethals and his crew.

Percy MacKaye (1875 -)

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### DANGER FROM DECK CARGOES

The winter's storms put not only a variety of ships to the test, but called into question arrangements governing some of their sailings. Amongst the most serious incidents was the loss of 80 barrels of highly dangerous herbicide, swept overboard from DANA OPTIMA on 13th January, on passage from Newcastle to Esbjerg. She also lost thirty-eight containers and trailers overboard.

Container and ro-ro ships may be fast and efficient in normal conditions but can become unstable in violent storms, the more so because of systems which allow containers to be stacked up to four-high on deck. Schedules are very tight because of the high costs arising from complex operations. Some operators have agreed penalties if timetables are not kept to. This can lead to inefficient stowing and puts great pressure on masters of ships to sail whatever the weather.

Considerable financial losses have been incurred with lost cargo, and marine insurance interests give a figure of fifty-million dollars worth since 1980. But there is also the obvious danger of loss of life in ships and their crews as well as the effects of pollution on humans and animals.

Alan McClelland

(The Danes have made a sonar search but failed to locate the cargo).

## SHIPS TO BREAKERS

ALAMAN	ex SOLON ex MOBIL TERN ex BERGE CAPTAIN ex MYSELLA
A.L.PIONEER	ex CITY OF ADELAIDE (1963)
ADMIRAL	ex VEESKY ex FORRESBANK (1962)
BRAZIL	ex CAMINITO ex TEWKSBURY (1959)
CAPE GRECO	ex MARIA DIAMANTO ex CITY OF WORCESTER (1960)
CHAR CHE	ex MANCHESTER CRUSADE (1971)
DIAMANT MERCHANT	ex LYDRA ex DONGA
DAFFODIL B	ex LONDON INDEPENDANCE (1961)
DARINA (1966)	
DESPOULA K	ex MELPO ex LOUKIA ex MAREANTES ex KAPTAYANNI ex BRIGHTON (1960)
EVPO SAILOR	ex DAPO SAILOR ex MONKSGARTH (1960)
EASTERN SUCCESS	ex DORIEFS (Cammell Laird 1958)
HALIFAX STAR (1964)	
NICOL MYLO	ex JOELLA ex REGU ex PEGU (1961)
SHARP ISLAND	ex STRATHAVOCH ex ARMANISTAN ex ELYSIA (1965)
SOPHOCLES	ex MALDIVE PRIDE ex STRATHADDIE ex FARSISTAN (1959)
SEA RELIANCE	ex BORDABEKOA ex YORKSHIRE ex EASTERN PRINCESS ex YORKSHIRE (1960)
TRADE OCEAN	ex HEYTHROP (1967)
WH ENDEAVOUR	ex WDA ENDEAVOUR ex WDA TRADEWAY (1967)

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The summer clouds she sets for sails,  
The sun is her masthead light,  
She tows the moon like a pinnacle frail  
Where her phosphor wake churns bright.

"The Earth" Wm Vaughn Moody  
(1869-1910)

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## MERSEY NOTES AND GENERAL NEWS

Study is taking place into the possibility of a Mersey  
barrage and power station from tidal energy. 1993 is given as the  
year when power could start to flow. Locks would be needed for

shipping, and three ideas are in mind - Langton Dock to New Brighton, Trafalgar Dock to Seacombe and Herculanum Dock to Rock Ferry. Construction would provide 5,000 jobs.

Always glad to see any statement praising our port, I was pleased to see ~~that~~ Joe Brophy of United Molasses Ltd had a letter published in Lloyds List. This was to the effect that Liverpool is the chief port in the UK for the import of animal and vegetable oils and fats, the total tonnage handled last year - 500,000.

As Felixstowe has insufficient depth of water for the new generation of US Lines container ships, they are switching to Southampton. They do so with reluctance on account of Southampton's recent poor industrial record. Partly in compensation, Incotrans and French C.G.M. consortium have switched from Greenock to Felixstowe, serving Florida and the Mexican Gulf.

Laxey Towing's tug SALISBURY towing the barge REDCLIFFE came across from the Isle of Man on 5th January. Coal was loaded at Garston overnight for Castletown and she passed the Bar outward on Friday afternoon 6th, under Capt Steve Carter. After days of westerly gales, the small TID tug took the opportunity of a temporary moderation.

The Alexandra Towing's REDOUBTABLE is working in West Africa, and their INVINCIBLE took barges to Port Stanley in November. Rea's BEECHGARTH is again stationed at Workington.

WH ENDEAVOUR was a dredger built in Brisbane in 1967. She was busy working in the Mersey in 1982, but is now being broken up at Canada Dock by the firm of C R Massie.

STAVENES has lately gone into Lairds basin for preservation work to be done by the Youth Training Scheme, after lying up in the old Ellerman Line berth at Duke Street. She was built in 1904 as a small passenger steamer for the Norwegian fjords, and has been lying at Port Penrhyn, N.Wales, for several years. In 1956 she was converted to diesel drive.

A casualty which took place in November 1982 and not generally known until recently, was BRILLIANTE ex SLEMISH ex BRILLIANT (1958) of 1056-tons. She sank after her cargo of lumber shifted on passage Cayenne to Maracaibo. She was once a frequent visitor to Llandulas for limestone.

With BERKSHIRE and CHESHIRE having been sold, the Bibby Line now has no "bulkiers" left in their fleet, which consists of five liquid gas carriers, one tanker, a floating hotel at Port Stanley and an accommodation rig in the North Sea. They are manning two large gas carriers for Bahamian owners.

French trawler ANNE SOPHIE sent out a "mayday" in the early hours of Friday 13th January, when she struck rocks below the cliffs, one

mile from Ballycotton, Co Cork. That port's lifeboat was launched, and the French trawlers CAPRICE DES FLOTS and LE CAPITAN stood by. The crew was saved by helicopter from Brawdy, Pembrokeshire, and landed at Cork. None needed medical attention.

During the January gales at Ardrossan, one dock gate became unshipped and this prevented SHELL DIRECTOR, GEZIENA and tugs CHIEFTAIN and BRANDON BAY from leaving on 11th.

The Missionary ships DOULOS and LOGOS, with their comprehensive book shops, visited Birkenhead in January and were open to the public. DOULOS was built in 1914 and now is registered in Valletta.

Alan Whicker's world-cruise in QEII did nothing to make me wish to emulate his experiences, as seen on TV. She is a ship which has failed to stir my imagination, with that, to me, ugly smoke stack which somehow matches her troublesome turbines. And now that the turbines are to be removed and diesel engines installed, will that funnel still be needed?

HARECRAIG II ex FLYING BUZZARD, a Clyde tug built in 1951, has recently been sold "for use in a maritime museum", as an exhibit.

In 1975, the US Government set up an inspectorate dealing with sanitary standards on board cruise liners, where there had been outbreaks of gastro-intestinal illness. Ships which did not satisfy the standards set included QEII, CANBERRA, SEA PRINCESS and more recently CUNARD COUNTESS. The faults were promptly looked into and remedied. But who would say that the British are a clean, hygienic race? The appalling state of most public conveniences on railway stations, ferries and various establishments makes one wonder why we have no health inspectors dealing with the matter nation-wide. Or is education the remedy?

In the last ten years, the enterprising firm of McTays of Bromborough has built 49 vessels. The latest is a rig-attendant vessel named STERLING ELF which was on trials on 13th December in Liverpool Bay.

The ferryboat J FARLEY built by Ailsa in 1922 has been located in Husband's Shipyard, Marchwood, Southampton, says K MacArthur of W.S.S. From 1952 to 1971 she was at Portland in Admiralty employ. Then it was planned to convert her into a stern wheel pleasure steamer for the Thames, but the scheme fell through. She brings back memories of the very many crossings of the Mersey made aboard her by this writer in the 1920's-1930's, together with her consort FRANCIS STOREY.

KINGSWEAR CASTLE, formerly a West Country paddler has had



steaming trials after some years work by preservationists. It is expected that she will operate on the River Medway in 1984.

The 29,000 ton container vessel JERVIS BAY was built in 1970 and perpetuated a famous name. She has been laid up at Antwerp for times are bad, and the fact that she had a steam engine sealed her fate. So the German tug HANSEATIC started the long haul to Taiwan in the New Year, 1984. The towrope broke in a fierce storm off Ushant and two French tugs put a party aboard and got JERVIS BAY anchored. Then another German tug -- HANSEAT -- joined HANSEATIC. Again the tow broke in Biscay and the tugs put their charge into Bilbao. But still the gales persisted and the container ship was driven on to rocks where she broke in two. So like HMS WARSPITE, CARONIA and many more, she failed to reach the breakers.

To improve the ship-shore VHF radio communication coverage off the Welsh coast, Telecom has opened a new station at Rhiw, 5 miles northeast of Aberdaron. The station is remote-controlled from Anglesey Radio, near Amlwch, and has a range of about 35-miles. The calling frequency is Channel 16 and working frequency Chan.27. Facilities are the same as for Morecambe Bay Radio, which uses channels 16 and 4.

On a passage from the Mersey to Grimsby in November the Unilever motor barge STRONG HAND ex LIFEBOUY broke down near the Eddystone Rocks. She was towed to Plymouth by the tug AVONGARTH for repairs. The green-hulled vessel is used for carrying vegetable oil and was built by Yarwoods of Northwich in 1949, now a defunct shipyard.

Royal Seaforth Container Terminal is to have a sixth gantry crane, and this will be the dis-used one at Waterloo Dock, formerly used by B & I. The working height of the other five cranes is being increased to accommodate the new ACL container ships coming into use in 1984.

TITO CAMPANELLA, an Italian bulker of 33,000 tons with a crew of 24 was missing on 23rd January when bound from Oxelosund to Elusis (Greece). The last contact was on 14th when she was in Biscay, and she is posted as missing.

In mid-January, the Turkish 27 DE MAYIS was blown on to a sand-bank off Heysham and lay there for five days in strong winds. She was finally refloated by the rig vessel SUFFOLK PRINCE and tug VIGIA, after efforts by COBURG.

On 10th December last Ramsey Shipping's BEN VEEN ex PLOVER left Runcorn with a cargo of salt for New Ross. When 15 miles outside the Mersey Bar and in a northerly gale, she was hit by a heavy sea and the cargo shifted. With a fifteen degree list, she reached Douglas for trimming the cargo.

Trafalgar House who control Cunard, is interested in buying Sea-

link, but is still involved with the Monopolies Commission over buying P & O. Sealink staff considered buying their company but militating against them is the price of £165 million. One wonders how our shipping magnates of old would view such transactions, taking as an example the purchase of the Furness group, comprising Houlders, P.S.N.C., Manchester Liners, Prince Line etc now Chinese controlled.

The Swedish built UNISOL ex Harrison's LINGUIST has sunk in a snowstorm in the entrance to the St Lawrence.

ROYAL VIKING SEA is to make three eleven day cruises round Britain from Southampton, between 6th May and 8th June. The 1984 Scottish National Trust cruise in BLACK PRINCE in northern waters was very quickly booked up fully, 4-17 May. Fares have risen substantially above UGANDA's tariff of 1977/1978.

The first ice breaker to reach the North Pole is the Soviet ARKTIKA, which penetrated 1200 miles of ice.

The old destroyer HMS CAVALIER used as a floating museum at Southampton has failed financially. To break even, 5,000 visitors per month were needed but she only got half this number. The Alexandra tug VICTORIA has towed the ship to Brighton Marina, where it is hoped to save her from the breakers.

With C.P. Ships and Compagnie Maritime Belge having parted company with Dart Container Ships in their consortium with Chinese C.Y.Tung concern has merged Dart into their Furness Withy operations on the North Atlantic.

Research continues into the future use of liquidized coal for ship propulsion.

The drilling rig DAN QUEEN has been bought by C.Y.Tung from J Lauritzen, to come under the Chinese management of their subsidiary Houlder Offshore, who operate several rigs worldwide within the Furness grouping.

Britain heads the list in the decline of world fleets, with a loss of 3½-million tons on last year.

Our member Gordon Ditchfield has now taken over the voluntary post of Membership Secretary for the Friends of the Ferries.

Beached since 1936, consideration is being given as to whether the Castletown IOM sailing ship LADY ELIZABETH could be brought home for the local museum from Port Stanley.

The floating out from Laird's drydocks of the rig SOVEREIGN EXPLORER certainly drew the crowds, even if on Monday 5th December, the event was aborted by a strike of "above the law" trade unionists. The crowds, largely of pensioners, gathered again on Tuesday 6th in glorious weather. This time the "launch"

went well, except for the unfortunate accident to one of the crew who lost an arm and a leg. It was an occasion for the tugs of the Alexandra fleet, led by IMPLACABLE. The rig arrived at Holyhead, only to be beset by gales thereafter which prevented the work to complete "her". So SOVEREIGN EXPLORER was towed to off Largs in the Clyde but still the gales continued through January. Then she was to be towed to Gothenburg but that fell through. A French company at Brest said they would complete the work, but would bar British labour. A court injunction was secured in Edinburgh to let the rig leave, now for Gothenburg once more. If you are feeling dizzy at all this - then so am I!

Mersey ferries now have an improved 20-minute frequency to both Seacombe and Woodside at a single fare of 22p.

Built by Boeings for the British Navy, the jetfoil HMS SPEEDY has been offered for sale. She was seen at Douglas on fishery patrol two years ago and was similar to B & I's failed CU NA MARA. The B & I service has left the Pierhead with waiting rooms and customs baggage rooms which could be put to good use for cross river passengers. The IOM part of the landing stage is bereft of any sort of shelter even from the wind, and a disgrace to the port. The Dock authority needs to pull its finger out in a year when so many tourists are expected, or 1984 will be a "one-off" occasion.

POLLY WOODSIDE was a smart 3-masted barque built by Workman Clark, Belfast in 1855. She has been restored at Melbourne, the work having been done by volunteers since 1972. She rounded Cape Horn many times, and for part of her career was named RONA. Her history was described in the Journal of Commerce for 11th January 1984 with photographs.

The J Marr trawler STARELLA is working out of Fleetwood as an Atlantic weather ship. She is ex SUBSEA II ex SAN SIMONE SECONDO ex GENEPECA IXO, built Venice 1965.

The remark of a Lloyds List correspondent on the year 1983: "For many operators a ship is no longer a mode of transport but an investment to be traded in at an opportune time." Many ships changed hands or went to breakers at an early age.

We hear that MANXMAN has not been a great attraction at Preston, and will be coming to berth in Liverpool, if the River Ribble, now undredged allows it.

N.R.P.

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Rejoice, and men will seek you;  
Grieve and they turn and go;  
They want full measure of all your pleasure,  
But they do not want your woe.

Ella Wheeler Wilcox (1855-1919)

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## SOCIETY NOTES

Before the next Bulletin, probably in early June, we shall have had the Annual General Meeting when John Lingwood steps down and Harry Hignett takes the Chair.

1984 is to be a memorable year and we look forward to witnessing the return of the Tall Ships from Nova Scotia in early August, as well as the Flower Festival drawing crowds.

We shall see what has been devised at Albert Dock to provide berthing and hospitality to the smaller craft, and what developments have taken place at the Maritime Museum. It is hoped that River Cruises will be promoted on the Mersey during the summer, and tourists should not forget the opportunities we have for sea cruising to Douglas.

For much of the programme we await details.

It is regretted that there is no report in this issue of the January talk about the "Bugis Pirates" but this may follow next time.

John Robinson of the Science Museum points out an error in Vol.28 No.3. The Birthday Honours award to Margaret Rule was a CBE and not an OBE.

John also points out that the Tamar sailing barge SHAMROCK has been preserved by the National Trust with support from the National Maritime Museum (see page 87 of last issue).

The World Ship Society lecture on 8th May on "The Isle of Man Steam Packet Company" is tempting for our Manx enthusiasts.

Inquiries re membership should be sent to the Hon Sec Miss G L G Sweetnam, c/o Merseyside County Museums, William Brown Street, Liverpool L3 8EL. The editor of the Bulletin is Mr N R Pugh, 12 Ashton Court, Sandon Road, Southport PR8 4QH. Printing is by the Express Typewriting and Duplicating Service, 2nd Floor, Queen Insurance Buildings, Dale Street, Liverpool L2 4TZ.

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

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B U L L E T I N

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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

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Like tides on a crescent sea beach,  
When the moon is new and thin,  
Into our hearts high yearnings  
Come welling and surging in  
Come from the mystic ocean,  
Whose rim no foot has trod:  
Some of us call it longing,  
And others call it God.

W H Carruth (1859 - )

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**JANUARY MEETING**

Dr Mike Hitchcock of the Museum's Ethnology Dept gave an interesting and entertaining talk about the Bugis people of Indonesia, on 12th January 1984. Mike has spent some time in their settlements to study their architecture and their way of life. The Bugis were and are a race of seafarers.

Before the 17th century they were the chief traders in spices among the Indonesian islands. Their main base was Makassar, both the capital and formidable fortress. In 1602 the Dutch East India Company ships arrived to compete with the Bugis for the spice business. It took another 66 years to reduce the Bugis. Makassar, their last retreat fell in 1668. After that, the Bugis people were dispersed all

around the archipelago, and to Borneo, Sumatra and Malaysia. As they had lost their role as traders they turned to piracy. They used fast canoes packed with men to attack becalmed sailing ships. British and Dutch naval intervention dissuaded them from continuing their piracy, and they continued to use their seafaring skills in becoming inshore fishermen and coastal traders instead.

Mike described many aspects of their culture: the espousal of the Moslem faith, their traditions of poetry and music, their skills as metal workers, and in particular the making of the traditional dagger or kris and all its mystical attributes, their clothing and their houses. He illustrated these points with actual specimens of their workmanship which he brought back from his stay with them.

A splendid sequence of slides was shown, including the construction of a Bugis prahu. Built up on ironwood keel the prahu was fashioned in teak by the hand and eye of the master shipwright. Planks were fitted first and frames inserted later. The tools were not much different to those of an English shipwright of the 19th-century, except for the special short handled adze.

The rig was adapted from Dutch and Portuguese ships but locally modified to suit the prevailing conditions. Many prahus still work entirely under sail carrying coastal cargoes and fishing. But the sail fleet is gradually giving way to motorized prahus. There are many styles, and the super-structure of new prahus imitate the streamlined plastic and steel upperworks of Western launches and yachts, but in wood. Also very common for fishing is the double outrigger canoe.

All in all, this was a fascinating talk which stimulated many questions, and it was a pity there were so few members present to share this instructive and entertaining meeting.

M.K.S.

All the men of Harbury go down to the sea in ships,  
The wind upon their faces, the salt upon their lips.  
The little boys of Harbury when they are laid to sleep,  
Dream of masts and cabins and the wonders of the deep.

Louise Driscoll (1875 - )

## MARCH MEETING

This talk, on 8th March, was the second by our Council member Mr S Davidson on "Marine Painters of Liverpool", the first having been given on 14th April 1983. Our speaker has such a wealth of colour slides, together with the results of his research associated with them, that we were enthusiastic for another session on this subject of local interest.

Mr Davidson spoke of well-known marine artists of the 19th and 20th centuries, Walters, the York's, Witham, Hurd, Sam Brown and J Mann, who would have been amazed at prices in the thousands of pounds, paid for certain works at Sotheby's in times more affluent than they enjoyed.

"Follow my leader" was one of Joseph Witham's works we saw on the screen in colour. This is, of course, the well-known storm picture of Pilot Schooner No.2 at the Mersey Bar with the flag hoist "follow me". The schooner's name was LEADER and the date of the occurrence 8th February 1881. She led in to the port numerous vessels with very valuable cargoes, being unable to put pilots aboard individual ships. For this work, the pilots were rewarded with the princely sum in those days, of sixty pounds. For, said our speaker, the pilots do provide a service. (A pilot sitting next your scribe gave him a sharp nudge, to make sure that the compliment was not missed!)

Other works of Witham's followed - MARY HOUGH, a steam coasting vessel, the barque KENILWORTH, the P.S.N.C. liner POTOSI (with 2 black funnels) and No.3 Pilot, QUEEN VICTORIA.

Mr Davidson then turned to a group snapshot of the Brown family, including Edwin and the more famous Sam. We saw a beautiful coastal scene, painted by Sam when he was 16 or 17 years old. He was soon to quit office life and devote himself entirely to drawing and painting, though it must have been difficult to make ends meet.

It was now a great pleasure to see reproductions of the following Sam Brown works:- "South Stack - Holyhead", "The old order changeth" (N.E. Canning Dock), "Twilight over Seacombe" (including a Mersey sailing flat), "Through the haze" (Cunarder and ferry), "Gateway to the Port" (Bar LV), "The Sentinel" (Liver Buildings), "Home from the West" (an Allen liner), "Highwater Canning Dock" (including Albert warehouses) and "Sealed Orders - Portland" (29.7.1914).

Our next artist was J S Mann who was a contemporary of Sam Brown, but born in Dundee. He was wounded in World War I, married and

settled in Liverpool in 1920. He died in 1946. One of the works was the Bibby passenger liner YORKSHIRE whose career was from 1920 to 1939. She was the second passenger liner casualty of World War Two, being torpedoed west of Finisterre on 17th October 1939.

We now came to the poster artists which included Norman Wilkinson, Kenneth Shoosmith, Odin Rosenvinge. If there is such a thing as "poet's licence" there must surely also be "artist's licence", for shipowners certainly did not frown on skyscraper hulls, towering funnels and wispy masts. It was all in the interest of making passengers feel safe in their ships.

Walter Thomas was also mentioned, and he worked for the old established Liverpool printing firm of Turner and Dunnet. Many were the bills of lading bought at their Fenwick Street shop by this writer around 1930. It might be added here that several of Walter Thomas's paintings are housed in Ocean Fleet's offices, India Buildings. The late Malcolm Glasier invited the late Harry Hill and myself to a viewing of Ocean Fleet's art collection some years ago. There are some fine works displayed on the walls of the India Buildings offices. This was just before Malcolm's terminal illness. We miss his influence deeply.

Mr Davidson mentioned the late Gordon Ellis, and paid tribute to two present-day marine artists who were in our audience, by colour reproductions. There was "PRIAM off New Brighton" by Keith Griffin, and "LIVELY LADY rounding the Horn" by Ted Walker.

This talk was much enjoyed by all present.

N.R.P.

In tottering row, like shadows, silently  
The old pier-timbers struggle from the sea;  
Strained in old storms by those wild waves that creep  
So gently now, no longer do they keep  
The pier that rested on them long ago,  
But stand as driven piles in tottering row.

Richard Watson Dixon 1833-1900



# NEW NAMES FOR OLD

AUDREY M	ex DOMINENCE
APOLLONIA VII	ex SAPPHIRE (1966)
BELLE	ex BELLE ROSE (1974)
BOLETTE	ex SALLY EXPRESS ex THE VIKING ex VIKING V (1974)
CITY OF SALERNO	ex NORDSTAR
CITY OF OPORTO	ex ROYAL PRINCE
CITY OF PIRAEUS	ex MAID OF ARGYLL
CITY OF TEMA	ex CITY OF PATRAS ex SILVIO (1968)
CITY OF HYDRA	ex CLAYMORE (1955)
CAPE GATA	ex HENRIETTE SCHULTE (1977)
DEER SOUND	ex KENRIX (1960)
EURCO R	ex RICHMOND ex PERUVIAN TRADER ex MINOA ex LOBITO PAL ex LOBITO PALM (1960)
FAL XI	ex LOT ex BRITISH ROBIN (1960 - hulk, P.Gulf)
GREENROCK	ex CYMBELINE ex DALEWOOD (1966)
IDA G	ex MARAG SIGNE ex SIGNE DANIELSEN ex PETER THEILGARD ex MANCHESTER SHIPPER ex PETER THEILGARD (1973)
LOCH AWE	ex JERSEY FISHER ex COMMODORE CHALLENGER ex JERSEY FISHER (1972)
LLOYD AUSTRALIA	ex WAMERU ex LOKOJA PALM (1982)
LIVERPOOL STAR	ex CITY OF IPSWICH
MESKEREM	ex DANA OPTIMA (1978 - now Ethiopian)
NIGERIAN STAR	ex B.P. SCORCHER ex KILLINGHOLME (1964)
PULLWELL	ex CULTRA (1962 - tug)
QUICKTHORN	ex TANMERACK (1967)
ROYAL	ex FEDERICO C
RFA DILIGENCE	ex STENA INSPECTOR (1981)
RINA SCOTTO	ex MARAG METTE ex ANNETTE DANIELSEN ex BARDIC PRINCE ex ANNETTE DANIELSEN (1973)
SOUND OF SANDA	ex LYMINGTON (1938)
SOUNION	ex SUGAR CRYSTAL (1968)
SHERRY	ex SHERBRO (1974)
SEAFARER	ex HELENUS (1973 - vehicle carrier)
SKYE TRADER	ex TAI CHEUNG ex OBO DUKE (1973)
SEABOARD IMPLACABLE	ex KIRKELLA (trlr)
SIR WALTER RALEIGH	ex SWANELLA (trlr)
ZUHAL K	ex TRIUMPH ORIENT ex TRIUMPH ex EMMA JEBSEN (1963)

## FOR DISPOSAL

ROUNTON GRANGE

ex PACIFIC WASA (1972)

## CRUISING ON LOCH LOMOND

If you are going up to Scotland this summer, and fancy a cruise on the picturesque loch, COUNTESS FIONA will depart from Balloch Pier at 10.15 returning 15.20 and at 15.35 returning 19.45. The morning sailing gives time for one hour ashore at Inversnaid. Confirmation of sailings can be had from Inde Coope Alloa Brewery Co, Tel: 041-226 4271 or recorded information on 041-248 2699.

And if you are going to the Lowestoft area for holidays, there are cruises on the River Waveney by ENCHANTRESS and WAVENEY PRINCESS. Details from Tel: (0502) 4903.

On the River Thames there is a daily cruise at 09.15 from Runnymede Boathouse to Hampton Court with 1¼-hours ashore, returning Runnymede 18.30. Tel: Egham (0784) 37020.

From Windsor there are sailings every 30-minutes to Boveney Lock. At 13.30 and 14.30 there are non-landing cruises to Bray of 2-hours duration.

Other chances for inland sailing are Oxford-Abingdon, Reading-Henley, Henley-Marlow, Staines-Windsor etc. Limited information is obtainable from our member Gordon Ditchfield. Inland waterway cruising is also possible from Newbury, Berks; Nuneaton, Warwickshire and Droitwich.

There is a memory stays upon old ships,  
A weightless cargo in the musty hold -  
Of bright lagoons and prow-caressing lips,  
Of stormy midnights .. and a tale untold.  
Ah, never think that ships forget a shore,  
Or bitter seas, or winds that made them wise;  
There is a dream upon them evermore;  
And there be some who say that sunk ships rise  
To seek familiar harbours in the night,  
Blowing like mists, their spectral sails alight.

David Morton - U.S. poet, 1886

## RESTORATION OF STEAM YACHT GITANA

Our issue for Jan-Mar 1981, Vol.XXV No.1, announced the lifting from the bed of Loch Rannoch of GITANA, a yacht sunk there in 1892. Mr Ray Keddle of the Wheel Inn, Scone, sadly reports in the Coastal Cruising bulletin that the restoration project has come to an end.

The vessel was raised by volunteers in 1978, but broke away from her moorings in a storm in mid-November 1983. She was badly holed and on 31st December her wooden superstructure was blown off, whilst the deck planking which was still good after almost a century under water began breaking up. By the morning of 3rd January 1984 the hull had broken into three pieces, a sad end to what had been a most interesting restoration project.

## APRIL MEETING

There was a Council meeting on 12th April at 6.30pm attended by the President and all those eligible except Messrs Stuttard and Loram who sent their apologies for absence.

Amongst the matters discussed, our Hon Secretary gave some ideas for next season's programme. Dr Yorke on "Rescue and Resuscitation in 18th-century Liverpool", Capt Judkins on the "Cunard Line", "The Mary Rose" story, "The carriage of bananas by sea", the "Port of Liverpool, today and tomorrow", "Gallipoli from the Sea" and of course the Christmas Social, and the AGM combined with a members' evening.

Our subject for this evening was "The Maritime Museum -- Phase II" for which the Curator, Michael Stammers gave the commentary to some very interesting slides of present developments. He reminded us that it was in 1884 that the annual report on Liverpool Museums suggested that it was desirable for the city to have a maritime museum -- where else more worthy. To this end a collection of marine artifacts and models has gradually been built up. A slide showed one of the cork lifebelts recovered at the time of the TITANIC disaster.

The time was never right for a maritime museum according to the councillors of all political shades, and having stated this so many times before, this reporter will not labour the point further. It was 1980 before the Museum took over land and property at Canning Dock as a nucleus, and this part of the story is well known to us.

We then saw the Canning Graving dock with a pitch boiler in fore--

ground, we saw small boats including LIVELY LADY afloat, and the Boat Hall.

Mike told us that 100,000 visitors went through last year. The Merseyside Development Corporation has acquired the whole of the south dock system. Regarding the warehouse block which will be the main part of the Museum, we saw zoning plans for each floor, and what will be shown on them. We shall have to wait, and work these things out for ourselves.

As regards these wonderful warehouses designed by Jesse Hartley, it was in 1846 that Prince Albert came to perform the opening ceremony in great pomp. It was a concept of great engineering and architectural skill, built to last a very long time, but unfortunately overtaken in its practicability by the great steps forward in shipbuilding. Work goes on apace at the Maritime Museum but it will take three to four years to show fulfilment.

We saw a slide of the Piermaster's house, a two-storey mansion, which is being carefully preserved. It will have original furniture and an open kitchen range, which have long since gone out of fashion.

The lock gates from the Mersey to Canning Basin and the connecting gate from the basin to Albert Dock were concreted long years ago. These have now been replaced and with the mud having been sucked away, there is water once more; the work is on time, and small vessels will be able to enter by the end of June. Latterly, the floating crane MAMMOTH and grab hopper MERSEY MARINER have been engaged at the Canning Wall.

This completed Mike Stammers' contribution, and now we had Mike Hall, of the Museum staff, to speak on emigration and its causes, illustrated by slides of documentary drawings.

We were reminded that ours was the main port of embarkation for emigration to Australia, and that the over-population in Ireland had a great effect on the movement of people seeking a new life. We saw quay scenes of people waiting to board the packets, taking with them all their possessions and enough food, they hoped, to last out to their destination. Also portrayed were scenes below deck, and the squalor that had to be endured. Some never got there at all. Ford Madox Brown's picture of a young couple leaving England was shown, and the original being in the Walker Art Gallery, is well known. Huddled together on deck, the white

cliffs of Dover can vaguely be seen, and cabbages are tied to the stanchions, maybe to ward off the deadly scurvy resulting from unhygienic sea conditions. A young baby can just be seen in the folds of the mother's greatcoat.

In 1878 OCEAN MONARCH, an emigrant ship, was lost in the Mersey with big loss of life. We saw a slide of Black Ball Line's MARCO POLO which made a passage from Liverpool to Melbourne of 76 days in 1852. emigration will figure prominently in the Maritime Museum's galleries.

N.R.P.

## SHIPS TO BREAKERS

CITY OF LEEDS	ex LEEDS ex CITY OF LICHFIELD (1961)
CITY OF DUNDEE (1961)	
GOLDEN LAGOS	ex OLIVEBANK (1962)
IRPINIA (1929)	
KHALIJ EXPRESS	ex MALAYSIA ex HUBERT (1955)
LYDRA	ex DIAMANT MERCHANT ex DONGA (1960)
LATIRUS (1974)	
MALDIVE NOBLE	ex ALIANE ex MARIA ex IRISH SYCAMORE (1961)
MAHSURI	ex TEKOA (1965)
MALDIVE PEARL	ex CLIMAX PEARL ex CITY OF IZMIR ex FLAMINTIAN (1956)
MANCHESTER CONCORDE (1969)	
MANCHESTER CRUSADE (1971)	
NEMA	ex SILVER LAKE ex RIEVAULX (1958)
ST MERRYIN & ST MAWES (tugs -- Falmouth)	
SWEET WAVES	ex ZIAD ex PIERRE RODOLPHE ex IKARIA ex BROOKMOUNT ex LAIRDS BEN (1949)
SRI KAILATH	ex NEPTUNE AMBER ex SCOTIA (1966-Lairds)
THOMAS GRANT (1953 - coaster)	

Oh, the hearts of men, they'r rovers all!  
And men will go down to the sea in ships,  
And they stop when they hear the sirens call,  
And lean to the lure of their red, wet lips!  
But never a Circe has snared one yet,  
In a green, cool cavern beside the sea,  
Who could make the heart of him quite forget  
A patiently waiting Penelope!

Roselle M Montgomery

## TWO ANNIVERSARIES

The Alexandra Towing Company is celebrating 150--years of towage on London's river. Of the firms taken over, Watkins had the tug MONARCH working in 1833.

The maritime newspaper "Lloyds List" this year celebrates its 250th year of publication.

## MERSEY NOTES AND GENERAL NEWS ITEMS

Cunard's liner QUEEN MARY is 50--years old and lies at Long Beach, USA, as a hotel and conference centre. She stands as a tribute to British shipbuilding in the 1930's, and her elegance has seldom been matched.

In our last issue, mention was made of TITO CAMPANELLA, a bulker which disappeared off northwest Spain in January gales. Surprise has been aroused that no debris or bodies have been found along that coastline. She carried a crew of 24 men, and it is thought that her cargo of steel plate may have shifted and caused her to capsize.

Alan McClelland made mention of the loss of dangerous herbicide from DANA OPTIMA, swept overboard on a winter voyage to Esbjerg. Now comes news that DFDS Line has sold this ship of 1600 tons and only built in 1978. She has gone to Ethiopian owners.

The destroyer HMS ACHERON was mined and sunk near the Isle of Wight on 17th December 1940, but until now her wreck has never been located. Mr Woodward who is in charge of Bembridge Maritime Museum has at last identified the remains whilst diving. She is in two parts, a quarter of a mile apart, and further diving will not be allowed as it is an official war grave, 152 were lost with only 13 survivors.

That man is the greatest enemy of animal species on earth, including himself, is hardly a subject for debate. So this writer is always interested to know of the activities of "Greenpeace" in trying to preserve the environment. Their latest action is to try and plug the outlet pipe from the Windscale Nuclear Power Station into the Irish Sea, which they claim is ejecting material of higher radio activity than the limits permit. What limits, we

wonder? There is widespread fishing in the area -- can we take the scientists' word that our food is uncontaminated? The headquarters ship for the inflatables used by divers is CEDARLEA ex ROSS BEAVER ex WELSH MONARCH, registered at Aberdeen. She is shown in Lloyds Register as a Research trawler of 308 tons built in 1962 at Newport, Mon. At the same time, the greater than average incidence of cancer in the Fleetwood area is causing concern. Later came the reports of contaminated seaweed and an admission of serious faulty practices at the nuclear plant. The Cumbrian coastal resorts are much concerned.

MONAS QUEEN was involved in an exercise on 5th April when on her regular passage from Douglas to Liverpool. A helicopter from Valley RAF approached, and tested if it was possible to land or take off personnel at sea. It was not practicable for the machine to land on board, although airdrops were lowered and deck cleared, forward of the true smoke stack. Three times a man was lowered to the deck without any trouble, showing feasibility. The ship reduced speed to ten knots, little time being lost, and good communication was established on channel 16.

The 170,000 ton ore carrier BRITISH STEEL was named at Belfast this spring by Mrs Jane Prior.

Withdrawn from service with the Royal Navy -- HM frigates FALMOUTH, GHURKA, ZULU, LONDONDERRY and destroyer ANTRIM.

OMEGA LADY ex OLIVE sprung a leak whilst carrying sulphur from Oranjestad to Puerto Cortes (Honduras) and sank when just short of destination. She used to visit the Mersey several times a week when owned by Fishers of Newry, and was built in 1963.

The Alexandra tugs now working at Ipswich are ALFRED, EGERTON, SAURIA and LANGTON (the latter having replaced DHULIA).

In March, WD SEINE and WD MEDWAY prepared a berth at Sandon Dock for the loading of sludge vessels, formerly negotiating the Canal from Daveyhulme. These are, of course, PERCY DAWSON, MANCUNION, CONSORTIUM I and GILBERT J FOWLER.

GONDOLA (1859) has opened her cruising season on Lake Coniston. She makes four sailings a day from High Waterhead.

After ten years hard work, preservationists have KINGSWEAR CASTLE steaming again. This paddler, coal-fired, will be based at the Medway Bridge Marina, Rochester.

The Irish Naval Service has a new fishery protection frigate named L.E.EITHNE built at Rushbrooke, Cork. She has two 20mm side guns and a Bofors 57mm automatic.

The cruise liner SAMANTHA ex NAVARINO ex GRIPSHOLM (1957) after a long lay-up at Genoa is to be refitted at Eleusis.

NORWAY ex FRANCE, the liner used for Caribbean cruising is being converted to diesel drive, and like QEII, the job is being done in Germany. Even the Royal Yacht is to have diesels.

DUMBAIA of Elder Dempster Lines, still carrying her old name though sold to Greeks, was in trouble near Singapore early in the year when she sprung a leak. She was bound to the Far East with fertilizer, and after discharge was to go to breakers. SALVISTA came to her aid with salvage gear from Singapore, pumped her out, and she ended her voyage in tow.

McTay's floated off the new tug DEFT for use in Dover Harbour on 17th April. The Alexandra tug CANADA then towed her into the Birkenhead system for completion.

The "Eurosal" consortium of which P.S.N.C. is a part, is having ANDES built in South Korea. Already she has been named, and will cross the Pacific to begin her maiden voyage from Valparaiso in May. The first vessel on the new service from Liverpool was BO JOHNSON.

Early in April BALLYGRAINEY, devoid of coal cargoes, came to Manchester Ship Canal to lead scrap iron for Spain.

Queen Victoria opened the Manchester Ship Canal in May 1894, and the stretch above Runcorn will close in 1987 due to the fall-off in trade.

Liverpool Customs men secured a big haul of heroin at Huskisson Dock in April - the ship was BELLE ex BELLE ROSE.

A letter published in "Ships Monthly" from an Antrim correspondent..... "Who would not give a great deal to see MAURETANIA, if only that were possible, at the Landing Stage again, if only it was still there!" How true, how Irish!

Sunk off Hastings in 1749 the Dutch merchantman AMSTERDAM is to be raised. She was on passage to Java.

In November 1983 the Alexandra tug INDOMITABLE went to Gothenburg to tow the 3,300 ton pontoon DARING TURTLE to Lairds



wet basin. The pontoon carried four legs of a rig platform. On leaving the Swedish port, the pontoon grounded on some small islands and three local tugs assisted in the refloating. Dry docking was then necessary and there was considerable delay. The voyage was completed via Plymouth on 13th February. DARING TURTLE was built at Rotterdam in 1976 and is 298ft x 90ft.

s.s. CHRYSOPOLIS ex STRAITS OF DOVER (1892) - this ship's bell hangs in the bar of West Lancashire Yacht Club, Southport. She was wrecked off Southport on 1st February 1918. She grounded on Spencer Bank with a cargo of copper ore and broke her back. The local lifeboat rescued 42 crew.

The new generation of ACL container ships are now coming into service, calling at Royal Seaforth. The three Swedish ones are ATLANTIC COMPASS, ATLANTIC CONCERT and ATLANTIC COMPANION, with the French ATLANTIC CARTIER and the British ATLANTIC CONVEYOR, all of 25,000 tons. ATLANTIC CAUSEWAY has been laid up in Liverpool for a long period and being steam driven is not likely to rejoin the fleet.

The Laird-built rig SOVEREIGN EXPLORER left Tail of the Bank on 9th February for the haul to Gothenburg and completion of the work, so much held up by severe winter winds at Holyhead and off Largs. The tugs for the North Sea tow were INVINCIBLE and WIMPEY SEAHORSE and they arrived 21st February.

During the miners' strike, DURRINGTON landed foreign coal at Bidston Dock on 23rd March.

This spring a cargo service has started between Peel, I.O.M. and Bangor C.D. using the puffer type POLARLIGHT and GLENETIVE.

The former Fleetwood deep sea trawler CORDELLA is now Guardship in the English Channel, for the laying of the power cable to France.

Although details of the Tall Ships will appear in the local press, may we say that the European contingent will start from Fredericks-haven, Denmark, on 17th July. The transatlantic race will start from Sydney NS on 11th July and both portions will finish in the Mersey towards the end of July.

On 3rd August there will be a parade of crews through the city, which may take 1½-hours to pass. All ships will leave on the afternoon tide of Saturday 4th August, when the time of high water is 1733. There is likely to be much activity on the Mersey from lunchtime onwards that day.

ROYAL PRINCESS, P & O's new cruise liner, building in Finland will make her maiden voyage from Southampton to Miami on 19th November 1984 and is fully booked. She will be cruising in the Pacific.

The paddler WAVERLEY's London and South Coast Cruising in May was cancelled owing to lack of concessions in pilotage and harbour dues.

The Liverpool type lifeboat WILLIAM AND LAURA was landed at Liverpool on 17th February for exhibition at the Garden Festival. It came on board PANDORA from Ulster Folk Museum.

On behalf of Consafe, Gothenburg, Bibby Line Ltd is manning three floating hotels, SAFE ESPERIA at Port Stanley, SAFE HOLMIA in the North Sea and SAFE LANCIA in Morecambe Bay.

A yacht/schooner as yet un-named is being built on the River Dovey to make trading cruises to the Caribbean islands. The vessel is costing £1/2m and has an enthusiastic backer. She is expected to take two weeks each way at 9 knots average, using new materials for sails and rigging.

The end of steam towing at Falmouth. Tugs ST MAWES ex ARUSHA and ST MERRYNN have gone to the breakers, towed by OLIVIERSEN. The former had been BI's tug at Mombasa until 1956. Their successors are ST AGNES, ST EVAL, ST GLUVIAS ex CRUISER ex CLONMEL and ST BUDOC ex FOYLEGARTH ex FOYLEMORE. The old steam tug ST DENYS is in Falmouth Maritime Museum.

LINDBLAD EXPLORER, a Norwegian Arctic cruising vessel, is to attempt a cruise through the Northwest Passage this summer via Greenland waters to Yokohama. She will carry 92 passengers who will get a refund of 25% fare if she does not succeed in making the passage.

The Irvine Harbour Co's tug GARNOCK (1958) of 78 tons was dumping explosives 6 miles from Ardrossan late in February when there was a severe explosion under her stern. She was badly damaged throughout, but the after bulkhead held, and there were no injuries to crew. Troon lifeboat towed her back to port.

Further to the DANA OPTIMA story, three Dutch mine hunters HAARLEM, DRUNEN and VEERE located 10 containers and 3 trailers, and marked the spot in 60 metres depth. They did not find the herbicide, which the Danes also tried to locate.

On a cliff's high head a gray gull clamours,  
But down at the base is the Devil's brew,  
And the swing of arms and the heave of hammers,  
And the white flood roaring through.  
There is daring and dream in her billow breaking --  
In the power of her beauty our griefs forget:  
She can ease the heart of the long, long aching,  
And bury old regret.

Edwin Markham (1852 -- )

## MAY MEETING

The Annual General Meeting took place at the Museum on 10th of the month, with twenty-two members present, but apologies from our President Rev Bob Evans and Vice-President Mike Stammers.

Prior to general business, a Council meeting was held. After nineteen years service to the Society, a vote of thanks was passed to Ted Tozer for the sterling work he has put in over this long period. His successor, present at this meeting, is Ken Witter, an accountant from Irby, Wirral, whom we welcome.

After his three year period of chairmanship, ably performed, John Lingwood handed over to Harry Hignett towards the end of the meeting. The vacancy for Vice-chairman has been accepted by Mr A S Davidson.

Changes on the Council are that John Lingwood is now included as Public Relations Officer, and with the addition of John Duffy. The Hon Secretary and Asst Hon Sec signified their willingness to carry on the good work.

There was some discussion in council concerning the term of three years for the chairmanship. It was agreed that this was not laid down in the constitution, and having gone back in the records, Ray Pugh read the Bulletin report of the 1965 AGM. Ronald Summerfield had served as chairman for a number of years, and on relinquishing the post owing to business pressure, there was a recommendation for a term "not exceeding three years" which has been adhered to thereafter.

With the change-over of treasurers taking place, the atmosphere of "Budget Day in the House" was absent, and we were not confounded with the intricacies of finance, which somehow I always found rather amusing.

Hon Sec Jill Sweetnam gave a rough plan of next season's programme. Not necessarily in their correct datal order, we shall have "The Liverpool Plant Registers" which Ken Stuttard elicited had a USA connection. There will be a talk about Captain Judkins, who was the

first commodore of the Cunard Line. "Deliverance from the Sea" is a widely embracing title for another talk. There will be a talk about MARY ROSE. "The Port of Liverpool today and tomorrow" by M.D.&H.Co's Richard Martin. "Rescue and resuscitation in the 18th century at Liverpool" by our member Dr Yorke. "The Shipping Collection at Williamson Art Gallery, Birkenhead", by Mr Thornton.

This reporter intended to make a plea at the AGM for consideration of holding the January and February meetings on Saturday afternoons, but as always happens time slipped by and he forgot. So, unless there is a special announcement at the time the fixture cards are distributed in late summer, our meetings will, as usual, be held on the second Thursday in the month at 7.30pm and there will not be any reminder postcards.

Might we say how pleased we were to have Kent Richardson with us, after a considerable period of illness. I hope it is not out of place for me to register pleasure too, at the evident glowing health of our lady members!

With age creeping up on us, your editor would like to vacate the chair after one more season, which will make seventeen years, and will assist any other member who would like to take over. Throughout these years since taking over from Stuart Mountfield in 1963, I have had solid support and there has been a surfeit of material for the space involved.

With business ended, we had coffee, and an inspection of pictures brought by our friends. There was a nice painting of ORELLANA of P.S.N.C. when their ships had black funnels. Geoff White brought along a large framed print of TITANIC with tug WALLASEY and tender HEROLD leaving Belfast for trials on 2nd April 1912. How soon was disaster to strike! There was an attractive painting of 4-masted barque MATTERHORN with attendant paddle tug, UNITED STATES. This work is attributed to G W Stevens. Ray Pugh had about thirty of his watercolours on show, and some of these being of topical Mersey events, like the sinking of the concrete landing stage in 1971, gain interest with the passing of time.

Everyone enjoyed the evening, and for once we made an unhurried exit for our various modes of transport. So, until we meet again in September, may there be summer pleasures, and great doings on the Mersey, the greatest of Britain's estuaries.

N.R.P.

## SIGNPOST TO BRITISH SHIPPING'S DEMISE

Since the sit-in early in May by members of the National Union of Seamen at the Bibby Line offices in Water Street, these old independent shipowners have issued the following statement:- "Necessity has forced us to register our LPG vessels in Hong Kong and to replace British ratings with Chinese. We have fought a long battle to resist this, but the appalling state of the LPG freight market and the adverse terms of this year's Budget left us no alternative.

MV YORKSHIRE meantime remains unchanged, but it is anticipated that by the autumn, Bibby Line Ltd will no longer be an employer of any seagoing staff, but it is hoped that the majority of officers who are presently serving with us will continue to man our vessels through employment with Denholms Bermuda. The foregoing action has been taken to ensure into the future the survival of the fleet as a whole. Without this it would only have been a short matter of time before the Bibby name disappeared from the shipping scene."

Stark news indeed for Jim Slater, N.U.S. and the priced-out British seamen, who then threatened to "black" Bibby ships in all the world's ports!

## KNOW YOUR FERRIES!

The MPTE have issued a leaflet "Ferry across the Mersey" giving notice of the ferry from Liverpool to Otterspool for the Garden Festival. There is a large stern view of a ferry shown as OVERCHURCH, WIRRAL. As well as no ships being registered at any port called Wirral, the photograph is actually of MOUNTWOOD!

But we must not carp about the ferries, for we still have them, largely through the efforts of the "Friends of the Ferries" who still need supporting. Especially in this year, what would the Mersey be without its ferryboats?

To have them for leisure is not enough - they are quite essential to cope with cross river foot traffic, when Merseyrail staff go on strike at the drop of a hat, and leave their customers stranded, as happened one day recently. Obviously, buses are not the answer, for the MPTE is not finding it possible to cope with their normal commitments with the fleet of vehicles they now have.

Our former founder member Keith Lewis, as Secretary of the "Friends" has done a tremendous job for ferry supporters, and Gordon Ditchfield of our Society is now coping with the work of Membership

Secretary which he took over from Mrs Roddan. The subscription is only £1 pa, or 50p for OAP's.

The MPTE have had to augment their tunnel pumping equipment owing to the rise in Liverpool's "water table" now that large factories like Tate and Lyle no longer use the natural water, which flows into the tunnels, as travellers will have seen.

The Wirral lines of Merseyrail have now become as subject to breakdowns, cancellations, signal failures, vandalism, as were the Northern lines, particularly to Southport, of the past few years. The malaise has spread. So if you wish to cross the Mersey in safety and convenience, then get back into the way of using the ferries with their augmented schedules.

Out of peak hours:-

Seacombe to Liverpool	:	05	25	45	mins	past	hour
Liverpool to Seacombe	:	15	35	55	"	"	"
Woodside to Liverpool	:	15	35	55	"	"	"
Liverpool to Woodside	:	05	25	45	"	"	"

I've seen the waves as blue as air,  
I've seen them green as grass;  
But I never feared their heaving yet,  
From Grangemouth to the Bass.  
I've seen the sea as black as pitch,  
I've seen it white as snow:  
But I never feared its foaming yet,  
Though winds blew high or low.

#### OUR BLUE COVER FOR 1984

Most members would recognise this sketch as being the Salisbury Tower, not far from Clarence Dock Power Station's "Three ugly sisters". Not until recently did I realise that fog signals emanated from the slits above the clock faces. But this is no longer the case, for both the clock mechanism and the fog signal equipment have been removed by vandals. This 6-sided clock tower is thought to be rare, although a similar one is known to exist in Leningrad.

## THE RESORT THAT WAS ONCE NEW BRIGHTON

The promenade pier at New Brighton was opened in 1867 and there are known to have been pierrot shows there in 1899. In 1913 a new pavilion was constructed, but the pier closed in 1923 and remained so until purchased by Wallasey Corporation. It was reconstructed in 1930.

Fortes, the caterers, failed to make it pay in 1968, and after being closed for a long period, with Alsatian dogs on guard, demolition was completed in 1978. New Brighton ferry service closed in 1971 after very poor schedules in preceding years, and silting under the stage helping what appeared to be a deliberate killing off. New Brighton has not been the same since. The promenade and ferry piers were within a few feet proximity, but with a four foot difference in height.

New Brighton Tower, which was taller than that at Blackpool was demolished in 1921, owing to high cost of maintenance. For tourists to the Flower Festival, I have seen no recommendations to visit New Brighton, once the Mersey show-piece, and still with untold potential.

## SUMMER CRUISING TO DOUGLAS

The day return fare from Liverpool to Douglas (no luggage permitted) is £11.80, and sailing time is 1030 from Liverpool, returning at 1600. This allows something over one hour ashore, the sea passage taking four hours. There is a travel card available at £21.50, and for OAP's £16.50 which permits all travel on I.O.M.S.P.Co ships at half-price, until 31st December 1984. The fleet consists of the two diesel vessels LADY OF MANN and MONAS QUEEN, and the two steam turbine vessels BEN MY CHREE and MANX MAID. All have stabilizers. Full details from Isle of Man Steam Packet Co, India Buildings, Brunswick Street, Liverpool, or Imperial House, Douglas, I.O.M. On travel cards, a 2" photograph for identification purposes is obligatory.

Although there are fewer sailings this year from Douglas to Belfast, Dublin, Fleetwood and Ardrossan, there are none to Llandudno, which of yore gave such pleasure. For those who do not appreciate the benefit of sea air, I hear that there are now video saloons down below. The maximum size lettering along the ships' hulls, new this year, proclaims that these are the "steam packet" boats, (for people who should have consulted an optician before starting out!)

SAD STORY (much curtailed!)

'Twas when the seas were roaring with hollow blasts of wind;  
A damsel lay deploring, all on a rock reclined.....

.....

Twelve months are gone and over, and nine long tedious days.  
Why didst thou, venturous lover, why didst thou trust the seas?

.....

When o'er the white waves stooping, his floating corpse she spied;  
Then like a drooping lily, she bowed her head, and died.

John Gay (1688-1732)

(wonder if there was an inquest?)

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## SOCIETY NOTES

Our good wishes go to Mr and Mrs A S Mountfield who are at present in a Southport nursing home. Your editor made a visit to Stuart on 12th May and found him still keenly interested in our doings, for it was from him that the editorship was taken over in 1968. To Stuart and Elizabeth we send sincere greetings.

Another season of lectures and events has been completed and the programme carried out in full, for which we compliment our Hon Secretary and past Chairman.

We would like to see a larger attendance at the monthly meetings and are keen to increase membership. The term "Research" in the Society's title does not imply that we are all bent on academic studies of ship history. We offer membership of a Society for those with general ship interest, in the social atmosphere of a club.

It is customary to hold nine monthly meetings, with a quarterly Bulletin of meeting reports and news; the basic annual subscription being £5, with lower terms for senior citizens, juniors, and man and wife membership.

Inquiries should be sent to the Hon Secretary Miss G L G Sweetnam, c/o Merseyside County Museums, William Brown Street, Liverpool L3 8EL, or at the Maritime Museum, Pierhead. The editor of the Bulletin is Mr N R Pugh, 12 Ashton Court, Sandon Road, Southport PR8 4QH who will deal with literary contributions or the insertion of ship inquiries etc.

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L I V E R P O O L   N A U T I C A L

R E S E A R C H   S O C I E T Y

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B U L L E T I N

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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

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A Clyde-built ship of fifteen hundred tons,  
Black-sided, with a tier of painted ports,  
Red lead just showing where the water runs,  
Her bow a leaping grace where beauty sports.  
Three slenderest pinnacles, three sloping spires,  
Climbing the sky, supported but by strings  
Which whine in the sea wind from all their wires,  
Yet stand the strain however hard it dings.

"The Pathfinder" - John Masefield

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**THE STRANDING OF BENCOOLEN**

In the early part of the 19th-century there was a common belief among shipmasters that the words "compulsory pilotage" implied that a pilot's orders were to be obeyed. Although this was a fallacy, there were instances when such ideas could have tragic consequences -- as for example the stranding of the three-masted barque BENCOOLEN in the Mersey approaches in 1846.

The ship was owned by James Ripley, a Liverpool merchant, and she was built of wood about 1841. She had a crew of 20, and Capt Claributt had been in command for at least three years.

Leaving the coast of Peru on 13th October 1845 she made her landfall on the west coast of Ireland on 6th February 1846. Helped by a westerly gale she was soon approaching Point Lynas where N°3 cutter led her to Redwharf Bay for some shelter. The pilot James Harding boarded her on 7th at 8am and until 3pm she was hove to off Great Ormes Head, so that under shortened sail she would run up river at three hours flood.

The wind abated a little and it was a fine moonlit night when BENCOOLEN passed the bell buoy, one mile west of the Bar. By 7pm the pilot had reduced sail and all seemed well as she approached Formby Lightship. As the lightship crew watched her, they had misgivings that she might pass too close and foul their moorings. although there was plenty of room to the south, she passed to the north and the lightship men averred that she needed more sail to keep sufficient steerage way on. Two minutes later she struck Taylor's Bank and became hard and fast, as setting jib and staysail too late, only made matters worse.

Ten men jumped into her starboard boat -- but the cook and steward both went back aboard to collect possessions and were not seen again. Within ten minutes of grounding the mizzen mast went over the side; there were shouts of "cut away the longboat" and those in it found themselves adrift with the tide carrying them up-river.

A couple of hours later the eight survivors were picked up off Liverpool docks. This was the first intimation to the authorities that anything had occurred -- the remaining twelve men and the pilot were lost with the ship.

At an inquiry the Secretary of the Pilotage Committee, D Rowland, furnished complete information about the pilot who had died. James G Harding was born in 1812, and bound apprentice to N°7 pilot boat in 1827 for five years. He was issued with a pilot licence in 1830. For the next ten years there was no complaint against him and he was a particularly sober man. But in 1840 he got CERES on the Hoylake Bank and the Committee judged him wanting in judgement, and he was severely reprimanded. In 1842 he was again before the Committee for grounding the barque JACKSON on Burbo Bank. The judgement in this case was that he should be re-examined by the Examining Committee and they should report. In the meantime he should leave his licence with the Secretary. He was not examined, however, until 1844 when he was found fully qualified and his licence re-issued.

In 1845 for getting the barque LADY CONSTABLE on to Burbo Bank, his licence was again withdrawn for gross inattention to a critical position when the vessel should have been brought immediately to anchor. A month later, he petitioned to have his licence restored to him. This was granted, but he was told that if he was again brought before the committee for gross inattention, he would never again have the opportunity of appearing before them.

An expert witness commented that there was too little sail on the vessel at the time of her stranding, and that when passing the Formby Lightship the helm must have been put the wrong way. It was the pilot's duty to order the set of the sails. Captain Claributt was on deck from the time BENCOOLEN entered Victoria Channel to the time of her stranding. There was no evidence that he ever questioned the pilot's actions or inactions. Did he keep a careful watch on the navigation of the ship? Did he think that a compulsory pilot's orders were to be obeyed?

There can be no question that the Pilotage Committee were far too benevolent in allowing Harding a licence after his third stranding.

Harry Hignett

(This is a condensed version of the BENCOOLEN case as published in the February 1984 journal "Seaways")

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Slowly thy flowing tide came in, old Avon. Scarcely did  
mine eyes  
As watchful I roamed thy green wooded sides, perceive its  
gentle rise.  
With many a stroke and strong  
The labouring boatmen upward plied their oars,  
Yet little way they made, though labouring long  
Between thy windy shores.  
Now, down thine ebbing tide the unlaboured boat falls  
readily along,  
The solitary helmsman sits to guide, and sings an idle  
song.

"Ebb Tide" - Robert Southey

## NELSON'S BURIAL

When Nelson was buried in St Paul's Cathedral, a party of his sailors bore his coffin to the tomb. With reverence, they lowered the body of the world's greatest admiral, then as though answering to a sharp order from the quarterdeck, they seized the Union Jack from the coffin and tore it to shreds, each taking his souvenir of the illustrious dead. All their lives, that little bit of coloured cloth would speak to them of the admiral they had loved.

## FORTY YEARS ON

After 57-months of war, May 1944 brought us very close to the Normandy invasion. We all had our national duties to perform however small they seemed. For two years HMY HINIESTA had been very busy calibrating, or should we say servicing, the direction finding and U-boat detecting gear of Royal Navy escorts, those of R.C.N., R.I.N., a few U.S. Coastguard cutters and some specially fitted merchantmen. Her base was at Londonderry, with periods of anything up to three weeks in the working area off Portstewart or off Moville, within Lough Foyle. She was a steam yacht of 1902 vintage built at Troon with wrought iron hull, to tow "J" class yachts around the British coast. She had been coal-fired and converted for oil fuel. Having been aboard her for 3½-years, I would rate her as a very good sea boat after the testing conditions in the long Atlantic swells of the north Irish coast. A ship one felt an affection for.

She carried a small team of calibration officers who wore civilian clothes and came straight from university. They messed in the wardroom and were in charge of a RNVR lieutenant. This party would join the destroyer or frigate to be calibrated at sea, using our own motorboat, and in due course the yacht would sail round the "customer" in circles of about half-a-mile. My job was solely aboard the yacht in adjusting the radio gear and keeping in contact via the signalman with the other ship. I seldom had time to visit the messdeck and meals were brought to me by the faithful PO's messman - yes, really - Jack Tarr! I lived amongst the radio gear and slept in a hammock as the vibration from the main generator prevented using the bunk to be dithered like a jelly! But then, sleep was a privilege, for which "sparks" and "bunts" got special leave in harbour, having been on continuous call.

Londonderry sometimes had as many as fifty escorts berthed at the quays, perhaps three abreast, with more at anchor or fuelling

at Moville twenty miles down stream. With all its security implications constantly in mind, Moville is in Republican territory. HMS ROSEMARY was permanently anchored there as a signal link by submarine cable. Also, there were two oil tankers from whom bunkers could be obtained.

Tied to these waters as we were, orders came in late May 1944 that we were to store and prepare for a coastal voyage. All small craft, including ours, were supplied with heavy towing gear in case of need in some large operation. HINIESTA had been a coastal convoy escort earlier, not, it may be said, very successfully and her armament had been removed to reduce top weight and allow for heavy insulation in the rigging. We had four rifles, but jokingly our crew thought they could put up a good show with eggs and tomatoes!

Then came orders to sail in the forenoon of a fine, warm day - not so common in Derry. The quays were deserted - where could the ships be? We had an uneventful trip to Moelfre Bay, Anglesey, so well known to me. There we were to meet the new escort carrier HMS PURSUER and give her a complete calibration. We thought of the fresh water we would soon require with such low capacity tanks, also fuel oil. When work was done would we perhaps go to Liverpool or Holyhead to "top up"? Wishful thinking.

Early on the following morning in patches of thick sea mist, we made our landfall off the Skerries Light - we had no radar or D/F ourselves. Some sleep came my way during the night in readiness for an expected long day's work, but I was peering into the chill air at 6am when the Skerries appeared, and the tops of the four tall masts of the RAF's station at Wylfa Bay. Thence past Bull Bay and Point Lynas in a strong easterly breeze. When rounding the point, we sighted about 30 frigates at anchor - a fine sight. They were mostly of the RCN, including DUNVER, GLACE BAY, GROU, MATANE, MONNOW, NEW WATERFORD etc. AYLMER and her RN "Captain" class were there, but not a carrier in sight.

We anchored on the fringe of the fleet and awaited our orders all that day, only surmising what was afoot. The weather turned humid and in the early evening we had a severe electric storm. My efforts at interception of signals were badly thwarted by atmospheric crashes, the sea looking oily under a dark sky. Another dawn, still at anchor, and we knew in the forenoon that another carrier HMS PREMIER was taking her aircraft on board somewhere east of us in the mist. Then, at last came news that PURSUER was sailing on a westerly course to take on board her planes from a shore base near

Ormskirk. Her distance from us, I estimated on signal strength only, was about 20 to 30 miles, and her intentions were that if visibility did not improve by 2pm she would proceed to Moelfre Bay. Later, with signals increasing, our Captain McKillop gave the order to heave up and proceed slowly northeastward. Signals to us were of course coded, and for a while I was hard put to it, to run fragments of decode to the wheelhouse. And back in the office, the signals officer looked over my shoulder as I worked. Signal decoded, we both stood by the helmsman when Capt Mac with remarkable eyesight spotted the carrier broadside to us. We still could not see her grey shape in the mist, for Tom Sopwith's ex-senior skipper had wonderful vision.

Our motorboat was soon away, and the job started well clear of the land at 4pm. The night was fine with a freshening northerly wind and a fair amount of sea for our circling. It reminded me of the asdic screen HMYS EVADNE and VIRGINIA maintained in this same bay, protecting a large troop convoy of liners in 1940 on two bright moonlit nights, with the chief units being cruisers HMS AUSTRALIA and NAIAD supported by HMS HARVESTER, HESPERUS and HURRICANE.

The calibration ended at 3am and our technicians were to stay aboard the carrier until 6am when the sea might be calmer. This was just one job of the several hundreds we performed in the course of which we steamed over 20,000 miles in circles, in over three years. Crazy it would seem, but vital to the war effort. The "backroom boys" had really come into their own with the "huff duff" device. Did you ever wonder at the masthead "parrot cages" fitted to RN ships?

Then disappointment, for we were instructed to obtain our bunkers and fresh water from a small tanker in the anchorage, and proceed back to Derry, where a fresh programme awaited us. So we dipped and plunged our way back towards Chicken Rock after leaving Moelfre Bay at 10am.

In the North Channel, we met great convoys of merchant ships heading south, all of one pattern - the American-built Liberty ships, which came to be known as the "Sams". Few escorts accompanied long lines of them.

Night came again, and after passing Rathlin Island, Derry base was asked if they had any orders for us. We had a negative reply and carried on at ten knots towards the red flash of the Tuns buoy

at Lough Foyle's entrance, with the strong revolving beam of Inishtrahull far to the north westward. Then came a challenge from the Navy's signal station, atop the sand dunes of Macgilligan Point - "what ship?" It was 5am and we were told that we had another job in the sea berth at 8am. So it was "hard aport" in the channel and out to sea again to wait for our next "customer" - a hard life, but for me, interesting and happy.

However, we did get up harbour in the evening, and after making up some lost sleep, I was thrilled to hear the 7am BBC news that the invasion was under way. I felt I must break the news to someone and went round the ship. Going to the First Lieut's cabin I knocked, and getting a very drowsy response, said it was Sparks to say that "the balloon had gone up". A long pause, and then in a voice of someone so recently in dreamland he asked "which balloon?" I had not thought I would have to elucidate!

I thought of all that host of ships sailing south, when we were on a northerly tack. But in the Navy, we had to remember that "they also serve who only stand and wait". Men may grouse that they cannot be in the action, but wait they must, and forty years on it will be just the same!

N.R.P.

#### SHIPS TO BREAKERS

|                     |                                                       |
|---------------------|-------------------------------------------------------|
| ALPAC AFRICA        | ex MARIA ELISA ex HOUSTON CITY (1963)                 |
| HMS BULWARK         |                                                       |
| BANANA REEFER       | ex GEESTSTAR (1960)                                   |
| CRANIA              |                                                       |
| COTTON TRADER       | ex FULANI (1964)                                      |
| DANUBE              | ex PUERTO MADRYN ex SILVERSHORE ex ALDERSGATE (1960)  |
| EKA DAYA SAMUDERA   | ex ORCOMA (1961)                                      |
| EARL OF SKYE        | ex BRITISH CENTAUR (1966)                             |
| ERNE (P & O - 1962) |                                                       |
| FRIO AEGEAN         | ex CALAVITTORIA ex MENDOZA STAR ex CHATHAM (1960)     |
| GOLDEN PRINCESS     | ex AMERICA STAR (1964)                                |
| JEZERA              | ex CASPERIA ex CORNISH WASA ex CAPE ST VINCENT (1960) |
| KARA UNICORN        | ex MARKHOR (1963)                                     |
| MARCHON ENTERPRISE  | (1962)                                                |
| MIGHTY SPIRIT       | ex EURYDICE ex CITY OF GUILDFORD (1957)               |
| PESCASSEROLI        | ex AFON WEN ex ROSEGARTH (1954 - tug)                 |
| PAOLA C             | ex GOOD HOPE CASTLE (1965)                            |

## SHIPS TO BREAKERS (contd)

|                  |                                       |
|------------------|---------------------------------------|
| PANAGIA SPILIANI | ex MALDIVE NAVIGATOR ex RISDON (1959) |
| SEA GLORY        | ex BORDABARRI ex BARON WEMYSS (1960)  |
| TZELEPI          | ex CHUANGEHOM ex STRATHCONAN (1967)   |
| TAXIARCHIS       | ex MICHALIS ex DUKESGARTH (1961)      |

## RESEARCH INTO THE MARINE HISTORY OF DEESIDE

"It seems strange that there is a good deal of history production work on the Deeside industries such as lead, coal, pottery, copperware and iron goods, but nothing on shipping which was one of the biggest industries in the 19th-century" writes Dennis P Branigan, our member now residing in Clwyd.

Dennis thinks that his prodding of the Hawarden Records Office and also various people in Shire Hall, Chester, may be producing some effect. At any rate there has been an increasing interest in Deeside's maritime history, which had almost been forgotten, and there is actually a vast amount of informative information which will take a lot of examining.

The main groups are: -

- 1) Shipping, ports and trade
- 2) Shipbuilding
- 3) Navigation, pilotage and lighthouses
- 4) Wrecks and Lifeboats
- 5) Ancillary industries

Up to mediaeval times the sources are scarce. After that period information is provided by a number of theses based on the Chester Customs records and port books. From these, the picture is clear down to the 18th-century. By then, newspapers were beginning to appear and Record offices coming into their own. The deposition of the Chester registry books, unfortunately missing prior to 1836, was a great help. Shipping in the 19th and 20th-century is well covered. There are plenty of photos and quite a few paintings. the shortage seems to be of personal history and the people who ran the ships.

The history of shipbuilding got off to a slow start, but so far over 500 vessels have been listed. Builders and yards since 1800 have been accounted for. Prior to that, the earliest definite date known is 1699 and the 18th-century is rather sketchy.



Navigational history is fairly well blessed with charts since Grenville Collins' 1680 survey. Denham's classic work of 1840 provides much information.

On pilotage, the location of the Committee's minute book in the Chester Record Office and the Dee Conservancy records at Hawarden enable a pretty complete history of the Dee pilots to be put together. There is even a watercolour of the last pilot boat.

With wreck history fate was very kind. Someone gave Hawarden Record Office the Mostyn clerks register covering the right of wreck from 1726. This filled in the gap until the 1800's when newspapers and registers took over.

Lifeboat coverage since 1803 was provided by the Dock Corporation boats. It has been possible to locate enough information from various sources to give a good picture of life-saving operations in the Dee estuary. Much more can be gathered from old copies of local papers as time permits.

Ancillary industries like rope-making, anchor and china manufacture, sailmaking, block and pump manufacturers, ships chandlers etc, has had to be researched through directories, newspaper advertisements, old documents and local memory.

"We have" says Dennis, "a pretty fair picture of a marine community. The sources of information are there -- what is needed is the time and labour to sort them out."

If you can help in any way, the address is Mr Dennis Branigan, "Bryn Tirion Cottage", Llanarmon-yn-Ial, Nr Mold.

Ah! What pleasant visions haunt me  
As I gaze upon the sea!  
All the old romantic legends,  
All my dreams, come back to me.  
Sails of silk and ropes of sandal,  
Such as gleam in ancient lore:  
And the singing of the sailors,  
And the answer from the shore!

Henry W Longfellow

# NEW NAMES FOR OLD

|                    |                                                      |
|--------------------|------------------------------------------------------|
| AL FARIS III       | ex PRINCESSAN MARGARETHA (1963)                      |
| ANGIE              | ex ETHEL EVERARD (1966)                              |
| ALMIRANTE COCHRANE | ex HMS ANTRIM                                        |
| ARKLOW RIVER       | ex BAY FISHER ex ATLANTIC COAST (1976)               |
| BLUESTREAM         | ex MAGDALENA (1973)                                  |
| B.T. INVESTOR      | ex NEIVA (ULCC - 1976)                               |
| BARRYDALE          | ex MANZANARES (1973)                                 |
| BORELLY            | ex JANA WESTON                                       |
| CONFRIGO I         | ex HUSTLER FAL ex CITY OF FLORENCE ex TUA<br>(1970)  |
| CELTIC VOYAGER     | ex ALANNAH WESTON                                    |
| CELTIC MARINER     | ex SARAH WESTON                                      |
| COLUMBUS C         | ex EUROPA ex KUNGSHOLM (1953)                        |
| DELCE              | ex CATRINA WESTON                                    |
| DAVID F            | ex SALTHOUSE ex B.C. LAMEY (1966)                    |
| DIANE              | ex LIMOPSIS (1976)                                   |
| FLEET WAVE         | ex MANISTEE (1972)                                   |
| FLAVIA             | ex EUROPEAN GATEWAY                                  |
| FABIANS BAY        | ex SUN III (tug -- 1966)                             |
| GRAMPIAN HARRIER   | ex KINCRAIG (trlr)                                   |
| GREEN ROCK         | ex CYMBELINE ex DALEWOOD (1966)                      |
| GHADER             | ex WELLINGTON (tug)                                  |
| GORBAN             | ex WATERLOO (tug)                                    |
| HECTOR             | ex SAUDI SPIRIT                                      |
| INDEFATIGABLE      | ex CHAMBON BORA ex SEA DIAMOND (tug)                 |
| IMPLACABLE         | ex CHAMBON SIROCCO ex SEA OTTER (tug)                |
| INVINCIBLE         | ex BALDER AARSETH (tug)                              |
| LLOYD RIO          | ex LAGOS PALM                                        |
| MERSEY BEAUCOUP    | ex MERSEY 41 (hopper)                                |
| ORPHEUM            | ex LIMNEA (1975)                                     |
| ORIENT WINDS       | ex FALMOUTH BAY (1978)                               |
| ORANGELEAF         | ex BALDER LONDON                                     |
| PARADISE           | ex LIPARUS (1975)                                    |
| PETROLINA VI       | ex BRITISH VINE                                      |
| PELIAS             | ex DISARFELL ex LENA NIELSEN (1967)                  |
| SAMUEL F           | ex HORNBY ex J.H.LAMEY (1964)                        |
| SUNWIND            | ex SUN XXIII (tug -- 1961)                           |
| SVEN NO MARINA     | ex PENN AR BED                                       |
| ST GLUVIAS         | ex CRUISER ex CLONMEL (tug -- 1959)                  |
| STONEHAVEN         | ex STIRLING ROCK (Morecambe Field)                   |
| SKY CLIPPER        | ex MAZATEC (1972)                                    |
| TANTRA             | ex TANTALUS (1972) after long lay-up,<br>Southampton |

|               |                                              |
|---------------|----------------------------------------------|
| THALASSOPOROS | ex KREON ex BENNEVIS ex BARON DUNMORE (1968) |
| USNS SIRIUS   | ex LYNESS (RFA)                              |
| YARRGARA      | ex CAPULET                                   |

O when I hear at sea  
The water on our lee,  
I fancy that I hear the wind  
That combs my hemlock tree:  
But when beneath that tree  
I listen eagerly,  
I seem to hear the rushing wave  
I heard far out at sea.

Charles W Stoddard (1843-1909)

### SAIL-TRADING TO THE CARIBBEAN ONCE MORE

Mention was made on page 34 of our last issue of a schooner being built on the River Dovey to trade with West Indian islands. Our vice president Wilfred Raine has kindly sent me details of this vessel published in "Country Quest" from which I quote.

GUINNESS CLIPPER is her name, and she is a 150-ton staysail schooner. The launch took place broadside on 19th February 1984 into the Leri Estuary, with a large crowd watching in a snow-storm, and that at 9.45pm. The launch was planned for 18th but she refused to take to the water until four efforts had been made. Aberystwyth Fire Brigade helped by hosing the ship's sides and surrounding mud.

The schooner was towed across the estuary next morning, to Aberdyfi where a Holyhead tug waited to tow her to Southampton. There she was rigged with twin masts carrying 4500ft of sail. Her first outward part cargo of Guinness stout accounts for her name. The owner skipper Jeff Allen believes that by using sail when practicable, he can operate economically.

The building yard belongs to F.L. Steelcraft at Ynyslas. Mr Don Fullerlove is managing director, and he believes that the second age of sail trading is on the way, and he sees the rapid growth of sail-powered workboats. The workforce comprises fifteen men.

The schooner's cargo capacity limit is 90-tons, and in addition to sails, she has two 100hp Perkins auxiliary engines mounted on deck to work her single screw and deck machinery. Her crew of five will be accommodated comfortably in three cabins aft, with washroom, toilet and shower. Completion has taken six months.

Mr Fullerlove was formerly a marine engineer with the Blue

Funnel Line of Liverpool. He started building steel boats at Faversham eight years ago, before moving to Wales. He tries to launch one large boat each year amongst his normal output of yachts, fishing vessels etc.

Here surely is true enterprise in both building and setting out on this schooner project. We hope to hear of satisfactory progress with the voyaging of GUINNESS CLIPPER and send her and her crew our best wishes.

## IN RETROSPECT

The past season gave us the following occasions:-

|      |          |                                                           |
|------|----------|-----------------------------------------------------------|
| 1983 | 8th Sept | Merseyside and the American Civil War -<br>K J Williams   |
|      | 12th Oct | Liverpool Pilot Service - K N Taylor                      |
|      | 10th Nov | Farewell to the Mersey - J G Read                         |
|      | 8th Dec  | Social Evening                                            |
| 1984 | 12th Jan | Bugis Pirates and the East India Company -<br>M Hitchcock |
|      | 9th Feb  | History of Cammell Lairds - H McLeish                     |
|      | 8th Mar  | Marine Artists of Liverpool - A S Davidson                |
|      | 12th Apr | Maritime Museum, Phase II - Staff                         |
|      | 10th May | AGM and Members' evening                                  |

A few main items in the Bulletin were:-

|      |           |                                                                                           |
|------|-----------|-------------------------------------------------------------------------------------------|
| 1983 | July/Sept | Maritime Museum progress<br>Loss of HMS GLORIOUS<br>Control and safety of Mersey shipping |
|      | Oct/Dec   | History of Liverpool Nautical Research Soc.                                               |
| 1984 | Jan/Mar   | Sydney Maritime Museum                                                                    |
|      | Apr/June  | Sad end of steam yacht GITANA                                                             |

## MERSEY NOTES AND GENERAL NEWS ITEMS

In mid-June the benefits of VHF radio were demonstrated on the Mersey when an elderly man went overside from ferry WOODCHURCH at 8am. Port Radar, other ferries and pilotboat KITTIWAKE were promptly alerted. In not much over five minutes the casualty was aboard KITTIWAKE, safe but in a state of shock. Both KITTIWAKE and DUNLIN are fitted with a grating platform at the stern and the necessary davit to facilitate raising people from the water. All concerned in the rescue deserved commendation.

Greenpeace's SIRIUS was seen in Douglas Bay on 19th June when there were reports of possibly attempting to block the Windscale outlet pipe.

The King of Saudi Arabia's yacht ABDUL AZZIZ left Vosper's yard, Southampton, at the end of June. She had cost £10m and took fifteen months to build.

Cammell Laird completed HMS DEVONSHIRE (D.02) in 1962, the first of our guided missile destroyers, of 5,600 tons. She was paid off in 1978 and laid up in a derelict condition in Fareham Creek. In July 1984 she was towed out to sea as a target for a "Sea Eagle" missile fired from a Sea Harrier. Extensively damaged, she was sent to the bottom by torpedo from HMS SPLENDID, in the eastern Atlantic.

All Type 22 frigates - HMS COVENTRY is being built at the Wallsend yard, and HMS SHEFFIELD at the Neptune yard of Swan Hunters. They are likely to be launched in 1985 and commissioned in 1987. The similar HMS CORNWALL will be launched by Yarrows in March 1985. We must mourn the loss of Navy work at Cammell Laird and the dark future.

We shall be celebrating the centenary of the Greenwich meridian in October 1984.

Similar to last year, a water pageant was held at West Float, Birkenhead, on 23rd June. The Royal Navy was represented by HMS's TORQUAY, BULLDOG and BEAGLE. Other vessels taking part were ferry OVERCHURCH, tugs ADEPT and AGILE, GOLDEN HINDE replica, and barges WINCHAM and CUDDINGTON.

The Liverpool-based Bibby Line has announced that Mr Derek Bibby will retire at the end of this year as executive managing director, but will retain chairmanship of the firm. At 59 he considers he should transfer his managerial duties to a younger man. Mr Simon P Sherrard from Jardine Matheson will take over.

CALSHOT was a Southampton tender which attended QUEEN MARY and was four years older than the liner. When no longer required at Southampton, the Holland Amerika Line bought the tender and stationed her at Galway, but their transatlantic service failed in the 1960's. She then became a ferry between Galway docks and the Aran Island of Inishmore under the name GALWAY BAY and converted to diesel drive. But after this summer season she takes Honduran registry and may find a new job in shark fishing off the W.African coast. Her place on the Aran Islands ferry may be taken by the HIGHLAND SEABIRD, cutting the three hour trip to 25 minutes.

On 2nd July the replica GOLDEN HINDE sailed up the Manchester Ship Canal to Salford, and fired a salute on arrival.

The Thames spritsail barge race took place in July from Gravesend to Pinmill via Southend, Maplin, Clacton and Harwich. None of the barges have traded since the 1950's. They included OAK, MAY, WIVENHOE, FELIX and REPERTOR.

The sailing ship SOREN LARSEN which was once a Baltic trader, was berthed in East Float, Birkenhead on 5th July 1984. She provides opportunities for disabled people to make sea passages, and it is even possible for someone in a wheelchair to take the helm.

Ships disposed of recently, include OROPESA (1978) and BEACON GRANGE ex ORDUNA (Lairds - 1973) which will be used for Falkland Islands transport by Cenargo Ltd, Port Stanley.

SISAL TRADER ex MERCHANT ex SCYTHIA (Lairds - 1964) sank near Madagascar in a cyclone.

After going ashore whilst cruising in the Cayman Islands, RHAPSODY ex STATENDAM (1975) resisted salvage. Passengers were landed safely.

The new company Tyne Shiprepair Ltd are hoping for a first year's turnover of £15m. From the Ministry of Defence they have secured the large refitting job on SIR TRISTRAM, and also the re-fitting of RFA RELIANT ex ASTRONOMER, the original conversion of which was done at Birkenhead. It is very likely that Lairds would have got the RELIANT work, but for the sit-in tactics by boiler-makers, who made their protest at redundancies with sit-ins in HMS EDINBURGH and the gas rig. Over quite a period of years, we have seen the labour force prevent management from operating what is a fine modern yard. Privatisation seems the only answer, with a re-establishment of the disciplines which alone bring back confidence amongst the people who provide the orders. As this note is written, Birkenhead wives are trying to get their men to call off the sit-ins. After this present trouble, work for Lairds will be all the harder to secure.

British Nuclear Fuels Ltd are building up a small fleet to carry Japanese waste for re-processing in Britain and France. They are also working on a scheme to bury the ultimate waste beneath the ocean floor. Next year the Appledore yard will deliver PACIFIC SANDPIPER and already they have PACIFIC TEAL, PACIFIC CRANE, PACIFIC SWAN, PACIFIC FISHER and MEDITERRANEAN SHEARWATER.

P & O's new cruise liner ROYAL PRINCESS, built in Finland completed her sea trials in June. The Princess of Wales will name the vessel at Southampton in November. Her cruising base will be Los Angeles.

We are often bewildered by the use of initials-only to describe items of news. As Minister for Defence I read that Michael Heseltine has a "Stuft" policy. Now, what could that be and where should we go to find out? Anyway, it relates to the Falklands and stands for "Ships taken up from trade" -- or requisition.

The media was apparently gleeful about HMS JUPITER hitting London bridge broadside on when making her departure on a strong tide in June. One has the idea that we British have become ever ready to cock a snook at any official authority like the Navy, Army, Police etc. In this case the navigation was the responsibility of a civilian pilot.

The July "Ships Monthly" showed an aerial view of the white hulled cruise liner SUNDANCER ex SVEA CORONA passing through the English Channel to take up a cruising programme in the Pacific. Then soon after leaving Vancouver for Alaska with 800 passengers and crew, she grounded on rocks and heavily listing, reached a pulp mill wharf. Rope ladders were used to get personnel ashore, their belongings having to be retrieved later. The vessel had to be shored up pending salvage.

The trawler SOUTH STACK BS200 left Holyhead in May and when fears for her safety were felt, Moelfre lifeboat, a Nimrod plane and helicopter made a thorough search. Coastguards also searched the rocky coastline of North Anglesey, but no trace was found of the boat or her crew of three. Just a month after her disappearance, an undamaged and complete life-raft was recovered from her, twenty miles north of the Skerries.

The frigate HVIDBJOERNAN, a sturdy Danish fishery protection craft, has been on a summer cruise of West Greenland in July. After rounding Cape Farewell on 4th in the vicinity of Frederikshaab the temperature was 40 fahr with broken ice. She was built at Aarhus in 1962, has a helicopter, 1x3" gun and can make a speed of 18-knots. Her crew is augmented from 73 to 85 for these survey trips. Her sister INGOLF made a visit to Liverpool on 8th/9th July and returned to the Faeroes patrol. At the end of June another sister, BESKYTTEREN was cruising off Baffin Island in good weather. Denmark sends the goods which keep the outposts going during the long winter and busy at present are NANOK S, NUNGU ITTUK ex GRONLAND, JOHAN PETERSEN, NAJA ITTUK ex LINDA DAN... etc.

In June, James Fitzpatrick, managing director of the Mersey docks and Harbour Co, was promoted chairman in succession to Sir John Page. Trevor Furlong becomes managing director.

A thought - why do tankers NOT invite much marine interest? They carry invisible cargoes between normally inaccessible loading and discharge points -- hot and sticky ones, too!

Jack Grimm, an American oil tycoon and geologist chartered GYRE to search for the TITANIC wreck. The charter ran out, but right at the end of the time a TV picture of a huge ship's propeller was seen at a depth of 12,500ft. The position was carefully logged for further investigation.

In June, HMS UPTON and HMS ANGLESEY were on fishery patrol in Manx waters.

Booker Line has ceased its shipping activities in the Caribbean, having sold their fleet of four ships and then finding no profit in chartering tonnage. The Saguenay Company say they are returning to Liverpool to take over the services formerly undertaken by Bookers.

Womens Lib - At Plymouth a new plaque has been unveiled listing the women who sailed in the MAYFLOWER for the new world in 1620. The former list was men only.

In early June the British sailing vessel MARQUES, a contender in the Tall Ships Race, was overwhelmed in the western Atlantic, and 18 lives were lost. There were ten survivors.

An observant Merseyside holiday-cruiser noticed a small passenger vessel at Bermuda, looking in very good shape, and particularly similar to a Mersey ferry. She has the name CANIMA and is no other than BLARNA built by Liffey Dockyard, Dublin, in 1961 for tender work with transatlantic liners at Cobh. She is owned by Bermuda Marine & Port Authority for coastal work around the island. Her length and beam are identical with FRANCIS STOREY.

In 1968 the motor trawler CLABEN was built at Renfrew for Peterhead owners and in the following year her name was changed to RESPONSIVE. She was gutted by fire and sank at Hoy, Orkneys in 1981. However, Kilburns Salvage Co has raised and completely rebuilt her for their salvage operations. Her new name is REDEEMER.

Early in July the tug SMIT LLOYD 123 arrived at Birkenhead in preparation for towing the gas rig away from Lairds Yard, having steamed from Peterhead. The sit-in by Laird boilermakers had apparently not been foreseen, and she left Alfred Locks very soon after arrival, for sea. This tug was built in 1983 and is of quite impressive appearance of 1654-tons.

The Laxey Towing Co, operating from Douglas, has disposed of their tug UNION which has gone to Scottish owners in the Bowling area. She was built for Thames barge work in 1895 and has an iron hull. The company is looking for another tug to work with SALISBURY. The barge SUDBROOK is suitable for bulk cargoes across the Irish Sea under tow, and can take 250-tons coal into the smaller Manx ports. Barge REDCLIFFE is used for local jobs at



Douglas. This barge has been used recently as sullage boat for the US destroyer SCOTT, anchored in the bay. She was mooring pontoon for the GOLDEN HINDE, and was also used for the visiting boats in the Round-Britain Power Boat Race.

Of recent years the coaster THOMAS GRANT under Captain Brown has been running what is called the "egg and bacon run" between Ulster and Peel IOM. She was built in 1953 as a small cargo ship for the Navy, but has had her day and was towed to Cairnryan breakers by SALISBURY. The tug had her ensign at half-mast for Capt Brown had died on the previous day. The "egg and bacon" run was first operated by the trawler STAR OF BETHLEHEM, and has now been taken over by coaster SULBY RIVER ex SUBRO VENTURE (Wivenhoe 1971). She can carry 270-tons at 8-knots.

The old paddler MEDWAY QUEEN had been left to rot in an Isle of Wight creek until preservationists got to work on this 60-year old vessel. She has recently been transported on a Wimpey pontoon from Cowes to the River Medway, towed by the Thames tug PATMORE. She made seven crossings to Dunkirk in 1940 and saved 7000 troops. She was a product of Ailsa SB Co.

The small port of Weston Point on the Manchester Ship Canal was closed down early in June, after a period of good labour relations. But all is not lost, for an Ulster firm are making a bid to re-open it.

A consortium called the Eurodino Line has been formed to serve the West Coast of South America. It comprises the French Line, C.G.M., one Chilean and two Peruvian lines. The first sailing from Liverpool was by CUZCO II.

Ships are shedding the red ensign for other flags at the rate of two per week. The number of British Merchantmen is now less than half what it was ten years ago.

N.R.P.

## REFLECTIONS OF WAVERLEY'S COOK

Bill Jardine writes in "Paddle Wheels", the journal of the Paddle Steamer Preservation Society:-

"In the spring of 1977, whilst relaxing at the State's expense, I was persuaded by my wife that a greater degree of domestic harmony might be achieved if I was to run away to sea, a view reinforced by the reluctance of the DHSS to continue subsidising my life of self-indulgence, not to mention the refusal of further credit in my local inn. Having served in Her Majesty's Navy when men were men, and most of the fleet was suitable fodder for the razor blade industry,

I had little inclination to renew such a commitment.

"However, I wrote to the chief steward of WAVERLEY enclosing my employment history, confident that no sane man would employ me in the light of such damning evidence. To my surprise I was asked to go to Glasgow for interview. The Chief Steward showed no signs of mental instability, but his florid visage displayed the evidence of a lifetime dedicated to "wee refreshments". Having accepted my solemn assurance that frying eggs was within my limited culinary ability, he offered me the post of Second Cook, reassuring me with the words "Don't worry, if you make any mistakes you can feed them to the crew".

"So it was that we set out one morning from Campbelltown for the Mersey. The crew regarded this as a feat of exploration matched only by Columbus's discovery of America. A cynic, somewhat lacking in the blind faith required for such an epic enterprise, pointed out that Liverpool had already been discovered by the Irish, which had a deflationary effect on crew morale.

"In due course, after heavy weather in the Irish sea, we paddled up the Mersey to berth at Princes Landing Stage. Advance publicity had ensured that the arrival of such an historic vessel would not go unnoticed, and the shore was lined with legions of seagulls whose baleful eyes indicated that our ship would receive the same attention from them as our namesakes had received from the Luftwaffe in 1940.

"We then applied ourselves to the job in hand, carrying the cream of the Scouse Nation on Great Waters. At this point we met a new and terrifying phenomenon, the Educational Cruise. Four hours on a small ship with eight hundred juvenile stormtroopers is not for the faint heart. Teachers, vastly experienced in such operations, will invariably barricade themselves in the bar in the manner established by John Wayne at the Alamo, leaving the crew with no such refuge, at the mercy of the baying hordes without. The young scholars will content themselves by carving their names on the woodwork or on slow-moving passers-by. Or they may resort to other diversions such as larceny on a grand scale, and blocking the toilets usually with all the available toilet paper."

(Editor's note: School parties and their teachers often behave in a similar way on the Manx boats!)

"In Liverpool we took on a number of supernumeraries in the shape of a group of sea cadets from Poole. They came aboard gushing with youthful enthusiasm, labouring under the delusion that they would be driving the boat, operating the engine throttles and many other romantic tasks. The Chief Steward saw

this influx of fresh labour as potential galley fodder, and they were consigned en-masse to the galley sinks, to which came all manner of unromantic cutlery and crockery. The disillusioned would-be seafarers were not slow to realise that the solution to their predicament lay in reducing their workload, which they did most effectively by ensuring that at least half the eating implements were consigned to the deep."

"Soon the time came to leave Liverpool, and we set off homeward. The Land of Scouse had proved most hospitable, only one of the crew having been mugged. This caused us little concern, since he was half-Italian and habitually slept fully dressed lest the ship should founder."

"On returning to the Clyde, WAVERLEY is often besieged by "Nutters". These come in droves all afflicted by an unnatural affection for the ship, bordering on lust. They frequently charter the ship, and these charters are anticipated by the crew with an enthusiasm which only the outbreak of World War Three could match. Came the day they would descend upon us like a swarm of Tignabruaich midges, festooned in cameras and tape recorders, and wearing woolly hats knitted in the WAVERLEY funnel colours."

"The engineroom, being open, was particularly subject to their attentions and they besieged it in hordes, even timing the crankshaft revolutions with stopwatches. The engineer treated them with stoic indifference, answering all inquiries with a stock answer, containing two words, which were rather offensive!"

I found Bill Jardine's description of WAVERLEY grounding on the Gantocks most diverting, and hope to include it in our next issue.

N.R.P.

When I sailed out of Baltimore  
With twice a thousand head of sheep  
They would not eat, they would not drink,  
But bleated o'er the deep.  
Inside the pens we crawled each day,  
To sort the living from the dead;  
And when we reached the Mersey's mouth  
Had lost five hundred head.

W H Davies

## WITH SORROW

We regret to report the death of two members - Mr J F Wilson, OBE, of Prenton, Birkenhead, who passed away on 10th April 1984, and Mr A Gidney of Maghull, notice of whose passing in October 1983 has come to hand.

## INQUIRY

Capt Steve Carter is researching the fleet of Richard Abel & Sons. There was FYLINGDALE, MONSALDALE. Does anyone remember the tugs and other hoppers?

## SOCIETY NOTES

Our first meeting of the 1984/85 season is on Thursday 13th September, and programme cards are enclosed herewith. Owing to high postage charges there will not be any monthly reminder post-cards.

Subscriptions are due at the commencement of the season, these being unchanged from last year, viz £5 pa basic with the usual man-and-wife, junior and OAP rates maintained.

If you can bring a friend to any of our meetings, please do so, as this may lead to increased membership.

On 27th July, Block 'D' of the Albert Warehouses and the Piermaster's House at Canning wall were opened, bringing Stage 2 of the Maritime Museum to fulfillment.

I understand that the purchase of DE WADDEN as an exhibit has gone through, and she will be coming from Dunoon. She was often trading to the Mersey as an auxiliary topsail schooner, built in Holland in 1917.

In going to press with this Bulletin in late July, we can assume that the Tall Ships are now well on their way to the Clyde and Mersey.

EDITOR

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

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B U L L E T I N

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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

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Attend, all ye who list to hear  
Our noble England's praise;  
I tell of the thrice famous deeds  
She wrought in ancient days,  
When that great fleet invincible  
Against her bore in vain  
The richest spoils of Mexico,  
The stoutest hearts of Spain.

"The Armada" - Lord Macaulay

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PHASE TWO OF MARITIME MUSEUM

At 11am on Friday 27th July 1984, Councillor Ben Shaw, Chairman of Merseyside County Council unveiled a plaque to commemorate the opening of the new extensions to the Maritime Museum. These are Block "D" of the Albert Warehouses and the Piermaster's House at Canning Dock entrance.

With so many visitors arriving to witness the ceremony, the large glazed partitions were open and a goodly cool breeze brought a nautical atmosphere to the proceedings. "D" block gives a new

spaciousness to the Museum, with the large expanse of water without, and I was told by our member Kent Richardson, that the environment is far superior to the St Katherines Dock project in London's dockland.

Unfortunately I was unable to hear any of the speeches, as standing room was well occupied, and the beautiful model of a Joliffe tug took my attention. Looking out over the Albert dock, Kent and I reminisced about what it was like fifty years ago, when the famous salvage ship RANGER had this dock as her headquarters, and the off-duty HM Customs launches berthed here. A memorable occasion for this writer was the visit of a flotilla of mine-sweepers HMS SPEEDWELL, NIGER, SALAMANDER, HALCYON berthed two abreast in the south corner, and much hospitality for us RNWAR amateur telegraphists. I had only once before been aboard a navy ship and that was an occasion in the 1920's when the Italian LEONE and PANTERA were open to the public in Queens Dock. Strange that the only things I can remember about them now, were the highly polished copper pans in the galley for cooking the crew's macaroni!

But today I enjoyed walking across the footbridge near what used to be Newton's shipstores. Many a lunchtime, out of the office, I would walk round the Canning, avoiding the subsidence between the warehouses and the basin. But today there was one big difference and it was underfoot. The Maritime Museum has made use of the cobble stones and all other surfaces have been covered with shingle; it was never thus of old. The uncobbled areas were natural earth with grass and weeds growing where they could, yes, and large muddy pools in wet weather. I found the shale foreign to the former scene, but eventually much more practical for crowds, when it has been trampled down.

In visiting those parts, all sorts of memories are stirred and I can still visualize HMS EAGLET berthed in Salthouse Dock, under the shadow of the warehouses. We went there in connection with our pre-war morse training, the wireless section being administered by the jovial Chief P O Bowey. I can always visualize the marvellous rifle range in the depths of the ship, for all machinery had been removed. Then again during wartime, and in between Irish Sea patrols, I would visit the telegraphists and have a mug of tea, EAGLET was then the very important signal link for Liverpool. Her masts had to be lengthened to try and overcome the screening effects of Jesse Hartley's edifice. I wonder if anyone realised the amount of cast iron in the structure. After duties took me

away from the Mersey, I think the radio station was sited on top of the Royal Liver Building, the aerial possibilities of which, even now, make me envious! The famous old EAGLET, once a sharp-at-both-ends mine-sweeper of the "Racehorse" class in W.W.1, handled all the convoy traffic, and the enemy aircraft reports which set off the sirens throughout Merseyside, and sent us to cover or watch. In some of the air raids, like the night the Customs House was destroyed, EAGLET and those aboard her lived dangerously, but in the morning she was still there.

We saw dereliction come to this part of the dock system and it seems amazing that it has now become the scene of so much activity - to see the desire people have to live again the distant past, and witness sailing crafts.

Of the floating exhibits the sailing barge EDITH AND MAY was the first vessel to enter Canning basin, and before the Phase II ceremony, the sailing barge WILL entered, followed by pilot cutter EDMUND GARDNER from her Princes Dock berth. She will be on permanent display, but these two barges only for the Tall Ships occasion.

It was high tide for the ceremony, the west wind blew strongly across the ruffled Mersey, still with its ferryboats. Likening the Museum's progress with that of a ship, it is "steady as she goes".

N.R.P.

## SEPTEMBER MEETING

Mr R N Martin of the Mersey Docks and Harbour Company came to speak to us for the opening of our 1984/1985 season chaired by Mr H M Hignett. It takes a brave man to put forward Liverpool's case in the middle of a disastrous dock strike, and our speaker said he was somewhat bemused at the title of our October lecture on "Rescue and Resuscitation"!

The first part of this occasion was given over to a colour video film entitled "The Port in Partnership" now that a portion of the dock estate is to be a "free port". It showed us what Liverpool has to offer and the excellent commentary was by Brian Redhead. The theme was that Liverpool is hungry for work, and the whole of Merseyside depends on the prosperity of the port.

There were no MD&HC personalities in the film, but we had words of encouragement from the following - Robert Morgan of Samuel Banners,

Patrick Whiteley of Edward Billingtons, Dr Ray Crawford of J Bibby's, Dan Decker of Continental Grain, Richard Orman of Atlantic Containers, Tony Price a fruit importer and Desmond Pelly, shipbroker.

In awarding "freeport" status to Liverpool, the Conservative Government decided to give exemption from Customs duty, VAT and EEC levy for goods handled within an enclosed area amounting to 680-acres.

At present, Kelloggs and Contigrain are handling 14,000 tons of grain per day at Royal Seaforth, and there is also an export trade of "homegrown".

As regards timber, the quay space is 26-acres and four large vessels can berth at any one time, at Seaforth.

With regard to the large trade done with the Middle East, Mr Mushim Al-Ali of the United Arab Steamships spoke of his confidence in the port.

Mr Martin then took up the story of the changes taking place. In 1967 there were 12,900 registered dockers, now there are 2,600, but Liverpool remains the main port on the west coast, and in ten years time, may be the only one. With a very long coastline, France has only 12 ports, yet a small country like ours has over 100. Competition is intense and whilst Preston and Manchester have virtually closed, the threat hangs over Glasgow and Bristol.

Meantime several small ports have grown, like Dover, Felixstowe, Heysham, Shoreham, Poole and Newhaven, which were insignificant twenty years ago.

Liverpool thrived on its deepsea trade, but with entering the Common Market, expanded European traffic is using east and south coast ports. We suffered from the loss of our Empire (and the seeming indifference in the view of this reporter to our ties with our Commonwealth).

But the strike aside, all is set fair for the future in the facilities existing and investment made. However, it looks as if the UK will have to depend more and more on "feeder" services from continental ports, employing small ships.

Liverpool now handles a large export trade in metal scrap. Cynics might say "no wonder, with the running down of industry in the Northwest". But this is not the real reason, for we are



close to a very densely populated scrap area. Much of it goes to Spain, but one shipment, the biggest yet of 45,000 tons, went to Korea.

We may see greater imports of coal from USA and Poland in future, with it being cheaper than our own. Liverpool is a main port for animal feed-stuffs, edible oils and chemicals. General cargo is a declining business and most cargo travels in containers, though there are still some areas not applicable to this mode of transport. General cargo including bales and cases employs most labour. Birkenhead is now closed to general cargo handling, but is handling bulk cargoes, oils etc.

Holyhead, Fleetwood and Fishguard have taken a goodly share of our Irish goods traffic, but with our shorter road connections, we may get some of this back.

There is much interest in the Freeport scheme, but HM Customs are deliberating on what to allow and what not.

In ending this interesting talk, Mr Martin said "Liverpool is here to stay and will survive".

N.R.P.

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Oh who is this has done this deed, this ill deed done to me,  
To send me out this time of year to sail upon the sea?  
Make haste, make haste, my merry men all, our good ships sails  
the morn.

Oh say not so, my master dear, for I fear a deadly storm.  
Late, late yestreen I saw the new moon with the old moon in  
her arm,

And I fear, I fear, my master dear, that we will come to harm.

"Sir Patrick Spens" Anon.

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## SHIPS TO THE BREAKERS

ACAVUS (1958)

ACHATINA (1958)

BERGE BOSS

ex BERGE BEAUMARIS ex BEAUMARIS (1972)  
laid up 1981

|                          |                                                                                                               |
|--------------------------|---------------------------------------------------------------------------------------------------------------|
| BRITISH VOYAGER          | ex VICKERS VOYAGER ex FAIRTRY II<br>(1959)                                                                    |
| CITY OF ZUG              | ex ALEXANDER'S TRUST ex<br>LEONOR MARIA ex FALABA '62                                                         |
| CLAN MACBOYD             | ex CLAN MACGILLIVRAY (1962)                                                                                   |
| DYNASTY HURA             | ex MALDIVE PRIVELEGE ex STYLIANA<br>ex CAPETAN COSTIS ex<br>CONSTANTINOS T ex N.ZOGRAFIA<br>ex LORD GLADSTONE |
| DYNASTY HILALI           | ex MALDIVE PROMOTER ex ALEXANDER<br>A.S. ex TONG JIT ex ORIENT CITY<br>(1960)                                 |
| EDESSA                   | ex KOREAN CHALLENGER ex<br>MANCHESTER RENOWN (1964)                                                           |
| ERNE (1962)              |                                                                                                               |
| FIVE STREAMS             | ex BORDER PELE (1961)                                                                                         |
| FIVE LAKES               | ex TEXACO GLOUCESTER ex REGENT<br>EAGLE (1959)                                                                |
| HUDSON (1964 - tug)      |                                                                                                               |
| HALKI                    | ex KINNA DAN (1966)                                                                                           |
| IRINI G.F.               | ex INVERBANK (1962)                                                                                           |
| ISLA VERDE               | ex NORTH STAR ex GEESTBAY (1964)                                                                              |
| JAMES ROWAN (1955)       |                                                                                                               |
| KYLIX (1955)             |                                                                                                               |
| KHALIJ CRYSTAL           | ex PORT LAUNAY ex ZEALANDIC (1965)                                                                            |
| MANDAMA                  | ex TAUPO (1966)                                                                                               |
| MEDCAPE                  | ex ALIKRATOR ex TEAKWOOD (1962)                                                                               |
| MARMARAS                 | ex DALLA (1961)                                                                                               |
| MAGDALINI K              | ex IONIAN SKY ex ELENMA ex<br>AKASSA PALM (1958)                                                              |
| NEW DRAGON               | ex KATSINA PALM (1957)                                                                                        |
| PACIFIC                  | ex ANNA C.H. ex OUNOUSSIAN MATHER<br>ex JERSEY BRIDGE 1966                                                    |
| POLLUX                   | ex BARNEY MAC ex ESTLAND ex<br>TORQUOISE ex KYLEBANK 1961                                                     |
| REEFER QUEEN             | ex PIAKO (1962)                                                                                               |
| RAJAB I                  | ex PATROCLUS ex GLENALMOND (1966)                                                                             |
| S.A. VAN DER STEL (1966) |                                                                                                               |
| TARRY                    | ex ARRING ex TARRING ex LAMBETH<br>(1958)                                                                     |
| VOLVULA (1956)           | WORLD DIPLOMAT (1974)                                                                                         |
| ZARIA (1962)             | ZWARTE ZEE (1963 - tug)                                                                                       |

## OCTOBER MEETING

On Thursday 11th, Dr R A Yorke, MB, ChB, the General Practitioner for Maghull, gave us a most interesting talk on "Rescue and Resuscitation in Eighteenth Century Liverpool". It was described as an account of the Liverpool Institution for Recovering Drowned Persons (est 1775) which was later known as the Liverpool Marine Humane Society.

The amount of research which has gone into this paper is immense, and your reporter regrets that the amount of space available in our Bulletin gives it much less than full justice. It was also felt that with an attendance in the twenties, medical students and first aid personnel could have benefited from this historical survey of resuscitating the apparently drowned.

Our story commenced with the birth in Liverpool on 26th November 1746 of Thomas Houlston, son of a father of the same name, an apothecary and bookseller of High Street. Young Thomas was baptised at St Nicholas' Church. In his late teens he studied medicine under George Fordyce of St Thomas' Hospital, and then went to study under Albinus at Leyden. At Leyden he was a friend and contemporary of another apothecary's son, Thomas Cogan.

Cogan was soon to gain fame by assisting to establish the Royal Humane Society, and Houlston's chief claim to fame was to establish a similar society here in Liverpool, only one year after its foundation in London. The chief inspiration of both Cogan and Houlston was the establishment in Amsterdam of a Society for the Recovery of Drowned Persons.

To gain the atmosphere of the time, in letters written by one Samuel Derrik in 1760 about Liverpool, he said "The docks are flanked with broad commodious quays, surrounded by handsome brick houses, inhabited for the most part by seafaring people and communicating with the town by drawbridges and floodgates, which a man must be wary in crossing over, as they are pretty narrow".

Then much later, in 1839, one H Melville wrote "In the basement of the church is a Dead House, like the Morgue in Paris, where the bodies of the drowned are exposed until claimed by their friends, or buried at public charge. From the multitudes employed about the shipping, this dead-house has always more or less occupants. Whenever I passed up Chapel Street, I used to see a crowd gazing through the grim iron grating of the door, upon the faces of the drowned within". (How our attitudes have changed!)

To deal with the apparently drowned, all sorts of ideas were suggested - roll the victim over a barrel, hang him upside down! The

problem, then as now, was the difficulty in distinguishing between actual death and coma, particularly if associated with hypothermia. There were six possible ways of treatment:-

- 1) Warm bodies in front of an open fire.
- 2) With a bellows, blow tobacco smoke up the rectum, and if no bellows then use an ordinary clay pipe.
- 3) Abdominal and chest massage with woollen hot cloths.
- 4) Opening of the veins.
- 5) Massage of the head with spirit of ammonia or spirits of salts, or these held under nose.
- 6) Apply the mouth to that of the drowned, closing the nostrils with one hand and pressing the left breast with the other, blow with force, and endeavour to inflate the lungs. This might be as efficacious as the second way, reported Cogan in 1773.

Mouth-to-mouth resuscitation was re-discovered in the 1950's and is now the standard method.

Due to Houlston and to William Pickering who was both an Infirmary Trustee and member of the Town Council, a "House of Reception" was set up to which victims were to be taken. This was on the north side of the Old Dock, and when necessary was attended by physicians and surgeons from the Infirmary. Here "every assistance would be given to revive that spark of life which may yet remain, and which by proper care has often been recovered".

The physicians and surgeons were named as follows:-

Dr Dobson, top of Harrington Street

Dr Houlston, 50 Chapel Street

Dr Richmond, 20 St Paul's Square

Mr Lyon, Peter Street, College Lane

Mr Parke

Mr Allanson, Basnett Street, Williamson Square

And now we come to the question of reward, which may have proved quite an important factor. To the person or persons (not exceeding four in number) taking up and bringing the body, giving notice and all the assistance in their power, will receive half a guinea, or in case of recovery, one guinea. Payment was made by the Apothecary of the Infirmary on an order being produced from the attending physician.

By great good fortune Houlston's notes have survived on the first 150 cases, 1775-1784, and are preserved in the Liverpool Medical Library.

Let us read just one of these cases - "4th October 1776 at noon James Jones, a poor boy, 12-years of age, getting out of a boat at the Old Dock slip, missed his step, fell into the water and sank immediately. Assistance was speedily got, yet he was under water, by a watch, nearly 7-minutes. The drag caught his clothes once but they gave way. The lad had been with two others, amongst the shipping, pilfering lead and had in his pockets and bosom about 20lbs weight. By this he was prevented saving himself by swimming; so near was the crime effecting the punishment. When taken out no breathing could be perceived, he was cold, motionless and livid. He was speedily carried to the Receiving House with his mouth downwards. The motion of carrying him alone is undoubtedly useful - as by the time he was placed on the bed he breathed and soon afterwards threw up some water. Warmth, friction and volatiles were applied, and a small quantity of blood was taken away by Mr Lyon. In about 20-minutes he shrieked and moaned much. In half an hour he begged to be carried to the Glass House - the body, particularly the feet, being very cold, he still moaned. He swallowed with difficulty some warm negus, was put into a hot bath where he was well rubbed and afterwards to bed between the blankets. Four hours later, his pulse was quick, with considerable heat and thirst. He was carried home in the evening and recovered perfectly."

After a long illness, Thomas Houlston died in 1787 aged only 41, and is interred in the chancel of St Nicholas' Church. He had spent his life in uncommon philanthropy and benevolence.

This was indeed a lecture of great local interest and vast research. On the main projector we saw slides of personalities and places, whilst on a secondary projector operated by Mrs Yorke, we saw copies of various documents appertaining. Everything was perfectly co-ordinated and we heartily thank our speaker and his good lady for their immaculate presentation.

N.R.P.

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The barge she sat in, like a burnished throne,  
Burn'd on the water; the poop was beaten gold,  
Purple the sails, and so perfumed, that  
The winds were love-sick with them; the oars were silver  
Which to the tune of flutes made stroke, and made  
The water which they beat to follow faster  
As amorous of their strokes.

"Cleopatra" - W Shakespeare

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# NEW NAMES FOR OLD

|                     |                                                             |
|---------------------|-------------------------------------------------------------|
| ARAPAHO             | ex SETO BRIDGE (1977)                                       |
| ANCHAN              | ex STRATHARDLE (1967)                                       |
| ARKLOW GLEN         | ex TROMP (1979)                                             |
| ARKLOW VIEW         | ex TERONA (1978)                                            |
| ALEX G              | ex QUIESENCE (1979)                                         |
| ADLER               | ex AJAX (1973)                                              |
| AROMA               | ex SHONGA (1973)                                            |
| APOLLONIA XI        | ex MULAFOSS ex VERITAS (1967)                               |
| BRAVA PRIMA         | ex UDAFOSS ex MERC AFRICA (1971)                            |
| CAPTAIN CHRISTOS G  | ex GILLIAN EVERARD (1963)                                   |
| CATHAIGH            | ex FLYING FALCON (1968 - tug) to<br>Cork                    |
| CHINA MARQUIS       | ex ROUNTON GRANGE (1972)                                    |
| CHIA FU             | ex SPEY BRIDGE (1969)                                       |
| CHRYSOVALANDU GRACE | ex STRATHETTRICK (1979)                                     |
| CLEANSEAS           | ex YESSO (trlr)                                             |
| CELT PIONEER        | ex EILEEN M (1966)                                          |
| DANAE               | ex PASS OF CHISHOLM ex CORDENE<br>(1970)                    |
| DAUPHINE            | ex LADY M.A. CROSBIE ex CORTES<br>ex BALTIC VANGUARD (1966) |
| EVANGELOS L         | ex BARON PENTLAND (1976)                                    |
| KRI TANJUNG PANDAN  | ex EMPIRE ORWELL ex EMPIRE DOON<br>ex PRETORIA (1936)       |
| KORIMU              | ex CELTIC CRUSADER ex SUPREMITY<br>(1970)                   |
| LOX STAR            | ex CITY OF HARTLEPOOL (temporary)                           |
| MESSARIA            | ex AFRICA PALM                                              |
| MOBIL COMET         | ex TITAN                                                    |
| MERCHANT PRINCIPAL  | ex OROPESA (1978)                                           |
| SPEED BULK          | ex SUAIVITY (1972)                                          |
| SUN WIND            | ex SUN XXIII (1961 - tug)                                   |
| SPERANZA            | ex HELGAFELL ex MERCANDIAN<br>SHIPPER (1975)                |
| SOL EXPRESS         | ex EARL SIWARD ex DOVER (1965)                              |
| STENA SEAFARER      | ex DUNDALK (1975 - St Helena<br>registry)                   |
| TIMUR LIGHT         | ex MEYNELL (1973)                                           |
| THEANTO A.S.        | ex BENVORLICH (1972)                                        |
| THEODOROS G         | ex ROSEMARY EVERARD (1964)                                  |
| TAMIRA              | ex FREE ENTERPRISE III (1966)                               |
| TOANA PAPUA         | ex MORAYBANK (1973)                                         |

UNICOSTA  
WAVECREST  
ZAMIA

ex CORABANK  
ex MOUNTCREST ex ANZORAS (1972)  
ex BENALBANACH ex EPEDINE (1975)

## MARITIME POETRY

Many of our members have a high regard for poetry about the sea, short versions of which appear in the Bulletin. Not only about the sea either, but river, lake, stream and any aqueous environment.

Becoming editor in 1968 I pondered on the subject of "nautical research" - a subject which could be as dry as bleached bones without some form of relief. A meal of wrecks, mutinies, groundings, collisions, piracy and barratry is all very well as bare fact. The "Sadness of the Sea" was one aspect of research presented to us by our late President Ronald Summerfield, but there are other facets familiar to us land-based "mariners".

Fortunately there are river pageants, naval reviews, stirring launches of the largest and fastest (very few these days), the epic raising of historic ships to offset the melancholia which may creep in. We think of GREAT BRITAIN and the MARY ROSE sagas, and the personalities who arise or are remembered thereby - Mary Rule for instance.

So it was decided to lighten the Bulletin contents by the insertion of verses. First of all, it has to be admitted that poetry was first intended to fill up difficult spaces. The search for material became ever more time-consuming. Hours of library hunting on the shelves marked "literature" and "poetry" might bring nothing in return. Yet one might find with pleasure an apparent gem in some old anthology of verse, just when the going was rough.

In some marine poetry mention of the Deity is so prominent and repetitive that it hardly fits the bill, and sadly the page is turned.

Gradually I became aware that this search for suitable verse was in itself a form of worldly nautical research, with in some cases the poet's dates of birth and death in the last few centuries being known. One point always to be borne in mind is "copyright", especially if the author is still living and insists on "all rights reserved". For instance, some verses by Pam Ayres I found both apt and amusing, but unless permission is obtained, they must not be used.

I once thought that the field of brief quotation would soon be exhausted, but with the excellent library facilities we have on Merseyside, this is far from being the case. Maritime poetry has therefore become an aspect of nautical research for me, and not merely interval matter between meeting reports.

Christmas turkey would be dull without the spicy extras, and so our reading is better for some flavouring!

N.R.P.

## MERSEY NOTES AND GENERAL NEWS

For permanent exhibition in our Maritime Museum, the auxiliary schooner DE WADDEN arrived off the Bar somewhat unexpectedly on Sunday 5th August from Dunoon, and anchored off Monks Ferry until next day. She was built in Holland in 1917, keeping her name throughout. Her length is 116ft and beam 24ft. A large hold is served by two hatches and she could carry 300-tons coal, or potatoes perhaps. Her story is told by Capt Love in the January 1975 issue of "Sea Breezes".

A regular visitor to the Mersey, the coaster NORTHUMBRIA ROSE was on passage from Lochaline to Runcorn with fine sand for the potteries, when she went aground at Inish Island. She was towed off by EILEAN EISDEAL and taken to Oban, resuming her voyage shortly afterwards (late August).

After four attempts in the last three years to clear the wreck of PRINCE IVANHOE on the South Wales coast, only 60-tons remains to be cleared from the sea floor. Although half the wreck remains, the remainder has sunk into the clay and peat.

It seems surprising that only now, when traffic is so scanty at Birkenhead, signal lights have been established at Alfred Lock to inform ship masters when the lock is open. There are three red and three green lights.

At Point Lynas, a new pilot launch TURNSTONE has joined SANDPIPER, OSPREY and FULMAR to make a flotilla of boarding vessels. The MD&HC's "Port News" referred to her commissioning as the TOMBSTONE. Typesetter not an ornithologist!

In September Princess Alexandra re-named the stern trawler SWANELLA and she is now known as SIR WALTER RALEIGH. The ship has been fitted out for training young scientists and a promotional cruise round the British coastline has been arranged.

As reported in our spring issue, the tug GARNOCK was damaged in the Clyde when dumping explosives in February. She was inspected at Troon and seaworthy repairs were not warranted. She has been given to the Irvine Maritime Museum and will be permanently berthed there.

Derek Prentis, President of the Institute of Chartered Shipbrokers has said "We are deeply concerned about the future,



especially the callous failure of our Government to take notice of the need to maintain a mercantile marine".

The new generation of 25,000-ton ACL container ships is making its appearance at Royal Seaforth. ATLANTIC COMPANION, ATLANTIC COMPASS and ATLANTIC CONCERT have already called here, whilst due to a fire on board, ATLANTIC CARTIER now building at Dunkirk, will not appear until next spring. No doubt ATLANTIC CHAMPAGNE, COGNAC, CINDERELLA and CROWN of 15,000-tons will be laid up. Of this type, ATLANTIC CONVEYOR was lost in the Falklands war, and ATLANTIC CAUSEWAY has been laid up in Liverpool since January 1983. This latter type were steamers.

The Verolme shipyard at Rushbrooke near Cork, is to close down in November, on the completion of a frigate for the Irish Naval Service. There has been considerable industrial trouble, and although they built a few large bulk carriers at first, for the past ten years they only had work provided by the Irish Government. Like Cammell Lairds, their order book is a clean sheet.

With reference to remarks in the last Bulletin about the grounding of the cruise liner SUNDANCER ex SVEA CORONA, she has been written off as a total loss.

The Alexandra Towing Co's INVINCIBLE went to Canada in July on a 5-week charter, in connection with tests on an underwater plough for digging cable trenches. They have ordered a flat-top barge 300 x 90ft for their off-shore operations, from a Portuguese yard.

The ex-Danish DFDS ro-ro ferry ENGLAND is now being managed by Cunard on ferrying personnel between Capetown and Port Stanley. She has suffered very severe weather in the southern hemisphere's winter. The fuelling tanker at Port Stanley is SCOTTISH EAGLE.

ALVENUS which went aground in the Mexican Gulf in July and caused an oil spill was built by Cammell Laird in 1979.

As we go to press in late October, we hear with regret that BEN MY CHREE and MANX MAID are to be disposed of, being the last steam turbines in UK ferry fleets. They will be replaced by MONAS ISLE ex TAMIRA ex FREE ENTERPRISE III built in Holland in 1966. She has been laid up in Malta for some time. With a tonnage of 4,657 she is considerably larger than her two consorts. Length 385ft against MONA'S QUEEN's 343ft and beam 63ft against 55ft. She has bow and stern doors, controllable pitch propellers and bow thrust. Modifications will be carried out so that she can commence operations in the spring of 1985.

Our enterprising shipbuilders at Bromborough, MacTays, have delivered the tug DEFT to Dover Harbour authorities. Sistership DEXTEROUS followed after speed trials on 24th July. They replace DILIGENT and DOMINANT OF 1957/58.

The new Alexandra tug BRAMLEY MOORE has also been delivered after

her 4-hour endurance trial and measured mile speed trial between Brazil buoy and Seacombe on 4th October. She too, was a MacTay product.

Craig Carter writing in the Journal of Commerce is remindful that CLAN MACGREGOR was the last cargo ship to unload in Manchester in October 1981, and it was in fact also the ship's last voyage.

RAILSHIP II, the largest train ferry in the world which will run between Travemunde and Hango, is being completed at Bremerhaven. Her speed will be 21-knots and she will carry 85 railway wagons on three decks.

Mr Furlong of the MD&HC rightly condemned the very harmful dockers' strike over the summer months. A pay deal had only been negotiated days before, and the Company had announced a modest profit after a hard struggle to secure business for the port. Yet the union leaders led by Dennis Kelly were the first in the country to down tools, which the Prime Minister was prompt in noting. Another union leader Jimmy Symes described as "a little bit mischievous" Mr Furlong's claim that firms were leaving the port. It seems plain who is doing the mischief. Why this suicide wish on the port? All port workers, except the self-employed pilots, seem to the outsider to be for ever looking for the most trivial reason for withdrawing their labour.

The dangers inherent in taking the bow lines from large ships was demonstrated off Felixstowe in August. The tug SAURIA closed with an inward bound Cuban ship with LANGTON as second tug. The former came into heavy contact in attempting to take the line and four of her crew of six were thrown into the water. They were soon picked up by LANGTON and taken for a check to Harwich Hospital. The tug was not severely damaged.

The giant Iranian fleet tanker KHARG has at last left Swan Hunter's yard on the Tyne after a lapse of 4-years. Our Government would not issue an export licence. On sailing, three of the crew including the chief engineer were missing.

Ellerman City Line was considering flagging out in October and consulting the Seamens Union. This was to maintain the viability of operations. The fleet consists of 6 ships, two of which are chartered out.

HMS SPEEDY - the hovercraft similar to the failed B&I CU-NAMARA, has been leased back to Boeings after five years evaluation by the RN. But the merits of this kind of craft have still to be decided.

North of Ostend harbour on 25th August, a collision occurred between the passenger ferry OLAU BRITANNIA and the cargo ship MONT LOUIS and the latter sank in shallow water. The crew of the French ship abandoned her in haste, knowing that part of her cargo was nuclear waste in heavy flasks. The ferry was not badly damaged, landed her passengers at Sheerness and returned to Flushing.

In late October, the Russian tug GORDIY towing trawler BMRT 315 arrived off Mersey Bar. The tow presumably for scrap.

### KEENESS IN RESEARCH

Enthusiasm for the subject caused Captain Attwood of EARL GODWIN to make the return journey by rail from Southampton to Southport on 5th October. His mission was to view photographs of former cross-channel ships left in my charge by our late member Leslie Speller, and he considered the long journey having been worthwhile. His particular interest was WINCHESTER, his first command, and AUTOCARRIER.

N.R.P.

### SMUGGLING OF DRUGS

ROBERT GORDON, a yacht-schooner, only recently allotted the signal letters MYZD, was the conveyor of several tons of cannabis from the Middle East. She was shadowed off Cyprus, put in at Gibraltar and finally made the estuary of the River Crouch in Essex. Here she touched a sandbank and had lifeboat assistance. Reaching North Fambridge in darkness on 5th October, part of the consignment was loaded into a van. The quay had been encircled by police, and as a helicopter floodlit the scene, the perpetrators were called on to surrender. ALERT, one of the new high speed launches of HM Customs was involved.

### MORE ABOUT THE TITANIC DISASTER

The Bodley Head Press has just published "Lights - the Odyssey of C H Lightoller" by Patrick Stenson (£10.95). Lightoller was a principle witness at commissions of inquiry into the TITANIC sinking. He was her Second Officer on the bridge as the new liner took her final plunge after striking the iceberg. He dived off the bridge and escaped death three times before being picked up. In the first World War when commanding a destroyer, he rammed and sank a U-boat.

Lightoller published his memoirs in 1935 but they were withdrawn for legal reasons, as he was too outspoken.

In the Dunkirk evacuation, he took his yacht SUNDOWNER across the channel several times and rescued 130 men. He was born in 1874 and died in 1952. He started his career as an apprentice in the 4-masted PRIMROSE HILL in 1888. His second ship was HOLT HILL which drove on to the St Paul's Island rocks in the Indian Ocean, and gave him his first experience of shipwreck. This is an amazing biography.

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Like as the waves make towards the pebbled shore,  
So do our minutes hasten to their end;  
Each changing place with that which goes before,  
In sequent toil all forwards do contend.

W Shakespeare

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#### NEW WORK FOR DEEP SEA TRAWLERS

BENELLA which used to work out of Lowestoft has been converted to a standby vessel and rescue ship. She has hospital accommodation and medical attendants, all to Dept of Trade specification, but she is still managed by J Marr and Sons Ltd.

FARNELLA has been equipped with a unique long range sonar, which together with asdic scans a wide area of sea floor. She has worked in the Pacific and Atlantic, and is soon to go to the Indian Ocean. American scientists are amazed at the sonargraphs or "moonscape" pictures of the ocean floor, and consider the implications vast.

BENELLA 789-tons, is a side trawler built by Cook, Welton and Gemmell Ltd, Beverley, in 1959.

FARNELLA 1,207-tons, is a stern trawler built by Clelands Ltd, Wallsend, in 1972.

#### FROM RUSSIA FOR SCRAP

The Soviet Government has consigned five old fish carriers to Britain for breaking up, and several have come to the Mersey. They all come from lay-up in Kaliningrad and their names are

AKTYUBINSK, PORECHIE, GRANAT, ERIDAN and AMETIST. All were built in the USSR or East Germany between 1956 and 1965. The two tugs which brought them across were STOYKIY and STREMITELNY, built in Finland 1959 and 1957 respectively, of 1,078-tons and quite impressive in their class.

## GUN RUNNING INTO THE IRISH REPUBLIC

In the early hours and darkness of Saturday 29th September, the Irish Naval Service carried out a well planned arms seizure. A large quantity of rifles, machine guns and technical equipment totalling 7-tons had been sent across the Atlantic for the IRA by American sympathizers in what turned out to be a Massachusetts trawler. There was a rendezvous seaward of the Skellig Rocks, Co Kerry by the Fenit trawler MARTINA ANN. A tip-off was received from the FBI and surveillance was mounted by the frigates EMER and ASHLING over a period of weeks. Aircraft were also used.

When the frigates closed with MARTINA ANN shots had to be fired to stop her and the boarding party were greeted with the naive "we have no salmon!" There were five arrests, two of whom were wanted men. There were preliminary courts in Tralee and Bantry before the men were taken to Dublin.

MARTINA ANN was taken to Haulbowline, the Navy base near Cork, but on the way, the weather worsened. MARTINA ANN's engine broke down and ASHLING had to take her in tow off the Old Head of Kinsale. Dr Fitzgerald, the Irish Prime Minister, sent congratulations to his Navy saying they had prevented some Irishmen shooting their own countrymen (and probably some British security forces, we might add).

But the surprising twist comes at the end of this story, for the American trawler was VALHALLA N°555787 registered in Ipswich (Mass) which had been under the watch of a satellite which took photos of the actual transfer of arms at sea, even observing the crews at work! When the VALHALLA arrived back in Boston with broken wheelhouse windows, she was subjected to forensic examination and at least one bullet was found. Her owner said he had believed she was out shark fishing, but as this is typed, there will be a good deal more of the story to come.

The Irish Navy is also having trouble with the large Spanish fishing fleet. Early in September EMER arrested the trawler MONTE MARIN off Kerry for illegal fishing. Her owners are Pesca Valentia Ltd and although Spanish she is registered in Dublin.

There was more illegal fishing off Wexford in mid-October when SONIA refused to heave to and take a boarding party. Not only that, but she tried to ram the frigate which used small arms fire to the extent of 600-rounds. A five-hour chase ensued south-eastwards in heavy weather. After the frigate turned for home waters, SONIA made a distress call, and sank north of the Cornish coast. The Spaniards alleged that she took water in through the bullet holes. 13 men were rescued by RAF helicopter and 3 reached Waterford in a German container ship.

## WAVERLEY AGROUND ON THE GANTOCKS

All seafarers require a sense of humour, and WAVERLEY's second cook Bill Jardine has that, and also a good turn of phrase. In "Paddle Wheels" he writes of 1977:

"The peak of the season was July, and our busiest day - Glasgow Fair Friday - which was bemoaned by the older hands as a bad day to put to sea, assuming that one considers sailing up and down the Clyde as putting to sea. We had a full day's cruising ahead of us, followed by a run light to Greenock to pick up a group of Americans from the US base in Holy Loch.

"All went well until we began the return leg. The catering crew were settling down to a late lunch as the ship entered Dunoon. I noticed a buoy passing the saloon window and was somewhat nonplussed to see it come back again seconds later. There was an almighty juddering and crunching which was obviously not the engineer changing gear and the ship was hard and fast on the Gantock Rocks.

"People who drive boats jealously guard the secrets of navigation from cooks and lesser mortals, and some discussion followed among the said lesser mortals regarding the motive behind this somewhat unorthodox manoeuvre. We explored the possibility that we had perhaps stopped to pick up passengers, but the Gantocks are not heavily populated on account of being a mile offshore and submerged at high tide. It was possible that the skipper wanted to practice lifeboat drill and had run the ship aground to achieve realism. Faint strains of "Eternal Father, strong to save" wafted upwards from the bar and forced us to consider the possibility that the ship was sinking, and the chef, a practical lad, said that we might as well forget the buffet as the evening cruise would probably be cancelled.

"The next course of action was obvious - so we brewed up. Grateful passengers poured into the saloon, since the bar was

filling with water, and the till was soon jingling merrily.

"The waters around us rapidly filled with a motley collection of tugs, pilot boats and small craft carrying enterprising lifejacket salesmen. As the tide ebbed, the stern, firmly caught by the rocks, began to rise. At this point rescue arrived in the form of a large car ferry (SOUND OF SHUNA), capable of coping with our 600 passengers. This intervention was greeted by a chorus of abuse from the lifejacket salesmen who saw it as an unfair trading practice.

"Gangways were soon rigged from our paddle sponson to the deck of our rescuer and our passengers began a hasty disembarkation. They were aided in this by the head waiter who had succumbed under pressure, to the demon drink and was bemoaning to all and sundry in sepulchral tones that this constituted his third shipwreck and that he was preparing to meet his maker. These observations did wonders for crew morale.

"I had taken up station aft and was busy ushering passengers to the gangway with suitable epithets and well placed kicks when the Mate (he wasn't really a mate, we were just good friends) shouted "Get up forrard Billy, we're putting away the port lifeboat!" Since we already had a large vessel alongside I could see little point in this, but having ascertained from an old passenger that forrard was the sharp end, I made my way there, and discovered that a lifeboat was already launched, filled with somewhat bemused passengers, and waiting to cast off. I leapt with great agility into the boat, using a passenger to break my fall, and took up my position behind the stroke oarsman at the stern of the boat.

"I have considerable experience of lifeboat handling having seen "A Night to Remember" four times. The official coxsn had been told to take the lifeboat to the JUNO, a large car ferry which was hull-down on the horizon. We eventually pulled alongside her, after steadfastly refusing all offers of help from the profusion of craft around us. JUNO dropped a scrambling net to enable our passengers to embark. Our last view of them was the rear of a large lady in tight trousers, which left an indelible impression of two elephants having a tete-a-tete in a potato sack. There is no better argument for the cause of male supremacy than a middle-aged lady negotiating a scrambling net.

"We returned to WAVERLEY - her stern clear of the water and her bows well down. The tide rose but the ship stayed put by virtue of the large number of holes in her bottom. An element of panic crept in and confirmed atheists amongst the ship's company began to pray to all available gods for divine intervention. This came in the shape of the United States Navy for whom none of the deities invoked would accept responsibility. A landing craft swung alongside and over the side poured the cream of American Fighting men who had enlisted to fight for

truth, democracy and freedom and blow the lot by electing Richard Nixon.

'They brought an assortment of pumps which were duly installed in the saloon to cope with the rising tide. At midnight she came free and we beached her at Dunoon at a storm of applause from a passing inebriate and his police escort."

(And there is still lots and lots more of the story - Editor)

The merry homes of England!  
Around their hearths by night,  
What gladsome looks of household love  
Meet in the ruddy light!

Felicia D Hemans

## SOCIETY NOTES

A Southport gentleman has produced a photograph of a 3-masted barque on Southport beach many years ago. It is reputedly WILLIAM FISHER, built in Liverpool 1844, and put there as a visitor attraction and museum. Lloyds Register for 1890 deletes her entry with the word "dismantled" - but where? Your editor would like to know.

We trust that as many members as possible will attend the Annual Christmas Social Evening on Thursday 13th December, as per invitation enclosed. It is the opportunity for a "right old tete-a-tete" and the invitation applies to our friends in World Ship Society and others who would like to join us.

You have not overlooked your annual membership subscription have you? But if you have, our Hon Treasurer Ken Witter is usually in attendance at meetings, or payment may be forwarded to Hon Secretary Jill Sweetnam at the Museums. The rates remain £5 ordinary, £4 for country members over 30-miles from Liverpool, £4 for pensioners, man and wife £7, students and juniors £3.

Once again, if through industrial unrest, 1984 has not fulfilled our hopes, we wish our members a peaceful and wholly comfortable Christmas, free of the power cuts hoped for by evil men during the long mining strike.

May we use this Bulletin message to greet members, for whom distance, age or infirmity, preclude attending the Social.

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Editor