

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

B U L L E T I N

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The starry-girdled moon looks down, and sees her welcome beam
Rock'd on the undulating breast of ocean, lake and stream;
And mariners, who love her light, are rocked by wave and wind,
Pining for home, and all its joys, which they have left behind.

J C Prince

XXIX

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WRECKED IN THE GAMBIA RIVER

LADY CHILLEL JAWARA was the impressive name of a white-hulled yacht-like motorship seen by this writer at a Clyde quay in 1978.

She had just been completed by Ferguson Bros and was festooned with coloured lights. Of 702-tons she was registered at Banjul, formerly Bathurst, in the Gambia.

In December 1984 she was making a 4-day cruise from Banjul to Basse and on board, amongst 40 Africans and 22 Britons were Simon Jackson of Southport and Michael Ainscough of Preston, on a bird-watching expedition.

On the return passage, the ship took a heavy list and

passengers started jumping overboard, in spite of these waters being infested with crocodiles. The river was about two miles wide, and within ten minutes the vessel had capsized with the superstructure resting on a shoal. There was just enough hull left above water for survivors to clamber on.

The African captain and crew made off in the only lifeboat launched, and were not seen again by survivors. The temperature was about one hundred degrees and pieces of curtain were torn from windows to protect survivors' heads and shoulders from the sun. Mr Jackson, a Mersey Passenger Transport electrician said: "We were there for six hours and we saw nobody during that time except a native who came by in a dugout canoe and raised the alarm at the next ferry landing.

A car ferry came to the rescue and after landing at Ferrafani, the Gambian army took us in lorries back to our hotels, where we were interviewed by police and the port authority". Three Britons and an African girl were drowned. Mr Jackson lost his luggage containing camera and binoculars but fortunately saved his passport, airline ticket and money.

N.R.P.

WITH GREAT SADNESS

The following is quoted from the "Times" of 14th December 1984:-

"Mr Stuart Mountfield who died on December 1st at the age of 81, spent all his working life with the Mersey Docks and Harbour Board in Liverpool, and was General Manager and Secretary from 1957-1962.

"Educated at Merchant Taylors School, Crosby, he joined the MD&HB in 1918 and served in various administrative capacities, becoming General Manager and Secretary in 1957.

"Mountfield represented the Port of Liverpool on a number of national committees concerning the port industry, and was recognised as being one of the leaders of the industry at the time. He had an unrivalled knowledge of the history and work of the Port, and with a keen and analytical mind together with great personal qualities of friendship and integrity, he did outstanding work for the Dock Board and was well respected by everyone with whom he dealt.

"He had the foresight to see how ports should be developed in the post-war era and in particular his name will always be linked with the important Tranmere Oil project which he had successfully negotiated.

"He was the author of a definitive work on the history of the Port of Liverpool entitled: "Western Gateway" which covered the first 100-years of the MD&HB. He leaves a widow and two sons".

It is indeed with a great deal of sadness that your Editor writes of Stuart's passing, for he was a man that it was a great privilege to know. Since retirement he and his invalid wife Elizabeth, had lived at "Lanthwaite", Hightown. We all fail in time, and two years ago they had to dispose of a house and garden too large for their needs and moved to a flat in Formby. From there, they went to the Helena Nursing Home in Southport, to secure personal attention and care. Inquiring about them at the Home on 28th November, I learned that Stuart had been very ill. He died three days later and the cremation was on December 6th.

I have visited Elizabeth again, she being confined to a wheelchair. Also I have had correspondence with Robin Mountfield, resident in London. Robin wrote "As you know, my father loved the Port and everything to do with it, and your interest in these things rang a happy chord with him".

The older ones of us will remember his talks on Pepys, not forgetting that for three years he was editor of News, Notes and Queries. We remember his admiration for the works of the artist Sam Brown, and cherish some of his writings in our journal.

One of his stories was of the hopper, left ashore unmanned in the Rock channel one dark winter's night, and when the tide rose, she docked herself "Canada way" without a scratch! A tragic tale was of the night the Dock Office was bombed and Stuart was in a fire-fighting party in 1941. Evacuation had to be made to the Liver Building, the evacuees taking with them a canary in a cage!

It was good to have known him, and the Society loses a great friend and supporter.

N.R.P.

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Antony Chandris, worldwide shipping personality has died at the age of 60 in New York. He entered shipping with his first passenger vessel PATRIS ex BLOEMFONTEIN CASTLE in 1959. He transported many emigrants to Australia and when that trade ended he went into cruising. His funeral took place on Chios Island where he originated.

A candle in the window down there on earth below
Will ever burn so bright for whom I do not know,
So far and free I roam, long years away from home,
For me there is no light, no place to call my own.
I'm bound for 'er to wander, away and far out yonder,
Forfeit my earthly right, my soul to tear asunder.
For ever bound to wander from star to star and yonder,
No one to care my plight, my fate to dwell, to ponder.
Far away from land I roam, beneath this heavenly dome,
How I long for just one sight of those green, green
Hills of Home.

John Lingwood

NOVEMBER MEETING

On a moist and rainy winter's evening we met on the eighth for a talk entitled "River Traffic to Runcorn in the 1930's" given by Mr Wm E Leathwood, JP. The meeting was chaired by Harry Hignett, and it was good to see a rather larger turnout than on some recent occasions.

At one time Mr Leathwood was ICI's liaison officer with responsibility for barge traffic, and this talk was the product of notes made years ago. He said it was like coming to speak to the Medes and Persians for he has a high regard for our Society. A map was displayed of the Upper Mersey and photographs of vessels of the period, including topsail schooners.

The flats on the Mersey had diminished in number from seven or eight hundred to about one hundred Bridgewater's and another hundred within the Abbotts/Abels orbit. In this 1930 period, succeeding the paddle tugs of 1870-1928 were only three screw tugs.

We were then taken on a trip in imagination, to envisage a typical work period, which depended on the tides and their daily

time change. The tug SALFORD lay against the river wall in the gut at Dukes Dock. It was 9am and the crew had been turned in since 3am muster time being four hours before high water. Tug ELLESMERE PORT was similarly aground nearby and her routine was the same.

The two firemen of SALFORD would don overalls over their "long johns" and prepare to raise steam, whilst appetizing smells would start to come from the galley. Then Capt Smith would ascend the ladder and go to the Superintendent's office at Dukes Dock (a building which still stands). Smoke would emerge from the funnel. As soon as the flood lapped her hull and lifted her off the mud, she would be on the way to Canada basin to pick up 10 flats. At 1040, these were already marshalled there, so that the next task was to get them into two lines and sweep up river on the flood.

At Stanley gateway where the six-faced clock tower is situated, Bates' tug REDCROFT was waiting for flats from the Leeds and Liverpool Canal to emerge - they might have cattle food for Spillers, Birkenhead. SALFORD's ten flats would carry a variety of cargoes, with perhaps copper to Preston Brook depot for onward transport to the Midlands. There might be a 65-ton cargo of sugar in a Fellowes Morton flat for Wolverhampton. Passing the landing stage we would see the Manx steamer, the ferries and as it was Friday, C.P.R's DUCHESS OF BEDFORD, about to sail for Canada.

The Brunswick Jetty projected into the Mersey in those days but has since disintegrated. Here we met four "Salties" of the Salt Union. From mid-Cheshire each could carry 150-tons salt, possibly for export in Elder Dempster or John Holt ships to West Africa.

With plenty of water we would pass Garston, thence to Oglet Point, and into the Main Deep, which is buoyed by the Upper Mersey Commissioners right up to Bank Quay, Warrington. To the westward we will have passed the training ships CONWAY and INDEFATIGABLE. Astern of us were three coasters - MOELFRE ROSE for Weston Point with china clay from Cornwall, LOCHETIVE with white sand from Kinlochleven for Runcorn, and MIRIAM THOMAS for West Bank Dock with chippings from Anglesey.

At the Eastham dolphins, the tug AVIATOR lay with two large flats for King's Flour Mills, Ellesmere Port. Out of the canal came EVONA with wire coils from Rylands works. There also were seen ICI's GALLIUM, EDWARD and ISABEL. Ahead of us two powered craft each carrying 200-tons of grain - PATER and PANARY for Warrington. It is interesting to note that motor barge PANARY is still in 1984

carrying grain from north docks to Frodsham, in company with HUMBER TRADER, both having Laxey Towing Co, Douglas, as an operating interest; a recent departure.

Then we came to Dungeon Point and saw the steam barge OPUS carrying grain in bags for Ashworth's mill, Frodsham. Hale Head is reputedly the most southerly point of Lancashire. Here the Commissioners buoy steamer LADY WINDSOR was unloading stores for the Hale Head Lighthouse. Stanlow was still rural and we had a distant view of Beeston Hill.

Leaving the Main Deep and the Runcorn Gap we entered the Western Mersey Access, narrow and shallow. We saw TONY, Harker's only oil barge on the Mersey in those days.

Our destination was now soon reached, with the tide still workable and 30-minutes later here than in Liverpool. So we connected up eight barges in two lines for Canada Basin - 4 Dukies, 2 Abbotts and 2 Ranks and set off back again. Our barges carried for export, packed machinery from Manchester works, flour for Liverpool Co-op, crockery in crates for South America, Stewarts and Lloyds pipes for the Persian Gulf and much besides. We met a Burton flotilla off Hale and observed Speke Airport under construction. Passing Garston we saw the white-hulled Elders and Fyffes' banana boats and thence past Dingle Oil Jetty where we saw the small tanker WHITE ROSE which carried 80-tons spirit. The south docks were a mass of masts and funnels.

And so, after ending our towage in Canada basin and at 2¼-hours ebb, we made the Dukes Gut once more for SALFORD to take the ground. The crew would rest and muster at 10pm for similar work in the dark. This was the general mode for over 100-years.

After the coffee interval and several questions, the vote of thanks was voiced by Ken Stuttard in praise of a glimpse into the past and the lives of these skilled mariners. Mr Leathwood's talk was admirably delivered and it was with great pleasure that we welcomed him back on this occasion.

N.R.P.

Though doom'd from early life to brave
 The feverish swamp and furious blast;
 Though doom'd to face the foam-capped wave,
 And mount the yard and quivering mast;
 Though doom'd to brave each noxious soil,
 And trained in stern misfortune's school;
 Yet still, Oh 'twould be bliss to toil
 For thee, sweet lass of Liverpool.

Edward Rushton (Lancashire ballads)

DECEMBER MEETING

Thursday 13th December, was the happy occasion for our Christmas Social Evening. For most of the time we wandered amongst our friends talking mostly "shipping". Mike Stammers set us a quiz of slides concerning the Mersey, in matters of scene, personality and occasion. A delightful Mersey scene - who was the local artist? Well, Sam J M Brown of course. Then there was the domed building in Canning Place - the Customs House, bombed and destroyed in the 1940 bombing. GREAT EASTERN and TITANIC were also ships to be guessed.

Our Hon Secretary Gill Sweetnam, went to great pains over the refreshments and wine, and we certainly owe her a vote of thanks for a tasty repast.

It was, as usual, a very pleasant evening.

SHIPS TO THE BREAKERS

AULICA (1960)	
ANANGEL FRIENDSHIP	ex OPAWA (1965)
BRITISH PROGRESS (1973)	
BRITISH PURPOSE (1974)	
COPPER TRADER	ex CAM AYOUS ex FORCADOS (1963)
DIMITRIOS P.PAPASTRATIS	ex IONNIS ex STRATHNEVIS ex ADVOCATE ex NURJEHAN (1963)
EURCO ATHINA	ex IOTA ex PANTAVRA ex AVRA ex IRISH ROWAN (1962)
EURCO WIZARD	ex ARETI S ex GRANTLEYHALL ex SKYCREST (1962)
FLAMINGO	ex NEW PENGUIN ex ATALANTA ex ZIM ATALANTA ex C.P.AMBASSADOR ex BEAVEROAK (1965)

FRANKY	ex KATY ex BOOKER VANGUARD (1963)
GARDENIA B	ex BORDER FALCON (1961)
GOOD TRANSPORTER	ex SPEYBANK (1962)
HALCYON MED	ex BRITISH CAPTAIN (1965)
KOTA CANTIC	ex CITY OF TORONTO ex CITY OF EASTBOURNE (1962)
KOTA MEWAH	ex CHESHIRE (1959)
LENDOKIS KIKI	ex ROWANBANK (1963)
LOMONIA	ex ARABIAN MERCHANT ex JOHANNA U ex AUSTRALIND (1961)
LATIA (1974)	
NIRAV	ex EURYDICE ex MIGHTY SPIRIT ex CITY OF GUILDFORD (1957)
PAOLA	ex PAOLA C ex GOOD HOPE CASTLE (1965)
ZAK	ex STRATHTAY ex TREBARTHA (1962)

MEMOIRS OF THE WAVERLEY'S COOK

After the paddle steamer was refloated off the Gantocks in 1977 the holes were plugged with concrete and the crew ran her to Greenock for repairs. In the words of Bill Jardine in the autumn 1984 "Paddle Wheels" journal. "An army of shipyard workers swarmed aboard, and exercising their traditional rights, looted the ship from stem to stern. We then went to Glasgow to repair the damage done in Greenock whilst the Greenock police instituted a series of house-to-house searches in an effort to retrieve the vital brass bits from the engine.

WAVERLEY was out of service for six weeks, during which time she was replaced by a small motor vessel undeservedly rejoicing in the name QUEEN OF SCOTS. This antedeluvian vessel had been employed as a ferry between Rothesay and the oil platform yard at Ardyne Point. She had an unenviable reputation. She had once become hopelessly lost in fog en route, an incredible feat of mis-navigation on a three mile voyage. Her attempts to berth at Rothesay pier became a tourist attraction. On one occasion, following numerous attempts to get alongside, a waiting passenger shouted to her "Stay where you are, we'll bring the pier out to you!" She had outlived a succession of skippers, one of whom had put her aground by the simple expedient of ringing for "full astern" and forgetting to ring "stop". It was in fact quite an achievement to put her aground. She was so slow that sandbanks had plenty of time to get out of the way.

QUEEN OF SCOTS catering facilities consisted of a sink and a Baby Belling cooker, an admirable apparatus for a senior citizen, but a trifle inadequate for the needs of 300 passengers. To provide power for the cooker, a huge generator was installed on the focsl. This Machiavellian contraption, when switched on, proved to have the decibel level of a Lancaster bomber. It did, however, have its uses. WAVERLEY had a resident three-piece band which had transferred itself to the QUEEN. This trio boasted that they had played on every Clyde steamer since the COMET, which speaks volumes for the capacity of steamer passengers to absorb pain.

From a fiddle, melodeon and accordian, this "Old Tyme Steamer Band" produced a cacophany of sound reminiscent of the Spanish inquisition, and cleared the Clyde of cats from Bridge Wharf to the Cumbraes. The fiddler was the only one with a sense of tone. He played with his hearing aid off.

The WAVERLEY was large enough for music lovers, by staying on the move, to escape the musical miscarriages perpetrated by these hardy troubadours. But on the much smaller QUEEN OF SCOTS, they had the passengers and crew, quite literally by the ears. It therefore became the **task** of the cook (Bill himself) to switch on the generator as soon as the trio struck up their first discord. This ploy worked admirably, since within a week they crossed our gangway for the last time, and visited their afflictions on our rival QUEEN MARY II which immediately suffered a boiler breakdown.

QUEEN OF SCOTS was laid up in Glasgow till the following spring (1978) during which time some public spirited citizen, seeking to immobilize her in the interests of maritime safety, confiscated her steering wheel and navigation lights. She re-entered service the following season under the B.B. Shipping Co. She was a resounding flop and was laid up in the Holy Loch, until bought to serve as a restaurant on the Thames. The gullability of our southern neighbours never fails to amaze me."

WAVERLEY celebrated her return to service in the spring of 1978 with a run from Ayr to Brodick with some 50 trusting souls. She ran into a gale which would have made the hardest mariner quail and the skipper decided to run up the Clyde estuary to Largs "where our ashen-faced passengers and the few remaining ship's rats disembarked".

At last the crew was beginning to question Bill's culinary ability. After six months subsistence on hen produce, the crew was clucking its disapproval. Bill made one desperate attempt to redeem the situation and produced a bread and butter pudding which he tried on the Chief Engineer. Having sampled the dish, he was restrained

with difficulty from stuffing Bill down the gash chute. "The bread and butter pudding therefore went over the side with unseemly haste. Later the Mate enquired as to the fate of the dessert, and on being informed, blanched and exclaimed "I hope you put navigation lights on it!"

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(Note: As QUEEN OF SCOTS has now departed from her cruising role, it may be stated that she was built at New Holland in 1935 as CORONIA and later became BOURNEMOUTH QUEEN. She was a motor ship of 227-tons and was probably best known for her short sea cruises out of Scarborough).

NEW NAMES FOR OLD

ARKLOW VALLEY	ex PROCYON (1977)
ASTHER	ex SOUTHdene ex SEA GLORY ex ALEXANDROS B ex AVISFAITH (1962)
DIOPTRIC SURVEYOR	ex SIR JOHN CASS (research)
DAWN SKY	ex CORELLA (trlr - 1967)
EARL HAROLD	ex AILSA PRINCESS
EURLOTA	ex LIANA ex BALDER APUANIA
EULIMA	ex MARTITA
FINESSE L.A.	ex CHARON (1975)
FIFE	ex ANDALUCIA STAR (1975)
GLOBE CHARGER	ex ANCO CHARGER ex POST CHARGER (1973)
GEORIONE	ex MARIE MAERSK (1962)
ISLA DE LA PLATA	ex CORDILLERA EXPRESS
KILMUN	ex CAPE ORTEGAL (1976)
KWEICHOW	ex PHEMIUS ex GLENFINLAS
LAXEY RIVER	ex JUBILATION (1967)
LLOYD SAO FRANCISCO	ex BARBER MEMNON ex MEMNON (1977)
LLOYD PARANA	ex BARBER MENESTHEUS ex MENESTHEUS (1978)
LLOYD AUSTRALIA	ex WAIMERU ex LOKOJA PALM (1982)
LLOYD RIO	ex LAGOS PALM (1982)
LLOYD TEXAS	ex BAMENDA PALM (1979)
NIVI ITTUK	ex BAMSA DAN
PERTH	ex ALMERIA STAR (1976)
SEABOARD IMPLACABLE	ex KIRKELLA (tlr)

SEALINK	ex TRUCK TRADER ex ANDERIDA (1972)
STARDANCER	ex SCANDINAVIA (1982)
SIR WALTER RALEIGH	ex SWANELLA
SMIT MATSAS 1	ex POOLZEE (1971) tug
TROMP	ex KONINGEN JULIANA (Lairds - 1968)
TIMRIX	ex ELLIE ex NELLIE M (1972)

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From reef and rock and skerry - over headland, ness and voe -
 The Coastwise Lights of England watch the ships of England go!
 They greet the clippers wing-and-wing that race the Southern wool;
 They warn the crawling cargo-tanks of Bremen, Leith and Hull.
 Go, get you gone up-channel with the sea-crust on your plates;
 Go, get you into London with the burden of your freights!

"Coastwise Lights" - Rudyard Kipling

JANUARY MEETING

Our Chairman Harry Hignett welcomed an audience of twenty to the first meeting of 1985. Bert Sorsby, the Educational Officer of the Science and Technology Department of Merseyside Museums gave a lucid talk on the "Mary Rose Project". This was illustrated by slides throughout.

The story started 500-years ago when Henry Tudor reigned. He came to the throne at the age of seventeen and was a truly regal figure. Later in life he became so rotund that he had to be hoisted on to his horse. He had good advisors and was amenable to their council. France and Britain were at loggerheads, as Henry wanted to capture part of France and dominate the Straits of Dover, to control foreign shipping passing through.

The building of MARY ROSE as flagship of the fleet was commenced in 1509 and completed in 1511. Her type was known as a caraque, clinker built with lofty forecastle and sterncastle, from which her archers would operate. Height was important when enemy ships were rammed. She had two strong masts, square-rigged and with fighting tops, and two smaller masts aft with lateen sails.

Gunpowder was taking its place in warfare for the first time. The Turks had used guns in 1453 to batter the walls of Constantinople and Henry was impressed with cannon. In 1536 the MARY ROSE was rebuilt, from clinker to carvel planked hull. Gun ports pierced her sides in the waist and these were only fifteen

inches above water level. There were also a few guns on the castles. She was top-heavy and lacking in freeboard, for as your reporter was thinking, there was no "Mr Stability" as our member Dennis Branigan was to be known very much later at the Board of Trade!

In 1544 the French sent a fleet of 250 vessels to Portsmouth to tempt a British force of only 60 to come out and do battle. But the British were loathe to do any such thing and the French became frustrated, until with a more favourable change of wind, MARY ROSE proceeded to leave harbour. Designed for a crew of 400 men, she had 700 aboard. A following ship is reported to have signalled that she was behaving erratically, to which the Admiral replied: "I have men I cannot control." She had soldiers on board though at that time Britain had no standing army.

When only just outside the harbour, and certainly not in contact with the enemy, the vast crowd of onlookers on shore were horrified to see MARY ROSE capsize, with only fifty-six survivors. Sir Edward Howard had written to King Henry in 1513 - "your good ship, the flower I trow of all ships that ever sailed."

Of that large number on board, some were in armour, many could not swim. She had been the pride of the fleet and it was a tremendous blow to prestige. But the French did not capitalize on the situation and feelings cooled.

She settled on her side and sank deeper into the mud and although the part exposed to salt water rotted away, the silt preserved her lower parts. She was overlooked for 200-years and the site was lost, but with modern technology to help divers she was re-discovered. Even on a good day visibility underwater is only about ten feet, but there are now cameras which are more efficient than human sight.

The "Mary Rose Trust" was formed to raise the remains of the vessel and Prince Charles became its patron, making a number of dives to see things for himself. The floating crane vessel SLEIPNER which had been employed on the VASA salvage in Sweden, came to assist. Marley tubes were used to suck up the debris, hand fed, so that the artefacts could be raised to the surface by other means.

A complex cradle was built round the timbers, which were supported on plastic bags filled with water, to act as cushioning. After many months of hard work, often interrupted by the weather, Howard Doris's floating crane TOG MOR lifted cradle and ship to the surface. The weight change from 65-tons submerged into the atmosphere was enormous.

The remains were safely conveyed by barge into a roofed drydock, and kept sprayed with water to obviate quick drying out and disintegration. The bones of an unknown mariner have been interred in Portsmouth Cathedral, with a Mass for the Dead being offered, in a form of worship as nearly authentic as possible to the times in which the ship sank.

We were fascinated by the colour slides of the artefacts recovered of various types. Pewter tankards and plates, golden coins, leather shoes, leather buckets, wooden bowls, combs mostly of wood, but one of bone etc. Bows of yew and thousands of arrows. Long-bow training was essential for boys and skeletons showed that tremendous muscle-power was developed of up to 150lbs. The French very much feared our superior archery, and it now seems questionable that King Henry was too quick to adopt guns.

We saw recovered rigging blocks, pocket sundial, a slate protractor, cupping glasses for bleeding and jars of ointment in which the finger prints of the users were still identifiable. The ship's bell is dated 1510. These recovered objects will shortly be on show to the public in Portsmouth Naval Base, as in 1984.

For a further description of the raising of MARY ROSE please see our Oct-Dec 1982 issue, Vol.XXVI N°4. Pages 87/89.

Our thanks go to Mr Sorsby for the excellence of his delivery and presentation of this lecture. Weather-wise, this January evening was not too severe, and so it was disappointing that we only had a muster of twenty persons, some being welcome visitors. It was a talk that was fully appreciated by all. From the ship-ware recovered from the MARY ROSE, it is possible to deduce much information about the life-style of our forebears of the 1500's.

N.R.P.

PROGRESS AT THE MARITIME MUSEUM

The Museum will reopen at Easter. The Boat Hall displays have been rebuilt and include several new items including a Southport shrimp cart complete with beam trawls, but no horse.

Shortly after the opening we hope to have a new undercover entrance to the museum at the riverside end of the Boat Hall.

The Tall Ships Exhibition continues in the Pilot's Office with its popular demonstrators and many new exhibits. These include some of the marvellous French prisoner-of-war models in the Museum collection, and also a brand new selection of ships in bottles. There will also be an opportunity to see the County Council's official video of the Tall Ships on the Mersey in 1984

Our own tall ship - DE WADDEN - will also be on show at the Canning Half Tide Quay and there will be a feature about her history in the Tall Ships exhibition.

Also at Canning Half Tide quay, we have acquired on loan from the Ulster Folk and Transport Museum a Liverpool type lifeboat. EDMUND GARDNER will be open for visits in her permanent berth in N°1 Graving Dock.

The Piermaster's house and cooperage will also reopen and the Albert Dock warehouse displays should reopen on 18th May. It is hoped that there will be a number of sail training and historic ships visiting the Canning Dock including the fleet of the Ocean Youth Club.

It is intended to launch the replica pilot cutter SPIRIT OF MERSEYSIDE about February or March and she should be ready for sailing about June. This year there will be no close-down for the winter. The high point of the year will be the opening of the Museum of Emigration in the basement of the Albert Dock Warehouse. This large exhibition tells the story of the seven million people who left Liverpool between 1830 and 1930 in search of a better life in North America and Australia. It will include a reconstruction of a Liverpool Street and the interior of an emigrant sailing ship of 1853.

M.K.S.

I walk my beat before London Town,
Five hours up and seven down.
Up I go till I end my run
At Tide-end-town, which is Teddington.
Down I come with the mud in my hands
And plaster it over the Maplin Sands.

"The River's Tale" - Rudyard Kipling

MERSEY NOTES AND GENERAL NEWS ITEMS

J Fisher and Co of Barrow, has bought the 13-ship fleet of Coe-Metcalf for £4.3m.

The old Wallasey ferryboat J FARLEY has been lying derelict in Southampton docks, minus a funnel, for some years. Inquiries were made to find if she would be suitable for preservation at the Maritime Museum, but by great misfortune this sturdy Ailsa-built vessel had been broken up a month before. I remember her being built for £35,000 together with her sister FRANCIS STOREY.

SEALINK is the new name for a former vessel of the British Transport Commission (BR). Built as ANDERIDA at Brevik in 1972, she was later known as TRUCK TRADER. In January 1985 she sailed from Piraeus for a new life in New Zealand, and after calling at Tenerife, put in to Dakar with a defect in one of her propeller shafts. Lacking the facilities for dealing with it, she carried on to Capetown on one screw, and hopefully Dunedin.

UNITED STATES, the Blue Riband holder, has been laid up at Hampton Roads for 15-years, but now is to be converted for cruising.

United Towing Co's tug SALVAGEMAN has already seen long service in the Falklands. After a brief return to the UK she has again gone south under the orders of the Ministry of Defence to salvage the Argentine submarine SANTA FE in South Georgia.

Irish Shipping Line went into liquidation in November. When the news became known, IRISH SPRUCE was under repair in a French dockyard. To prevent her leaving, a vital part of the engine was removed. IRISH CEDAR was on passage to Mombasa with maize and IRISH ROWAN to Taiwan with sulphur. Tied in with the closure of the Verolme Dockyard at Cork, things maritime are certainly depressed "across the water".

Mention was made in our autumn 1984 Bulletin about the collision of HMS JUPITER with London Bridge. At the courts martial it was stated that the naval commander had overruled the civilian pilot, and called for tugs when it was too late. Limited space and strength of tide would be contributory causes.

Of the tall ships we saw in the Mersey last summer, a large re-fit of GORCH FOCK was commenced in December at Kiel.

Harland and Wolff have secured a contract to build a 42,000-ton tanker for completion in 1987 and costing £110m. She will be the first of her kind and is to work over subsea oilwells where rigs would be uneconomic. Beneath the hull there will be coupling up gear and a burn-off tower on the forecastle. The operation will be known as "single well oil production system" SWOPS.

Morecambe Bay Gas Field should soon be producing, and feeding the gas network via a 30-mile pipeline to Barrow. The field should have come on song in 1984 but the Laird-built rig AV.1 which went to France for completion, has held the job up. Weather makes a very big difference to gas consumption which can rise five-fold in winter. Yet the Morecambe field will only be used for peak demand. Quite a good view of the extensive display of rigs is had from the Douglas passenger ships when two hours out of Liverpool, in clear weather.

HMAS MELBOURNE the aircraft carrier built by Vickers, Barrow in 1955 has not been operational for some years. She was destined for

Taiwan breakers, but the Australian brokers could not guarantee that the ship would not find its way to an unfriendly country. So the sale was stopped by the Federal Government.

B & I's jetfoil CU-NA-MARA has been laid up at Arklow since the Liverpool/Dublin service was ended by this type of fast craft. In two seasons she carried 130,000 passengers, but bad weather, breakdowns and the slump in the Irish tourist trade were factors for her demise. The now vacant waiting rooms at the Pierhead could very well be used for the convenience of cross-river ferry passengers, if only our local authorities thought anything about the comfort of the travelling public. The Isle of Man stage is a disgrace to any port of embarkation, with no shelter whatever.

Jack Wrather, the wealthy American who bought the QUEEN MARY to put on show at Palm Beach, California, has died. He was the man who persuaded Ronald Reagan to quit acting and enter politics. We hope that wasn't held against him at the "pearly gates".

Our readers should not forget that the Mersey Docks and Harbour Company issue periodically a journal called "Port News" which is free. Copies can be obtained on ground floor of Dock Office, Brunswick Street, through revolving door on left of entrance.

The National Lifeboat Museum, Bristol, has acquired a 26ft Lifeboat named HELEN BLAKE. Apprentices at Fairey Marine, Cowes, have done restoration work on her. She was first stationed at Dublin Harbour in 1939.

DAWN SKY is a research vessel working on a possible oil field southwest of Ireland. She was the deep sea trawler CORELLA, is based at Lowestoft, and built 1967.

In November 1984 the Alexandra tug BROCKENHRST which usually works at Southampton, was dry docked at Clarence Graving Dock. Refloated, she was berthed in Wellington Dock and with nobody on board was noticed to be low in the water. Before any action could be taken she sank with only the top of her funnel and mast visible. This was remindful of a similar accident to APPELEGARTH in the 1950's, when after refloating out of Canning drydock, she also sank. Seacocks left open?

The Ministry of Defence awarded refit of RFA ENGADINE to Falmouth Shiprepairers in January, and they due for privatisation. This sort of work once came to Cammell Laird or Western Ship Repairers, where workforce misdemeanours have spelt disaster.

The 124-year old warship HMS WARRIOR, is being restored at Hartlepool, and there is still two years work to be done on her before she returned to Portsmouth. She is square-rigged on three

masts with two funnels, and is of iron.

It does not seem like seventeen years ago since Lairds launched the cross channel packet KONINGEN JULIANA and I was on Woodside Stage to take a photograph. With the new name of TROMP she becomes a travelling exhibition ship.

Mariners are sometimes confronted with strange sights at sea. One such must have been, off the north coast of Spain at New Year 1985. The ocean tug SMIT HOUSTON was on passage from Rotterdam to Brazil, trailing astern two pontoons, SUBLIFT PACIFIC and GIANT I with a 70-year old dry dock on top of them. The dock broke in two and caused great consternation near Coruna, where the remains still lie.

Mezeron Ltd of Ramsey, Isle of Man, has bought the coaster JUBILATION (1967) and renamed her LAXEY RIVER, to operate out of Peel with SULBY RIVER bought last year.

HMS PORPOISE was towed from the Clyde to the Mersey by tug TYPHOON in November for refit by Seaforth Welding Co. Having opened up a yard at Hull, this company has secured another submarine refit there. MacTays and Seaforth Welding are certainly maintaining ship-building and repairing in our port.

The Ghanaian ship MAISENI arrived at Birkenhead from Turkey in September last. The Admiralty Marshal has arrested the ship for non-payment of crew's wages etc. These men were flown home before Christmas.

In February, Vittoria Dock, Birkenhead, contains six laid up ships - the Cunard reefers CARMANIA, CARINTHIA, SERVIA and SAMARIA, plus the much lamented I.O.M. packets MANX MAID and BEN-MY-CHREE which are destored and for sale.

The Cory tug OAKGARTH was completed by MacTays in December, and YEWGARTH followed in January 1985. Both carried out their endurance and speed trials in the Mersey estuary. The former is likely to go to Catinda, Angola to relieve either ELMGARTH or ROWANGARTH.

The Princess of Wales named the Finnish-built P & O cruise liner ROYAL PRINCESS at Southampton on Thursday 15th November, before her stormy positioning cruise. The ship's photographs stimulated this writer's imagination with what a floating wedding cake would look like!

In early November tug HUSKISSON was towing two empty barges in the Irish Sea for delivery at Eastham. As daylight failed and in a rough sea, one of the barges went adrift fifteen miles northwest of the Bar Float. The tug carried on to the Mersey after losing contact with the 80ft drifting barge, with nobody aboard and with navigation lights on. Next morning, the inward bound Belfast ferry

ST COLUMB I sighted the barge between Q3 and Q5 buoys. Tug WALLASEY proceeded, but before she could reach the drifting vessel it grounded on sandbanks out of the way of shipping, though the fishing boat HOYLE STAR put a man aboard.

The B & I Line has been looking at the possibilities of berthing their vessels at Dun Laoghaire, and seem unhappy about unsettled labour conditions at Dublin and Liverpool. Also, whilst fuel prices are so high, the advantages to the company of shorter sea passages are evident.

On Tuesday 6th November, the submarine HMS PORPOISE arrived in the Mersey in tow of tug TYPHOON and was berthed in Collingwood Dock. On the previous day the nuclear submarine HMS TRAFALGAR, escorted by two tugs from the Bar, berthed at Seaforth.

The attractive cruise liner COLUMBUS C ex EUROPA ex KUNGSHOLM has collided with the breakwater at Cadiz, and sustained such damage that she will be going to breakers. She dates from 1953.

The Atlantic Container Line has re-affirmed its faith in Liverpool as the best UK port for trade with USA.

In November ST HELENA, the small passenger and cargo vessel which plies between Britain and South Africa, had an engine room fire when some 275-miles southwest of Freetown. Tug FAIRPLAY IX towed her to Dakar, whence passengers were flown home.

N.R.P.

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From the ravage of life, and its riot,
What marvel I yearn for the quiet
Which bides in the harbour at last,
For the lights with their welcoming quiver,
That throb through the sanctified river,
Which girdle the harbour at last,
This heavenly harbour at last?

Paul Hamilton Hayne

REPERCUSSIONS OF THE RONALD SUMMERFIELD RESEARCH

Mr Mark Silverstein of Brooklyn, USA, writes: "I am a scuba diver engaged in the sport on Long Island. During some research into shipwrecks off the South Shore of Long Island, I came across a curious entry in Jeanette Rattray's book "Perils of the Port of New York" (Dodd, Mead 1973) which mentions the Liverpool Nautical Research Society. "She stated - "In February 1957, the L.N.R.S. wrote to John L Lochhead, librarian of the Mariners Museum in Newport News, Virginia, asking for information concerning the 28-gun British vessel LIVERPOOL supposed to have been wrecked on Long Island on 11th February 1778."

"She went on to say that the Mariners Museum had no record of LIVERPOOL's loss and could not be of service to the Society. However, in February 1917, a local Long Island newspaper had published a story about LIVERPOOL having been driven ashore by foul weather in 1778. Then, in 1920, after a particularly heavy winter storm a wooden vessel was washed out of the sand on a Rockaway beach. Rattray surmised that this may have been the LIVERPOOL, as one of the lifesaving station captains at the time said the wreck resembled a Revolutionary British man-o'-war.

"Plans were made to dig out the ship as soon as the weather moderated, but after checking, I can find no mention of whether they dug her out or not. About 30ft of bow section lay exposed. Rattray mentions that Admiral Harvey was either LIVERPOOL's captain or distinguished passenger."

Jill has replied to Mark Silverstein, sending him a copy of the original Summerfield paper on the several HMS LIVERPOOLS, and asking him to keep us in touch with events. How pleased would the late R.B.S. have been to know of these developments, and that he has probably had a hand in identifying a wreck so far away.

BULK CARGOS ACROSS THE IRISH SEA

After disposing of the tug UNION, the Laxey Towing Co who have adopted the old Lamey funnel colours, have acquired the West Country tug PRIMROSE to work with the tug SALISBURY out of Douglas. The barge REDCLIFFE has been replaced with another Bristol barge SHEPERDINE which will work with SUDBROOK. The settlement of the coal strike is looked forward to.

PIONEER MOTOR CARGO VESSELS

Runciman's WESTMOOR and her sister VINEMOOR, built and engined by Doxfords in 1924, are generally accorded the distinction of being the first diesel engined tramps completed for British owners. They were closely followed by OAKWORTH and ELMSWORTH launched for R S Dalgliesh by McMillans of Dumbarton, and the next year by a series of celebrated King Line vessels for Lord Kysant. Other British owners also displayed interest in tonnage of a similar type, and locally connected James Chambers & Co took delivery of their first cross-trade motorship - RABY CASTLE - in 1925.

WESTMOOR's performances, and those of her sister, were closely monitored by Lord Runciman and convinced him of the advantages of diesel propulsion. A ship of 4359 tons gross, 8100 d.w. WESTMOOR had a three cylinder, two cycle opposed piston engine of 1760 b.h.p. giving a service speed of $9\frac{3}{4}$ -knots on $7\frac{3}{4}$ -tons of oil per day. Her reliability was such that she remained in Runciman's service until 1947.

Dalgliesh's ELMSWORTH had a less happy career under the British flag. She constituted part of a full scale experiment in which, together with her sister OAKWORTH she was given the same hull form as the steamers FARNWORTH and WARKWORTH. Comparisons of the resultant performances led the owner to stick to steam!

With a gross tonnage of 4963 tons, 8000 d.w. ELMSWORTH was propelled by a Harland-Burmeister and Wain four stroke, single acting engine with 6 cylinders developing 1850 b.h.p. giving a service speed of $10\frac{1}{2}$ -knots. Main and auxiliary machinery functioned well, but there were two major mishaps. In 1932 the electrical plant failed completely on passage from London to Vancouver, and in 1936 when coming from Australia to Dublin, ELMSWORTH had to put in to Durban where her own engineers replaced the pistons in all sixty cylinders in four days without any help from the shore. She was sold to Norwegian owners in 1937 and within a year underwent a thorough overhaul of her machinery which enabled her to give many years of trouble-free service.

Alan McClelland

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How long ago did our South Docks system close? - 1972.

DEPARTURE OF GAS RIG - AV.1

At last, after the long sit-in by Cammell Laird strikers the gas rig was floated off Laird's N°3 slip at 1120 on Sunday 25th November 1984, and moored to a buoy established by Mersey Docks & Harbour Co's VIGILANT off the Dingle.

The Dutch tug SMIT LLOYD 123 which had returned to the Mersey to take over the tow to Brest, remained here awaiting improved weather. She had made a previous call during the sit-in and had to leave for other engagements.

On Saturday 8th December, with only a light westerly breeze and a high barometer, AV.1 cast off from the buoy at 1045. Her four yellow painted lattice towers appeared as high as the Liver birds. The Smit tug was ahead with CANADA and BRAMLEY MOORE astern as steering tugs; there were two pilots on the rig and one on the head tug. The escorting VIGILANT was stationed about half a mile ahead as far as the Bar. Only LADY OF MANN and LOYAL WATCHER were met in the channels.

High water was at 1057 and at first only three knots was made, but this increased as the ebb commenced to run. They passed the Coastguard Station, Crosby, at about 1300. The Bar was reached at 1435 where VIGILANT and the two "Alex" tugs turned for home. The pilots were taken off at 1500, SMIT LLOYD 123 lengthened the tow line and set a course of 272 shortly afterwards.

Good luck to both AV.1 and SOVEREIGN EXPLORER. Lairds can turn out excellent jobs if the majority of genuine workers can get on with the job and management can manage. HMS EDINBURGH should soon be ready for trials, with the commencement of the latest frigate ordered. In this age of pre-fabrication, I suppose they still "lay the keel".

N.R.P.

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Ship me somewhere east of Suez, where the best is like the worst,
Where there aint no Ten Commandments an' a man can raise a thirst;
For the temple bells are callin', an' its there that I would be
By the old Moulmein Pagoda, looking lazy at the sea;
Come you back to Mandalay, where the old flotilla lay:
Can't 'ear their paddles chunkin' from Rangoon to Mandalay?

Rudyard Kipling

UP-DATED THOUGHTS ON MERSEY FERRIES

Councillor Mike Nolan, Chairman of Tourism on Merseyside County Council says - "We are looking forward to a facility that Merseyside has taken for granted for years, but which constantly seems to be under threat because of lack of funds. We believe the Ferries have a tremendous potential and could even attract a wider appeal. Our proposals will offer a complete rethink on ferries use, whilst using them to their best advantage. In 1985 we plan river cruises, trips to Ellesmere Boat Museum, the redevelopment of Woodside stage, a further River Festival and off-shore power boat races."

In 1984, we saw both rail and road tunnels close by strikes, and the transport authority still maintained that the ferries had only a leisure use in the future!

THE ISLE OF MAN STEAM PACKET COMPANY

By the time these words are read, there will have been repercussions to the shattering news on Friday 1st February, that soon there will be no more sailings from Liverpool to the Isle of Man. All sailings will be from Heysham, which has not even got a railway station. The effect on tourism must surely be disastrous, just at a time when it was hoped to lessen the decline in passenger figures. The hoteliers on the island are deeply concerned, the MD & HCo and the unions are up in arms, and so are the regular users of the Liverpool service.

It may be that Mr Sherwood of the newly constituted British Ferries, a privatized version of Sealink, has shown I.O.M.S.P.Co the way to save on fuel, by cutting the time of crossing by 25% and causing redundancies. But are the passengers going to stand for it? Time will show.

INQUIRY FROM AUSTRALIA

Our most distant member Mr R E J Varns of Boronia, Australia, is assisting with the preservation of the sailing ship POLLY WOODSIDE at Melbourne. What is urgently needed is a photograph or accurate illustration of the ship during the period from when she was built in 1885 to when she became RONA in 1903, showing her rig. She was an iron barque of 678-tons, built and owned in Belfast. If you can assist please contact our Hon Secretary.

THE EXHIBITION OF KEITH GRIFFIN'S WORKS

Our artist member Keith Griffin was able to celebrate the arrival of the Tall Ships into the Mersey, with a notable exhibition in the Williamson Art Gallery, Birkenhead, between 28th July and 26th August last. This was his first major one-man exhibition on the Wirral, where he has lived and worked all his life.

Keith makes full use of his father's knowledge of sail, for he was second mate of the full rigged ship TAMAR owned by Thomas A Shute and Co of Liverpool, and served aboard three other sailing ships.

We have admired Keith's work for many years, including the centre spreads in colour in "Sea Breezes". We agree, when he says "The sailing ships of the past were beautiful creations. They went with the sea and were almost a part of nature."

THE FUTURE OF THE SOCIETY

As Curator of the Merseyside Maritime Museum and a Vice-President of Liverpool Nautical Research Society, Mike Stammers submits the following:-

"The impending changes in the structure of local Government on Merseyside are likely to be far reaching and could affect the Society. The new Merseyside Maritime Museum is making good progress and substantial sections of the Albert Dock warehouse will be open by the end of this year.

It is therefore an opportune time to start a debate on the future of the Society. When the Society was started in the 1930's it was a unique organisation. There are now three societies of overlapping interest in the maritime field in Liverpool; ours, the local branch of the World Ship Society and the Friends of Merseyside Maritime Museum. Is there scope for this number?

At present the Society meets at the William Brown Street Museum. Numbers attending meetings have dwindled (although they seem to have stabilized now) because of the evening problems of the city centre. This is true for many other societies as well. Do we wish to consider transferring to the Albert Dock? If so, should meeting times be re-scheduled? Albert Dock is, if anything, more difficult to get to than William Brown Street.

About two years ago we received an approach from the Friends of the Maritime Museum with a suggestion of a merger - our Society to form the lecture and research wing of the Friends. At the time,

this idea was rejected. Should it be looked at again?

Transactions have not been published since 1971 and in my mind the Bulletin is a superb substitute. The number of academic papers as opposed to talks is very few, and there are so many other outlets for this kind of research paper. Should the Society encourage more academic papers?

Should it perhaps hold day-long seminars on Saturdays in place of some of the evening meetings. I do not profess to know any of the answers to the questions I have posed, but I would urge members to think hard as to where we are going in the next few years."

M.K.S.

SOCIETY NOTES

On March 14th we are to have a talk by Mr C E Thornton, Curator of the Williamson Art Gallery, Slatey Road, Birkenhead, about "The Maritime Collections" of the gallery and museum in his care. It is known that a truly comprehensive treasure trove is held there.

On April 11th, we are to have "Gallipoli from the Sea" by K Longbottom, harking back to an epic of World War One.

May 9th is AGM and members' evening, so bring along anything you would like to show to fellow members.

Our annual blue cover depicts the Sea Cadet Association's brig ROYALIST which took part in the Tall Ships spectacular last summer. She is 97ft long (compared to the Alexandra tug TRAFALGAR's 103ft), beam 20ft, draft 9ft. Her tonnage is 110, she carries 8 officers and 24 cadets, and was built by Groves and Gutteridge, I.O.W. in 1971.

Inquiries re membership of the Liverpool Nautical Research Society should be sent to the Hon Secretary Miss G L G Sweetnam, c/o Merseyside County Museums, William Brown Street, Liverpool L3 8EL. The Editor of this Bulletin is Mr N R Pugh, 12 Ashton Court, Sandon Road, Southport PR8 4QH. Printing is by the Express Type-writing 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

B U L L E T I N

Merseyside County Museum
William Brown Street
Liverpool L3 8EN

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

Out in the blustering darkness, on the deck
A gleam of stars looks down, long blurs of black,
The lean destroyers, level with our track,
Plunging and stealing, watch the perilous way
Through backward racing seas and caverns of chill spray.

"Convoy" Siegfried Sassoon (1918)

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FEBRUARY MEETING

During the period of icy blasts and slippery pavements we had our February meeting on the fourteenth of the month. Our Chairman H M Hignett gave a comprehensive account of his research into the career of a Merseyside seafarer of long ago - Captain C H E Judkins.

Who was Judkins - seeing that few if any of us had heard of him? In 1870 a most searching inquiry into Pilotage was held. Membership of the Parliamentary Select Committee comprised a wide spectrum of MP's and evidence was taken from important shipping people of the day.

Charles McIver, managing owner of the British and North American Royal Mail Steam Packet Co was one of these. He was abroad

at the time, but mentioning one of his senior captains wrote "Capt Judkins could not really have known my opinions as to the points raised on which he has given evidence, but having read it, I must say it is singularly expressive of what I would have said myself on most points, so that you might take his evidence as my own."

At the time of reading that material from the Inquiry our speaker was ignorant of the fact that the B.&N.A.R.M.S.P.Co. was no other than the Cunard Line. Capt Judkins evidence to the Select Committee had taken up fifteen pages of foolscap, in small print.

He was born in Chester in 1809, the youngest of eight children of Thomas and Mary Judkins. In the last few years of his life, his father was a coal merchant in Crane Street. He was christened in 1812. If from very lowly family circumstances he became the most experienced, able and well-known of transatlantic shipmasters, he was not always the most popular. The father - Thomas - died in 1821 aged 45, with Charles of less than working age and perhaps looking to the future. Eventually he appears to have gone to sea, probably in a small coastal vessel sailing out of Chester. Then in 1825 he was apprenticed to a Liverpool shipmaster and sailed out of Liverpool for the next five years. By 1833 he had visited Bombay, Calcutta, Cape Colony, River Plate etc. In 1831 he was second mate of a ship which was wrecked in Pevensey Bay, near where Eastbourne is today.

About 1837 he married Margaret Griffiths - born Malpas 1815. At first they lived in lodgings in Wallasey (Egremont) and possibly married there. About this time Judkin's eldest sister married a Kenneth Lockwoods Morison, one of two brothers sent from Scotland to find fame and fortune in the growing city of Liverpool. They founded a firm of provision merchants, and later manufacturer's agents. It would be interesting to find any connection with the ship LOCKWOODS which was lost on Burbo Banks in the terrible storm of 1839.

Judkins was now serving as mate in one of the many steam ferries on the Irish Sea. A joint venture between Burns and McIvers became predominant in this field, and in 1839 he was appointed master of one of their vessels.

Kenneth Lockwoods Morison's sister married Charles McIver.

In 1839 Samuel Cunard was busy in England, and with his past experience recognised the possibilities of a regular packet service

with steam power to carry mails across the Atlantic. He made a bid for the Admiralty contract and was successful. With the assistance of Robert Napier, he obtained financial backing, principally from George Burns and the McIvers. Liverpool was the base port. Whenever mails were carried, a naval officer must be borne at all times. The ships' hulls were of wood and they were steam powered.

Four ships were ordered - BRITANNIA, ACADIA, CALEDONIA and COLUMBIA. The McIver brothers provided the Liverpool agency. BRITANNIA took 12½ days to Halifax and 15 days to Boston. This was better than the fastest passage by sailing ship. Homeward she did better - 10 days.

The second ship was ACADIA commanded by Capt Ewing (Lieut RN), and for the maiden voyage the Chief Officer in August 1839 was Charles Judkins, who took a step down for the experience. Subsequently he gained command of BRITANNIA and remained in her for a couple of years.

He still lived in Wallasey where his daughter was born and christened in 1841 - his only child.

In 1842 he took command of COLUMBIA. He was at the top of the tree, but his ability was soon to be tested. On her second voyage, after very heavy weather and ten days out from Liverpool, she suffered an engine breakdown. The floats were stripped off the paddle wheels and canvas set. She took 21 days to reach Halifax - about average for a sailing ship of the time.

The passengers were so pleased that they subscribed to a piece of solid silver plate suitably inscribed to present to Capt Judkins. One passenger did not subscribe - Samuel Cunard, who perhaps thought that Judkins was only doing his duty; nothing unusual nor exceptional.

Repair facilities at Halifax were inadequate, so COLUMBIA proceeded home using one paddle and sails. The crossing took 15½ days, including a short stop to assist a sailing ship on fire.

Judkins stood by the building of HIBERNIA in Glasgow for three months, but going down with influenza he missed this ship's first two voyages. His family was living in Great Georges Square, Liverpool in 1842, but in 1844 moved to Birkenhead.

In November 1844 he stood by the building of CAMBRIA on the Clyde, took her on trials and maiden voyage and remained in her for three years. This ship ran aground in fog near Cape Cod, but after

passengers, fuel and water were discharged, she was towed off without damage.

The family was again on the move in 1846, this time to 2 Windsor Terrace which is now 242 Upper Parliament Street, an area of new housing development.

In 1848 he left CAMBRIA to superintend the rigging of AMERICA, the first of four larger vessels for the Company, again on the Clyde. The maiden voyages of NIAGARA and EUROPA eluded him, but he stood by CANADA and assumed command. In this ship he made eleven crossings in 1849.

The Collins Line commenced to build ships to out-run Cunard in 1850, and two more ships ASIA and AFRICA were built with more powerful engines. Judkins took ASIA on her maiden voyage in May 1850. Nursing her on the outward voyage, he let her rip homewards, and with the westerlies astern made another record. ASIA carried 900-tons of bunkers, burned at 76-tons per day. There were eight stokers working 6-hour shifts.

No expense was spared with the Collins Line ships. They were generally faster than Cunard's, provided superior accommodation and were built to higher specifications. Collins paid his masters £1200 per year whilst Judkins received £500.

Cunard promptly felt the loss of trade and their share of Transatlantic trade dropped to less than half that of Collins Line. In an effort to hit back, ARABIA was built and again Judkins took this vessel on her maiden voyage. She was not a successful ship, she was a knot faster than ASIA, but needed 120-tons of coal per day. Her bunker capacity was 1200-tons, and at the end of a voyage her freeboard increased by five feet.

The Crimean War broke out in 1854 and our hero made three voyages to the Middle East zone. By the following year he was supervising the completion of PERSIA at Greenock, the first iron hulled transatlantic liner, and the longest ship afloat - 390ft x 45ft beam.

PERSIA, on her second voyage regained the Atlantic speed record with an eastbound passage of 13.47 knots beating the Collins record of 13.06 knots.

In 1861 the British Government began recruitment into a naval reserve which by the following year was known as the Royal Naval

Reserve, and the first commission was that of Honorary Lieutenant C H E Judkins, on 22nd February 1862.

He then stood by the fitting out of SCOTIA which was 397ft over-all. 275 first-class passengers, 300 second-class and a crew of 440. Judkins reigned over the Atlantic as Blue Riband holder until 1868 when the era of paddle steamers was nearing its end.

He retired on 1st January 1871 and bought the house - "Lynton" Mossley Hill Road North, standing in 1½-acres of ground. This property now belongs to Liverpool University. He was a governor and member of the board of HMS CONWAY. He died in 1878 and was buried with full military honours in Smithdown Road Cemetery. His estate was valued at £40,000, coming as a young man from nowhere and making 500 crossings of the Western Ocean; he had earned it.

N.R.P.

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I saw those sailing seamen, cotton-clad,
Housed in wet kennels, worm-fed, cheated, driven,
Three pounds a month, and small delight they had,
Save the bright water and the winds of heaven.

J Masfield

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MONUMENTAL INSCRIPTIONS OF MARITIME INTEREST

James Gibson, a local historian, made a collection of epitaphs and inscriptions on tombstones and monuments in Liverpool churches, chapels, churchyards and cemeteries. He himself died in 1886 aged 60, and left ten volumes in the Record Office of Merseyside County Museums. Harry Hignett has been delving into Gibson's findings, of which we have space for so little:-

St Peter's Parish Church; Thomas Rigby, a youth of very promising hope who was lost in the snow POWNALL on 27th July 1758 in his 13th year of age:-

"The mortal hour o'ertakes us soon or late,
I'm safely landed on that silent shore
Where billows beat and tempests wage no more."

also in St Peter's:

Thomas Woolf of Bosham, Sussex, died 9th April 1757 aged 22:

"Tho' Boreas' storms and Neptune's waves
Have tost me to and fro,
Yet I at last by God's decree
Am harboured here below.
When at an anchor here I lie
With many of our fleet,
But once again I shall set sail
My Saviour Christ to meet."

St James Church, Toxteth Park; Captain James Harrison of
Cartmel, died 3rd September 1798 aged 29:

"Oft did he cross the wide Atlantic main
As oft a Briton's spotless name maintain,
Long did he brave the tempest's dreadful roar
But now, alas, poor Harrison's no more."

and also from Toxteth Park; Capt John Reynolds, died 8th December
1805 aged 40:

"Weep not for me, my tender wife and children dear,
I am not dead but sleeping here,
The debt I have paid - my grave you see,
You all must die as well as me."

From St Mark's Church, Upper Duke Street; Joseph Hayton, an export
surveyor of HM Excise, Liverpool, died 4th August 1826, aged 55:

"O silent grave, to thee I trust
This generous pile of worthy dust.
O keep it safe, you sacred tomb,
Until a wife shall ask for room."

From St James's Cemetery; Capt George Weaver, killed by a fall from
MARY SOMERVILLE, 27th November 1834, aged 42:

"Our life hangs trembling on each fleeting breath,
Awaiting but the unerring stroke of death,
Who summons off without a warning word,
As lightning strikes before the thunder heard.
So live prepared, then sudden death shall be
A sudden immortality to thee."

These notes in the possession of our Chairman, Harry Hignett
are contained in 16 foolscap sheets. They contain the names of
many seamen and ships and are also a reminder of occurrences during
the nineteenth century. One is apt to speculate that a much

greater proportion of the populace was connected with ships and the sea, than is the case nowadays.

All these inscription records having been made on the Liverpool side of the Mersey, it would be interesting to know if anyone has done a "cemetery-crawl" on the Cheshire side of the river. There might be some rich poetic gems at Rake Lane or Frankby.

I gazed o'er the blue still waters wide,
As the morn was nodding gray,
Expecting a homeward sail to glide,
From a land beyond the sea.
But the sun rose high, and again sunk low,
And no sail appear'd to view;
Oh! I sighed, as the wind began to blow,
For my absent sailor true.
I still gazed over the rough wide sea,
And aloud began to weep;
And just as the darkness veil'd the day
I closed my eyes in sleep;
And I think that an angel clasp'd me round,
And kissed me as I mourned;
I awoke, and myself in the arms I found
Of my sailor true, return'd.

James Horton Groves
(Lancashire Ballads)

MARCH MEETING

"The Maritime Collections of the Williamson Art Gallery and Museum" in Birkenhead, was the subject of our talk by the Curator - Mr C E Thornton, on 14th. Attendance was around the thirty mark and proceedings were chaired by Harry Hignett.

To any Merseysider, this talk was an introduction, if such be needed, to Birkenhead's treasure house in Slatey Road. Moreover, we each became the possessors of a small booklet entitled "Cammell Laird Photographic Archive - Index". This contains a list of negatives of photographs taken at the Laird yard between 1910 and 1930, of which half-plate copies can be purchased from the Museum. If for no other reason, this booklet would be a good guide to which

HM ships were built at Birkenhead around the time of the first World War.

Perhaps this reporter can be forgiven for remarking that during this season we have had a succession of speakers with clear diction, and none to surpass Mr Thornton in this respect. It is a long time since we had a plaintive cry from the back row "could you speak up, please!"

The first colour slide was of an oil painting by James Webb dated 1877 of Dutch fishing craft. These were flat bottomed boats carrying herring, and strong enough to take the ground at open water quays, for Holland had no enclosed harbours before World War One.

We next saw the work of the Liverpool artist Bond, who had so many christian names that he was known as Mr Alphabet Bond. We saw his painting of Norwich, and then of a sailing ship, entitled "Homeward Bound". This is quite a large work 5ft x 3ft. He was said to be part owner of a vessel and by magnification of the stern of a vessel Bond painted, can be seen "LILLA OF LIVERPOOL". We wonder if this could be the ship in which he had an interest?

George Chambers produced a Mersey scene at sunset, which is pleasing and dated from 1835. There is a charcoal drawing by the Liverpool artist George Sheffield and a large watercolour by the Wallasey artist Harold Wain.

The work of Samuel Walters is magnificent, and if backgrounds are enlarged, are found to be photographic likenesses. In a painting made from the Pierhead about 1840, we see St Mary's Church and the beach sloping down to the Mersey on which Laird was to build his shipyard.

Our speaker then turned to local history and the ferries, and showed TRANMERE, a Birkenhead luggage boat. Then BIRKENHEAD, the last of the paddlers built in 1894 in Fife, and did not have a long life, for by 1907 the ferry fleets were turning to screw propulsion.

In the Williamson there are models of ferries CLAUGHTON and LANCASHIRE, 1899-1930.

Fortunately the saloon windows of the ferryboat WASP have survived, depicting scenes in oils on glass. And we remember that it was WASP which took off the crew of LOTTIE SLEIGH before she

blew up in that terrible explosion which shook Merseyside on 16th January 1864. There is a notable painting of the event by Henry Melling at the time it happened. (The story of LOTTIE SLEIGH was recounted in our Jan-Mar 1983 issue, Vol.XXVII N°1, pages 26/27).

A print was shown on the screen of a vessel which had been converted into a merchant ship from being a very large German submarine. Her name was DEUTSCHLAND and this reporter remembers this vessel laid up at Douglas North Quay about 1920/21 - can anyone add their confirmation, please?

Mr Thornton then turned to medallions - firstly, that which was struck for the opening of Albert Dock in 1846. Mr Egerton laid the foundation stone of Birkenhead Docks in 1843, and a medallion was struck for the opening of that dock system on 5th April 1847.

A strange arrival in the Mersey occurred in 1848 when a Chinese junk sailed in from half around the world. Her name was KEYING, and after being on show to the public she was broken up at Rock Ferry.

Reverting to medallions, we must not forget that of GREAT EASTERN, nor for the last MAURETANIA in 1939, made from the metal from the old MAURETANIA, 1906-1935.

The Williamson Gallery is rich in ship models - Hunting's GRETAFIELD - LEASOWE CASTLE - MAURETANIA etc. There is a fine model of the Rea tug ROSEGARTH by Mr Waddington of Upton.

John Laird is of course prominent in the Gallery, the man who did so much for Birkenhead. The legacy he left to the town has been thrown away by a section of the citizens there, and this fine yard with the best launching facilities in Britain, has one Admiralty order on the books, and a large portion of its workforce on the dole.

The ALABAMA affair has been discussed at our lectures many times. The Williamson Gallery has an important painting of her by Samuel Walters. We remember how, after her long cruise sinking merchantmen, she had to enter Cherbourg for repairs. The American warship KEARSAGE waited for her to emerge and issued a challenge to come out and fight. ALABAMA's Captain Semms accepted, but the Laird-built raider was sunk. It was strange that Semms and his crew were picked up by DEERHOUND, another Laird-built ship, and taken to Portsmouth for a great reception. Sub-aqua divers have tried to obtain permission to dive on the wreck in French waters, but have been refused.

We saw an artist's impression of Lairds in 1913 when a floating dock was built, against the southern wall, protected by a clay bank. When the SOVEREIGN EXPLORER was being planned a few years ago, the possibilities of this berth were considered, but it was decided to build athwart two dry docks instead.

It is only in recent times that hundreds of boxes of negatives came to light, and gave the Museum a huge task, illustrating an important period in Laird's history. Your reporter is particularly interested in one item - "HMS CALEDON, yard number 828, 3 negatives of the launch on 25th November 1916" - for this was the first ship he ever went to sea in, for the Jubilee Review of King George V and Queen Mary, in 1935.

It would seem that any ship-loving tourist who comes to visit Merseyside Maritime Museum and Ellesmere Port Boat Museum, should not fail also to spend some time at Birkenhead's Williamson Gallery. Mr Thornton and his predecessors have a long tradition for caring about our maritime heritage.

N.R.P.

NEW NAMES FOR OLD

ARKLOW BRIDGE	ex TEQUILA SUNSET ex CAIRNCARRIER (1976)
ALEXANDRA	ex GLADYS BOWATER (1959)
B.P. ENERGY	ex LIBRA
B.P. VISION	ex HELLESPONT GLORY
B.P. VIGOUR	ex PROSPERITY QUEEN
CORTINA	ex AUSTRALIA STAR (1965)
COLONEL TEMPLER	ex CRISCILLA (t1r)
DENTON VENTURE	ex DORSET COAST (1959)
JENNIFER JANE	ex TIMUR SWALLOW ex BEGONIA (1978)
KAPPA	ex PULLWELL VICTOR ex CAMPAIGNER (tug - 1957)
LADY PATRICIA	ex ORCHID WAVE (1970)
LADY T	ex OPALIA
MARITASIA	ex REDTHORN ex ORANMORE (1962)
MARTHA KHRISTINA	ex HMS ZULU (1965)
TIYAHAHU	
NORMANNIA	ex MENTOR (1980)
NORTHERN HORIZON	ex MARBELLA (t1r - seismic survey)
PARHAM	ex DERWENT FISHER (1966)
POWER HEAD	ex PASS OF CAIRNWELL

PEGASUS	ex SUNDANCER ex SVEA CORONA
REGENT SEA	ex SAMANTHA ex NAVARINO ex GRIPSHOLM (1957)
ROBRIX	ex SILLOTH STAG ex TILSTONE MAID (1975)
SOSCO I	ex AUTHORITY (1967)
SYLLINGAR	ex DEVONIUN ex SCILLONIAN
VASILIOS VIII	ex MARE LIBERUM
SEA HOPE	ex CELTIC VENTURE (1983)

APRIL MEETING

Mr K Longbottom's lecture on 11th April on "Gallipoli from the Sea" was a most interesting dissertation on events leading to the outbreak of World War One and the marine developments. Our speaker is to be congratulated on his memory of the international repercussions after the assassination of Archduke Ferdinand of Austro-Hungary in 1914

This was a lengthy talk covering a very wide field of strategy, politics and personalities. To condense all this material into a two or three page report in this journal would be quite impossible. The story is long and complicated and embraces Winston Churchill, Lord Fisher, Prince Louis of Battenburg, Admiral Sir Berkeley Milne, the German Admiral Souchon, Roger Keyes and many others.

Whether the opening of a southern front against Germany in 1915 was feasible, is still debatable today. Turkey did not at first wish to be an enemy of Britain but was wooed by the Germans. The warships BRESLAU and GOEBEN were put into the vicinity of Constantinople, and by all manner of subterfuge, Turkey was won over to the German side.

The Gallipoli landings caused tremendous casualties to both sides. Some of the warships involved were HMS DEFENCE, INFLEXIBLE, INDOMITABLE, MAJESTIC, QUEEN ELIZABETH assisted by some units of the French Navy. The final withdrawal of troops from the beaches brought into use as transports and hospital ships, AQUITANIA, MAURETANIA, EMPRESS OF BRITAIN, OLYMPIC, FRANCONIA, BRITANNIC and many more.

To follow this lecture up, reference is recommended to numerous books in our libraries like "The Dardanelles Campaign" by H W Nevinson, "Dardanelles Dilemma" by E K Chatterton, "Disaster at the Dardanelles" by Edwin P Hoyt and "The Navy in the Dardanelles Campaign" by Wester Wemyss.

It is strange that after the 70 years which have elapsed since Gallipoli, we still have a reminder of those who died in battle. For there is a shrub growing in British gardens which is reputed to have been imported by returning troops from those inhospitable shores. It is called "cistus" and the flowers are white saucer shaped with apricot centre. It flowers during the last two weeks in June and I call it the "peach melba" tree.

N.R.P.

SHIPS TO BREAKERS

ATLANTIC CHAMPAGNE	(1969)	
ATLANTIC COGNAC	(1970)	
ATLANTIC CINDERELLA	(1970)	
ATLANTIC CROWN	(1969)	
(first generation ACL ships, now replaced, but ATLANTIC CAUSEWAY remains laid up, Liverpool)		
AL TAHIR		ex KIRRIEMOOR (1965)
AL BASEER		ex SHIRRABANK (1966)
ABIDA	(1958)	
BATROUN		ex CITY OF FAMAGUSTA ex ARCADIAN (1960)
CORAJE		ex SATURN ex SURREY TRADER (1964)
CORAGIO (tkr - 423,798-tons)	1976)	
EUROPE II		ex RHEXENOR ex OPOBO ex MARON (1960)
EVLALIA		ex PLAINSMAN (1959)
FAMILY DELTA		ex DELTA ex SINGAPORE PROGRESS ex STRATHNAVER ex JUMNA (1962)
GOLDEN DOLHIN		ex MATRA ex PORT CAROLINE (1968)
JUPITER		ex STYLEHURST (1952)
KATRINAMAR		ex BORDAGAIN ex WORCESTERSHIRE (1965)
LATONA (French Shell)	(1973)	
LEPTON (British Shell)	1975)	
NAFTILOS		ex ARGIRO ex SHROPSHIRE (1959)
SUERTE		ex CITY OF GLOUCESTER (1963)
ZEUS		ex SUGAR EXPORTER ex ATHELPRINCESS (1960)

RECENT DISPOSALS

LORD MOUNT STEPHEN	(C.P.S. tkr - 1966)
LORD STRATHCONA	(C.P.S. tkr - 1967)

They went to sea in a sieve, they did, in a sieve they went to sea,
In spite of all their friends could say, on a winter's morn,
On a stormy day, in a sieve they went to sea!
And all night long they sailed away; and when the sun went down,
They whistled and warbled a moony song, to the echoing sound
Of a coppery gong, in the shade of the mountains brown.
And in twenty years they all came back, in twenty years or more,
And everyone said "How tall they've grown!
For they've been to the lakes, and the Terrible Zone,
And the hills of Chankly Bore."

Edward Lear

MERSEY NOTES AND GENERAL NEWS ITEMS

The preservation of GREAT BRITAIN goes ahead at Bristol and in March she had her funnel and five rigged masts.

On 4th March the nuclear submarine HMS TORBAY was launched at Barrow.

The 50th anniversary of the former Cunarder QUEEN MARY entering service will be held next year in California.

In July HRH Duchess of Kent is to launch a Caledonian MacBrayne ferry at Cochrane's, Selby. This vessel will replace HEBRIDES in the Western Isles, carrying 500 passengers and 80 cars.

Accountants Arthur Anderson & Co have recommended to the Government that the Royal Navy's exemption from paying lighthouse dues should be abolished. The screw is being turned on every hand!

On 25th February the gas rig AV.I returned from Brest whence it had been towed by SMITLLOYD 123 for special underwater attention. BRAMLEY MOORE and CANADA assisted as steering tugs in the channels. AV.I was towed from the Mersey to Morecambe Bay gas field on 3rd April by the tug FORTIES SERVICE and passed the Bar Lanby at 1400.

AV.I can accommodate 250 people and is over a year late in delivery. At one stage British Gas was refusing to accept it from Lairds, which augurs ill for future work of this kind at Birkenhead.

Under the Government's plans for privatisation, tenders are to be requested for four warship yards, which are units of what we know as British Shipbuilders. They are: Cammell Laird, Swan Hunter,

Vickers and Vosper Thornycroft. A further stage in the process will affect Yarrows, Hall Russell and Brooke Marine.

Built by local youth, the schooner SPIRIT OF MERSEYSIDE was launched into the ice-strewn Albert Dock on Monday 18th February.

There is encouragement for trawlers of EEC countries to land their catches in Birkenhead docks, and a number have already done so.

Trinity House has closed down the Great Ormes Head Lighthouse established in 1862. A flag-lowering ceremony was held when Capt Edge of Trinity House and Capt K J Lewis of M.D. & H.Co were present. Lighthouses have also been closed at Withernsea, Humberside and St Mary's Isle (NE Coast), as a continuing process of economy.

The busy ferry between Hull and Rotterdam is to have two 31,000-ton liners. The order for the first one has been awarded to Govan shipbuilders and will cost about £40m. The other ship will be ordered by Nedlloyd and built in Holland. As this is the first liner to be built in the UK since QUEEN ELIZABETH II, the expertise will need to be re-developed.

The novel cruise ship PILGRIM BELLE has been built at Mobile, Ala. for sea cruises on the east coast of the USA lasting one week, with every night in a port. She will carry 106 passengers. The ship has the appearance of a river steamer of a past era, but is thoroughly sea-going.

The Polish fish factory ships DALMOR and PRADVIK arrived at the Mersey Bar on 19th February towed by tug POSEIDON ex TORNADO. Both Polish ships were for breakers at Birkenhead, the former brought in by BROCKLEBANK and the latter by COBURG.

CHARLES DARWIN is a 2,000-ton research vessel, built at Appledore to work for the Natural Environment Research Council. Prime consideration has been given to freedom from noise and vibration.

The Hull tug SALVAGEMAN has returned from the Falklands after working there since 6th April 1982. Latterly, with the assistance of GOOSANDER, she raised the Argentine submarine SANTA FE in South Georgia, before taking it out to sea for scuttling.

At midnight on Maundy Thursday, MacTay's floated off the tug HAMPTON for Red Funnel Tugs, Southampton.

Safeway Food Stores Ltd have raised money to provide a new life-boat at Calshot, named RNLB SAFEWAY. Cost £171,000.

Tug HARECRAIG II which has worked at Dundee, has now been placed in the Maryport Tug Museum.

After grounding in the Mexican Gulf and causing substantial pollution, the Laird built tanker ALVENUS had a badly buckled forward frame. Nevertheless, after refloating she crossed the Atlantic under her own power to Sweden where a surgical job has been done to put her back into normal seaworthy condition.

In February the Polish cargo ship BUSKA ZDROJ sank when about 80-miles west of Heligoland, with only one survivor out of a crew of twenty. On passage from Oslo to Ceuta, her cargo of steel shifted in heavy weather and she sank within fifteen minutes.

It has only recently been made known that the wooden motor ferry LOCH ARKAIG sank off Almeria in September 1982. She was on a delivery voyage from Milford Haven to Dubai.

Blue Star Line sold their four reefers ANDALUCIA STAR, AVELONA STAR, ALMERIA STAR and ALMEDA STAR to a firm operating in Hong Kong. Their names were changed to FIFE, CASTLE PEAK, PERTH and HARLECH respectively. They were built 1975/6 and had crews of 60 who were made redundant. But now Blue Star has chartered the ships back for a three year period with crews of 19 men - makes you think!

Cable ship JOHN W MACKAY, built in 1922 has been laid up for eight years, after her long period of work was finished. She was a product of Swan Hunter and her Cable Company owners would like to see her preserved, provided conversion work is paid for by donation. Amongst the ideas mentioned to this end, are to make her a Greenwich attraction close to CUTTY SARK. Also mentioned for her is a home in Merseyside Maritime Museum, but with a tonnage of 4104 and a length of 362ft, she would appear too large.

The Cammell Laird-built car and passenger ferry LiON at one time on the Ardrossan-Belfast route, and more recently working in the English Channel, has been sold to owners in Cyprus. Her new name is BARONESS M and she was completed here in 1967.

The Panamanian coaster WAVECREST ex MOUNTCREST ex ANZORAS, 770-tons, sank in late April northwest of Ushant. She was carrying a cargo of steel scrap from Glasson Dock to Pasajes when bulwarks were carried away, severing pipes which let water into the hull. With a

list, she tried to make Brest but her crew of six were taken off by helicopter before she sank. She was built at Guernica, Spain in 1972.

Shell's OPALIA was a frequent visitor to Tranmere, and was a Cammell Laird product in 1963. In the autumn of last year she went to Piraeus and was renamed LADY T. On 14th March 1985 when at Kharg Island, she was hit by a missile which set her on fire and made her a "write-off".

Shell say they do not intend to "flag out". But they sold 13 ships, mostly VLCC's, in 1984 and more are to go.

The coaster BEN VARREY which was towed in to Ramsey last December, after breaking down, has not been repaired and is for sale.

There is good news for Birkenhead. Canadian newsprint has been shipped to Garston, but with the advent of larger ships, Cavendish Quay is to be used for monthly arrivals.

The purchase in 1976 by Ocean Fleets of LYCAON and LAERTES just completed at Kherson, South Russia, was unusual. They both docked at Birkenhead on the same tide, and changes had to be made to conform with Department of Trade regulations. Both served in the Falklands, after which LAERTES was sold to Greeks to become EVIA LUCK. LYCAON was laid up in the Tyne and Greeks have also bought her.

Following our lecture about MARY ROSE, I was interested to come upon a statement supposedly made by her Captain. "Her company was a sort of knaves whom I could not rule. They soe maligned and disdayned one the other that, refusing to doe that they should doe, they were careless to doe that they ought to doe, and soe contendinge in spite, perished in frowardnesse" (there's still a lot of that about!)

UGANDA has come home from her ferrying role between Ascencion and Port Stanley, never having looked so travel-stained. She lies in May at the County Wharf, Falmouth, the last of the once numerous British India Line. Another Falklands veteran RANGATIRA lies close by - both for sale.

The British and Irish Steam Packet Co, subsidised by the Irish Government, are in financial difficulties, and the old established Liverpool/Dublin service may have to close. The fleet consists of

the three passenger ships CONNACHT, LEINSTER and INNISFALLEN, and the three cargo ships WICKLOW, KILKENNY and TIPPERARY.

The Knott End ferry boat VIKING 66 was built at Rock Ferry in 1966. She has been brought quite near home, on the Mersey, for a refit by ROAD!

WESTWARD HO ex VECTA was towed to Bromborough in early April, after being a floating restaurant at Manchester. She is to be towed to London to swell the fleet of static hostelryes.

In late March "Greenpeace" said that Merseyside is living on a time-bomb. The Ellesmere Port factory of Octel is making petrol with lead content. They say "This poses great danger to the people of Liverpool and district - remember what happened in Bhopal, India." The Norwegian "Essi" ships are carrying dangerous chemicals. A month later, they were at it again - this time trying to prevent the import of liquid lead from ESSE ANNE at Brofjorden, Sweden.

As already stated in these notes, the trawler SOUTH STACK BS 200 disappeared in the Irish Sea in May 1984. Relatives of lost crewmen are unhappy about the circumstances of the sinking, and suggest that the boat with a crew of three, may have been dragged under by a submarine. This, if proved, could entitle compensation. An undamaged liferaft from her was picked up 20-miles north of the Skerries. And now we have the similar case of the Kirkudbright trawler MARIE L which disappeared off the Isle of Man and whose wreck has been located by Navy divers. No distress call was heard and the sea was calm at the time of her loss.

The replica of a Jacobean barque named GODSPEED was put into the water by crane after crossing the Atlantic as deck cargo on board STUTTGART EXPRESS in March. Weighing 43-tons she had come from Norfolk Va. In Britain she will be rigged and make sea trials before setting out this summer for Jamestown Va. She will re-enact the voyage made by the original GODSPEED, when in command of Bartholemew Gosnold she made the first English settlement in America in 1607.

Later - GODSPEED was bid farewell from the Thames by HRH Duke of Edinburgh, but met heavy weather and put in to Newquay.

The Norwegian Royal Yacht NORGE ex PHILANTE had a serious fire at Oslo early in March, and is said to be totally burnt out from aft of midships.

Fishing Vessel NEILSON PL91 broke down southeast of Langness in mid-March. Laxey Towing's SALISBURY connected and took her to Douglas, after Port St Mary lifeboat had stood by.

Mezeron Ltd of Ramsey, IOM, now have the small coasters LAXEY RIVER and SULBY RIVER trading in the Irish Sea.

Farewell! for here the ways at last
Divide - diverge, like delta'd Nile,
Which after desert dangers passed
Of many and many a thousand mile,
As constant as a column stone,
Seeks out the sea, divorced, alone.

Joaquin Miller (USA)

SHIPS IN BIRKENHEAD DOCKS

The Cunard reefers CARMANIA, CARINTHIA, SERVIA and SAMARIA which were laid up in Vittoria Dock in February, only stayed a few weeks, and returned to charter work.

MANX MAID in tow of tug WALLASEY left Birkenhead in the early morning of 10th April for Bristol. In heavy weather they put in to Swansea Bay, but with further deterioration had to enlist the assistance of tug MUMBLES and enter dock. There was damage to MUMBLES, to lock gates and quay bollard, but the MAID was unscathed.

BEN MY CHREE remains in Vittoria Dock perhaps until June, destined for the USA. There is some doubt as to whether she will go under her own steam or be towed. Both turbine ships are to serve as floating hostelryes.

WITH GREAT SORROW

Captain Alfred Lamey of the former well-known Lamey Towing Co died in March, aged 68, and the funeral was held at Landican Cemetery and Crematorium on 21st. He was born at New Ferry, Birkenhead, and whilst a schoolboy would board one of the Lamey tugs on a Friday and only appear on shore again in time for school on Monday morning. He left school at 15 to become a deckboy. At 17 he secured his first command, the paddle tug TROON, and at 19 he made a voyage in the barque PAMIR from which service he was

proud of his good conduct certificate. Alf could do every job on board a tug. He was an excellent navigator and could find his way anywhere at sea, but invariably got lost in his car in Birkenhead!

He had a shipboard romance and married his wife Marie in 1939, she living for quite long periods on the tugs. There were three children Anita, Carol and John. Carol was the only one who did not have a tug called after her, much to her annoyance we hear. The Lamey boats constituted the last family-owned tug fleet in Britain, which was taken over by The Alexandra Towing Company in 1968. Our President, Rev Bob Evans officiated at the funeral of this old friend.

Mr Dennis Sears, the retired vergier of Christ Church, Southport, died on 9th February. As a long-serving member of the Liverpool bvranch of World Ship Society, he had attended L.N.R.S. meetings as a visitor on one or two occasions. A man of many interests, it was in ship modelling that he excelled. He also modelled in other fields like churches, bridges etc, and had produced 850 up to the time of his death aged 67.

MAY MEETING

The 45th and possibly the last Annual General Meeting of an independant Liverpool Nautical Research Society was held on Thursday 9th. Chairman Harry Hignett recently out of hospital, was unfortunately unable to be present. With our vice chairman on the "reserves bench" being new to the routine, John Lingwood took the chair.

A Council meeting was held at 6.30pm prior to the meeting proper. The minutes of the last AGM were read and the Treasurer's report examined, the only queries being the two donations of £25 to Falkland Islands Foundation and £20 to Mary Rose Trust, of which the Council was unaware.

The Officers and Council remain the same, but no programme can be outlined by our Hon Secretary for the season starting in September. Your Editor reports the Society's circumstances as he sees them at this critical juncture.

Several of our members wish our 47-year old Society to merge into the fairly recent group called the Friends of the Merseyside Maritime Museum and become absorbed into that body as a lecture and research section. This was first mooted two years ago and turned

down unanimously by your Council. But it now rears its head again, as you would see from our last issue when our former Hon Secretary suggested a debate. It was concerned with rationalising the local branch of World Ship Society, Liverpool Nautical Research Society and Friends of the Maritime Museum. As far as L.N.R.S. is concerned a "working party" has been set up to report on the matter to a Council meeting specially called for 11th July at 6.30pm. World Ship Society has not been approached as they were said by our acting Chairman at the AGM to be in a special category. There has been no debate.

The terms of reference of the working party were not disclosed. I am sure that members will not accept a "fait accompli" merely on the grounds of totally unproved cuts to be made by the County Council. If our Society became merged before political measures were decided in 1986, this would be a most unwise course. All members must have adequate time to digest the implications and watch the political background.

We are thankful to the County Council, whatever its colour, for allowing us a rendezvous as a cultural Society. We have looked forward over the years, to the advent of a Maritime Museum, but not at the cost of our own extinction!

In my opinion, the threatened cuts next year, blazoned from the roof-tops, are being used as an expedient and will be found to be without foundation. Cuts in Museum staff overtime could put our rendezvous in jeopardy, but we once held our meetings in members' houses, and we could do it again. I myself can offer accommodation in Southport for monthly meetings - surely the great city of Liverpool is not bereft of this facility, if trains and buses still run - as they will!

The aim is absorption into a body of over 1000 strong obtained by Council advertising and even they do not know where they will meet. If "big brother" is telling us what is best for us, we do have minds of our own, and wish to strengthen our Society on an independent footing.

Members would do well to consider this proposed merger carefully and make their views known, especially if they were not at the AGM. A decision must not go by default. Do we soldier on as before or become a minor part of a Museum "supporters' club"? The verdict is awaited.

"Any other business" followed, and owing to age and length of service, your editor confirmed his intention to relinquish his duties from this June 1985 issue. Notice of this was made at the

AGM in 1984. No plans for the Bulletin's continuance have been made known.

After the coffee interval there was a display of nautical paintings.

This was by far our shortest AGM ever but, raised more problems than it solved.

N.R.P.

Editor and Vice-President

- - - - -
There is the loneliness of one who stands
Fronting the waste under the cold sea-light,
A whisp of flesh against the endless sands,
Like a lost gull in solitary flight.

"Solitude" Babette Deutsch 1895

- - - - -
THE LEAVING OF LIVERPOOL

The closure of the Liverpool-Douglas link of I.O.M.S.P.Co was a "fait accompli" after Mr Sherwood of Sealink Ferries was consulted. There was almost a day-long broadcast by Manx Radio of the shareholders meeting at Summerland on 14th March, and also the AGM at Villa Marina on 29th March. In the intervening period there was an hourly announcement to the effect that "the Manx people support the merger with Sealink in the hopes that people will keep the habit of coming over". Time will tell, as Heysham cannot be compared to Liverpool as a collecting point.

So far, the newly-named MONAS ISLE does no great credit to a beloved name, but late in April, after a second visit to Govan she got started on the run of shorter mileage. But, where, may I ask, does the saving of fuel take place? In the last weeks of the Liverpool service, there was one return crossing per day, say 150 miles (winter service). Since then, there have been three return crossings to Heysham totalling about 360-miles (winter service)!

Once the merger was decided on, it was found that Sealink could not spare ANTRIM PRINCESS from the North Channel route until next year. I.O.M.S.P. is to pay for the overhaul of MANX VIKING and also ANTRIM PRINCESS next year. When MANX VIKING moves south next year to serve Channel Islands, she will be known as EARL HENRY.

The question may arise whether to fit MANX MAID's fin type stabilizers in MONAS ISLE, and remove the inefficient "flume tanks" and increase carrying capacity.

Then there was the STENA SAILER impasse. She is a container ship registered in St Helena, which has been running cargo between Heysham and Belfast. Her crew refused to move her out of the container berth at Heysham, thus blocking Manx traffic. Why? They heard that PEVERIL was for charter or sale, and if such was the case, could they have the PEVERIL jobs, please! As this is printed, STENA SAILER is working Larne/Stranraer and PEVERIL is doing Heysham/Belfast with her Manx crew.

After refusing I.O.M.S.P.'s bid to buy out the Sealink Heysham/Douglas service, Mr Sherwood was reported to have gone back to USA. He now has virtual control of all British coastal ferry services, and we feel sadness for the much respected Steam Packet, whose fault has been that they have not kept up with the times.

This writer has been an annual user of the Manx boats and it is like the loss of an old and trusted friend. At the time of writing, it is no longer possible for Merseysiders to cruise out to the Bar and savour the sea breezes, save on the Irish packets, and very soon, the Dublin service may be axed. We look back with pleasant nostalgia to the cruises made by The Alexandra Towing Co's tenders FLYING BREEZE and EGERTON. Two-hour cruises to Crosby Lightship, one shilling and sixpence. I was on the last of those sailings.

I heard nothing but sorrow from the crews of the Manx boats at leaving Liverpool. Even Captain Quirk when interviewed on the last departure of MONAS QUEEN ruefully admitted "perhaps we'll be back one day". And that day cannot be too soon.

N.R.P.

THE ROYAL IRIS CRUISE

Your scribe is not an all-out admirer of Merseyside County Council with their banners, cajolings and threats, and so is unsure how the ROYAL IRIS trip to London, will foster better relations with the people of the metropolis. With her boarded up windows, no doubt it is a feat for a novel ship of her age to make the coastal voyage, and with only a stop at Weymouth, it was uneventful. She left Seacombe Stage on Monday evening 29th April, and arrived back 17th May. Her master, for the sea-oging trip, was I believe, Capt Metcalf usually of the Bromborough tug ARDNEIL. IRIS was Denny-built in 1951 and was the brainchild of the late Capt Price of Wallasey Ferries. She sailed as a gesture against the abolition of the County Council next year, at heavy cost to the ratepayers, many of whom are far from happy at what Labour councillors think is good for them! Not, at any rate, in Southport - Lancs!

WAVERLEY IN THE IRISH SEA

To re-enact a passenger link of long ago, the paddler sailed from Garlieston (Wigtown) on Saturday 13th April to Douglas. With about 400 passengers WAVERLEY made heavy going, and there were some who thought the trip should not have been attempted. They were put up in hotels for two nights. On 16th April in rounding the island, she made the passage from Peel to Douglas via Calf Sound at low water with a full complement, mostly children. To those who know those waters, this is enough to raise eyebrows.

WAVERLEY's programme for the 1985 season is more comprehensive than ever and has already covered cruises out of Irish ports and round Tuskar Rock.

- - - - -
And then I pressed the shell close to my ear
And listened well, and straightway like a bell
Came low and clear the slow, sad murmur of the distant seas,
Whipped by an icy breeze upon a shore windswept and desolate.
And in the hush of waters was the sound
Of pebbles rolling round,
Forever rolling with a hollow sound
And bubbling seaweeds as the waters go, swish to and fro,
Their long, cold tentacles of slimy gray.

James Stephens (1882-1950)

FUTURE OF THE FERRIES

What not again! As one gets older the vision dawns that our local councillors have just arrived in a recent shower! Councillor Mike Nolan, Chairman of Merseyside Tourism has said in the "Liverpool Echo" - "We are looking forward to a facility that Merseyside has taken for granted for years, but which constantly seems to be under threat because of lack of funds. We believe the ferries have a tremendous potential and could even attract a wider appeal. Our proposals will offer a complete rethink on ferries use, whilst using them to their best advantage. In 1985 we plan river cruises, trips to Ellesmere Port Boat Museum, re-development of Woodside Stage, a further River Festival and off-shore power boat race."

But we were told only recently that the ferries had only a leisure use in future. After several strikes of BR and Tunnel staff, there was one of 24hrs duration, when not even motor vehicles could use the tunnels, let alone commuters on foot. Unfortunately on that occasion, ferrymen joined in too.

Now that there is a regular and reliable ferry service to

Woodside and Seacombe, every 20-minutes, more passengers should be using the boats. Our member Gordon Ditchfield as Membership Secretary of the "Friends of the Ferries across the Mersey" tells me that passengers alighting from buses at Hamilton Square Station are being circularised about changing to the ferry crossing. It is impossible to visualize a Mersey without its ferryboats. We still have a fast flowing river and good sea air - who prefers mouseholes?

SOCIETY NEWS

In taking my departure as Editor, and forgetting miserable mergers and tactless takeovers, I would like to thank all those who have supported me with the Bulletin. There has never been a shortage of script, and it is a voluntary job which brings its own reward in making contacts and friends. There really is a need to record Mersey shipping matters, past, present and future.

I do not think I am superstitious about lucky numbers, but this being your Editor's 77th year; this is the 70th issue in 17 years, since taking over from the late Stuart Mountfield. It has given me great personal satisfaction.

Those who have gone before, are always in mind - Ronald Summerfield, John Smart, Ernie Worthy, Ted McManus, Nigel Kennedy, Leslie Speller, Herbert Coney, Malcolm Glasier and very many more, all dedicated to ships, the sea and research.

When I joined we had our meetings in the Lord Nelson Hotel, Pudsey Street. Amongst the highlights were the delightful luncheon parties given by Sir Arnet Robinson at a suite in the Exchange Hotel. These came about through my poetic quotations in the Bulletin, when Sir Arnet put me right on what John Masefield actually wrote: "I must down to the seas again".

I look upon it as the Editor's job to report Society business as he sees it, in the light of long experience, and this last Bulletin has been the most difficult of all to compose. For it may foreshadow the end of a 47-year life of one of Liverpool's lesser known cultural "clubs".

The printing work has always been done by the Express Typewriting and Duplicating Co. Their pleasant co-operation and the excellence of their work is without reproach, and I do salute them. Never, during my term, would I acquiesce with the miniscule type-size of other journals, so difficult for older people to read, even if it had been suggested. It is the customer who matters.

I have enjoyed the work, time-consuming though it be. My friends can still find me at 12 Ashton Court, Sandon Road, Southport PR8 4QH and I hope to hear from them, and that they will call. So putting the lid on my typewriter, I shall copy that happy man Stuart Hall and bid you a fond Farewell!

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

B U L L E T I N

Merseyside Maritime Museum
Pier Head
Liverpool L3 1DN

Hon.Secretary - Miss G L G Sweetnam
Asst.Hon.Sec. - A Scarth
Editor - Vacant

I know, he said, that when you go on board ship,
a storm and contrary wind will come upon you;
but remember to pour this oil that I give you,
on the water; and immediately with the winds dropping
happy calm of ocean will ensue.

Bede: 830 AD Ecclesiastic History - Book iii Chapter 15

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September 1985

For the lateness of this issue we apologise and hope that the next
will be ready in due time.

Our first two lunch-time meetings held at the Maritime Museum have
resulted in increased attendances. The arrangements for refreshments
are improving, and by November will be fully organised.

EDITOR

We still need an Editor. Unfortunately the member who agreed to undertake co-ordination of the BULLETIN copy was not able to continue. Any volunteers? There is ample material coming in for the next couple of issues. Most of the work involved will consist of arranging the pages after discussion with the Chairman at the time, and the Secretary.

ABOUT THE SOCIETY

Although the title contains the word research, it is not always obvious that research is being carried out. But this issue shows that the members are, indeed, very active in the various fields of Nautical Research. The LNRS has almost half-a-century of producing high quality research results and the present membership intends to retain that tradition.

In the past fifteen years, at least a dozen members have had at least fifteen books published and in addition, some of those members have had chapters included in large books on maritime history and some have had short monographs published. The topics include ship-owners and shipping companies, tug companies, local lifeboats, marine paintings, pilotage history, regional shipping etc.

At present, two books, possibly three, written by members, are to be published in 1986 and other members are assisting in research projects or working on archive material, collecting, collating and indexing the LNRS collections and those of the Museum.

Mr & Mrs Cross: compiling a history of the floating training ships in the Mersey.

John Duffy: compiling fleet lists.

Margaret McKee: Listing Articles of Agreement and Crew Lists held in the Liverpool Record Office, William Brown Street.

On independent projects:

N F Jones: Third Burma War/Irrawaddy Flotilla Company

A S Davidson: Marine Paintings

H M Hignett: Pilotage History

SIGNALS

Ships that pass in the night, and speak each other in passing:
Only a signal shown and a distant voice in the darkness;
So on the ocean of life we pass and speak one another,
Only a look and a voice; the darkness again and a silence.

Henry Wadsworth Longfellow - "Tales of a Wayside Inn"

NEW HORIZONS

During the Summer recess, the small committee appointed to look into the changes necessary in the LNRS produced a report for the Council. It supported the suggestions of our Secretary that the Society return to its original aims of promoting research on topics relating to maritime history and to produce speakers from the membership. The changes are necessary because the Maritime Museum at the Pier Head is now a major museum of international status with almost a quarter of a million visitors per season (200,000 from April to August).

Under these pressures our Secretary Jill and Assistant Alan Scarth, are having to cope with extra work involved in the extension of the Museum into the extra floors in the Albert Dock Building. Their work for the LNRS has to be limited and basic.

At the extra-ordinary meeting held in July, the members present decided that the future meeting would be held at lunch-time in the Maritime Museum. The idea being that they would consist of short talks followed by question and answer sessions on the talk or any other relevant topic. A couple of members made specific requests for talks and former chairman Ken Studdart agreed to take over the work of arranging speakers.

SHIP PAINTINGS AND SIGNAL FLAGS

This was the subject for the first of the 'new look' meetings of the Liverpool Nautical Research Society held at lunchtime, in the Cooperage, Merseyside Maritime Museum on Wednesday, September 11th 1985. An attendance of 25 was considered very encouraging for the first attempt, and many members stayed on to continue chatting over light refreshments in the cafeteria following the meeting.

The necessity for a Code of Signals for Merchant vessels arose following the termination of the French wars. Previously the majority travelled in convoy, and communication was the prerogative of the Navy. It was Capt Marryat RN, who spotted the necessity for a basic, simple Mercantile Code, which he introduced in 1817, and which subsequently evolved to meet the requirements of a developing mercantile fleet, and survive the introduction of steam and an enormous growth in trade to all corners of the world.

Marryat's Code was still in use to some extent in the 1870's although its successor the Commercial Code (introduced in 1857) was by then rapidly taking over. Marryat used ten flags corresponding to the numbers 0, 1-9, three distinguishing pendants (indicating that a ship name or number followed), a 'Rendezvous' flag (indicating that a geographical name, such as Liverpool, New York etc) and a Telegraph flag (indicating commonly used words). On the basis of his naval experience, Marryat decided to avoid the use of repeater or substitute flags, thinking their use would lead to confusion. Instead he avoided all numbers, where a figure was repeated, eg 11, 22, 121 etc. Thus the last number permitted up to 10,000 would be 9,876! (losing almost half the numbers available up to 10,000). Ships names were listed alphabetically, corresponding to numbers containing up to four digits, for each distinguishing pendant). Its successor, the new Commercial Code used eighteen flags those being the twenty-six letters of the alphabet less the five vowels and X, Y Z. Merchant vessels were registered by this time and the names of vessels were conveyed by hoists of four flags eg 4m barque 'ELLISLAND' = JLTQ (still called its number).

It should be stated that from the point of view of marine paintings it is only that part of the code dealing with the name of the vessel that concerns us. Very seldom does the artist use a hoist except to convey a ship's name.

So well chosen were Marryat's flags as regards legibility and compatibility with RN usage that the B of T Committee adopted all except two for the new commercial code also introducing four new ones. Those omitted were both triangular flags No.4 - white cross on blue ground, and No.6 blue, yellow and red horizontal segments. If either are present in a hoist, it should be Marryats. The four new ones were Q - the well known all yellow flag, M - white, St Andrew was the blue, V - red St Andrew on white, and W a 'square' roundel red, white, blue. If any of these latter four are present it is not a Marryat hoist.

Mr Davidson then described the Liverpool Code introduced in 1826 by Lieut Watson, but based on flags already in use at Holyhead since at least 1820. This system overlapped Marryat code chronologically, all vessels regularly using Liverpool from about 1826 to the early 1840's being allotted a code number. Watson used only three flags from a total of ten numerals. By including a substitute flag when necessary, all the numbers up to 999 were utilised. As numbers were vacated, the same numbers were re-allocated to the next applicant, the original name being scored out. Unlike Marryat which merely indicates the vessel's name (there were 37 styled 'AMITY' in 1843!) Watson gives rig and nationality. For example AS after the name indicates - American ship, BB stands for British brig etc. As the number of vessels increased and exceeded 999, Watson used a pendant to indicate one thousand at the top of the hoist followed by the digit (S) in excess of a thousand. This served up to 1099, when they used a modified pendant to include 1100, and started the process again.

It has NOT proved possible to obtain a complete set of Watson Codes, but there is a copy for 1826 at the Liverpool Central Library, and two copies at the National Maritime Museum 1826/7 and 1832. About a fifth of those listed were American vessels.

After this brief outline of the three codes, and to emphasise the new principle of increased member participation, the speaker conscripted a dozen volunteers who each received a card showing a flag. Its meaning in each of the three codes was indicated either as a number, or in the case of the Commercial Code, as a letter.

Examples of marine paintings illustrating flag hoists were then projected, and the newly recruited signallers called out the value of each flag in succession. A cypher officer armed with an appropriate edition of the Code, then translated the ship number into vessel's name.

After several relatively straight-forward instances, some anomalous hoists were illustrated, where the artist seems apparently to have misheard a verbal instruction and substituted say J,B,T,K, for J,V,T,K. Occasionally one digit might be wrong eg 1723 instead of 1743, or digits might be reversed - 4867 instead of 4687. In these cases the name from the hoist would not match a name on the ship's hull.

It is hoped that for those without much previous knowledge or interest in the subject, the demonstration and subsequent discussion, might have provided an introduction to what is quite a complicated but fascinating topic.

A.S.D.

From "Pictures" by C Fox Smith.

In 1878 one of Cleopatra's Needles was brought from Egypt to the UK and erected on the London Embankment. The tall, massive, obelisk, too large to be carried on deck, was enclosed in a steel, torpedo-like tube and looking like a modern submarine, towed in that condition from Alexandria to the Thames. In a stormy Bay of Biscay, the tow broke adrift and was missing for several days before being taken in tow again. The towing vessel was ss THETIS. Can any member say which THETIS it was? There were several listed in Lloyd's at the time.

- 54 -

During the late 19th-century, probably around 1875, a very severe storm struck Samoa and the neighbouring islands. The small British naval fleet promptly made for open sea and survived the storm. Unfortunately, the German fleet remained in port: most of its units were driven ashore and to all intents and purposes the fleet was destroyed. A member is asking for the date of the incident and any further information.

85/2

Which shipping line employed Bath Bertram Oram Esq, Master mariner, and which ships did he command? He lived in West Derby in the 1930's.

Comment: In the following pages of this issue a method of researching this type of query will be found.

85/3

Wm M Thackeray - The Kickleburys on the Rhine.

"Why do they always put mud into coffee on board steamers?

Why does tea generally taste of boiled boots?"

MATERIAL FOR THE HISTORY OF PORTS AND SHIPPING

For those researching the history of our ports, the sources are manifold but even when available, are not always easy to read. Up to the 18th-century most information for ports is contained in handwritten documents and books: some of which, in particular the State Papers, have been calendared and indexed in printed form. In a few instances some material for a single port has been printed, eg "The Customs Letter Books of the Port of Liverpool", published by the Chetham Society, Vol VI, New Series (1954). As many of our ports developed during the past two centuries, the respective authorities compiled and produced statistics and details in support of their applications for Acts of Parliament. This and other material is often

available in the printed Parliamentary Papers. Local newspapers of the day also offer rich, varied and important information: sailing lists, advertisements of sale of cargoes etc.

Sources for the history of ships and shipping are, if anything, even more varied. But they stem basically from official papers which are concerned with the collection of taxes by governments and local authorities, or from payments by those bodies for the use of shipping for official purposes: Exchequer Records and Customs Accounts, Chancery Records mainly relating to Court cases or disputes, Calendars of State Papers detailing trade and shipping statistics, Court of Admiralty Records including records of the prize courts, of criminal and piracy proceedings and records relating to maritime causes where not covered by common law.

Two very excellent articles relating to sources for Ports and ships and shipping, are worthy of note:

"Sources for the History of Ports" by Rupert C Jarvis in
Journal of Transport History, vol III (1957) pp.76-93.

and

"Sources for the History of Ships and Shipping",
by the same author in the same volume, pp.212-234.

Copies of these articles can be seen in the LNRS archives.

REGISTERS OF SHIPS AND SEAMEN

Registration of ships and seamen in Britain has been in operation in one form or another since the early part of the 18th-century. Registers were kept at the Customs Houses of the larger ports; transcripts being sent to the London Customs House. Details of ownership, name of master, dimension and rig of ship, were entered in the registers: changes were noted against the entries. Where they have been preserved these records are now in the Public Record Office at Kew. A separate Register of Seamen was instituted in 1835, but was found to be difficult to maintain in the required manner and changes were made in 1844 and 1854. These Registers are also to be found in the PRO. From about 1747 it has been necessary for masters or owners of ships to keep a list of seamen employed on their ship, and in 1835 this duty was assisted by standard forms

which to this day are known as Articles of Agreement and Crew Lists and which are forwarded to the responsible government department at the end of every voyage. This material became far too bulky for it to be handled and stored. Eventually in 1971, it was distributed in the following manner:

- 1) A special collection pertaining to famous ships was taken for the Public Records Office.
- 2) A random 10% was extracted for the PRO.
Both items (1) and (2) are held at the PRO Kew.
- 3) 10% was sent to the National Maritime Museum - for the years 1861, 1862, 1865, 1875, 1885, 1895 and 1905.
- 4) All records before 1860 are preserved in the PRO.
- 5) Various archives and records offices throughout Britain were offered material relevant to their localities - Crew Lists of Liverpool vessels may well be found in Liverpool City Libraries, for Cardiff vessels there is similar material in Cardiff and so on.
- 7) The remainder of the records up to 70% were taken by the Memorial University of Newfoundland, St John's, Newfoundland, where they are being sorted, collated and the details being computerised for easy extraction. The Maritime History Group of the University will provide photocopies of the documents on request and for a charge.

For a detailed description of the records at the PRO read Nicholas Cox, "The Records of the Registrar-General of Shipping and Seamen" in Maritime History II (1972) pp.168-188. A copy of the article is held in the LNRS Archives and available to members.

CERTIFICATED MASTERS AND OFFICERS

The National Maritime Museum also holds the certificates and the applications of seamen applying for examination as master or mate. Every time a seaman applied for examination, he had to list his sea-service, giving details of all his qualifying ships and the dates of his joining and leaving, together with his rank. Unfortunately, these



records are listed only by number of certificate, so it is necessary to know that number before a photo-copy of these records can be obtained. If the person being researched had sailed as master it is possible to obtain some details from the Shipmasters Registers, once kept by Lloyd's which are now deposited in the Guildhall Library, Aldermanbury, London EC2P 2EJ. In these registers, shipmasters of vessels registered in Britain are listed with details of their service both as mates and masters, together with the certificate number. (Notes of damage to vessels served in are also noted). Using the certificate No. obtained from the Lloyd's Shipmasters Register, the researcher can obtain details of the seafarer's complete career from the National Maritime Museum, together with photocopies of the certificates.

ELDER DEMPSTER FLEET

In his book "The Trade Makers", our member, P N Davies included a list of ship-names of the Elder Dempster fleets compiled in the 1950's by Company Secretary M Smye, which was intended to be the basis of a complete list. In 1977 John Duffy, the then Chairman of the Merseyside Branch of the World Ship Society, asked James E Cowden to talk to the Branch on the Elder Dempster fleet.

John, a former sea-going engineer with Elder Dempster's, who spent nearly thirty years in the Nigerian Marine, found that he and his speaker held similar interests and, as a result, began to collaborate in compiling a complete list of all vessels owned, managed, or operated by Elder Dempster & Company and associated companies, from earliest days up to the present. In fact, they uncovered a company which owned four ships and during its existence, had been managed by Elder Dempster: The Bristol Lighterage Company, which owned the steamers, RHONDDA, RHYMNRY, GARTH and MAESTEG.

Since then the two enthusiasts, both members and regular attenders of the LNRS, have been working steadily using the widest possible variety of sources from over 25 institutions and private individuals to note 580 vessels and collect nearly 450 photographs with 25 passenger accommodation plans.

This material is included in what is thought to be one of the most comprehensive fleet histories of a major British liner company ever.

The history will be published in book form in the Spring of 1986, by Mallet & Bell Publications, Coltishall, Norfolk, 500-pages, approx 450 illustrations - £28.50.

COMINGS AND GOINGS

The Isle of Man Steam Packet Company finally severed passenger ship services between the Mersey and the Island some months ago. These links had been in being for over 250-years; many of the earliest licensed pilots for Liverpool had been engaged on 'fast' packet services between the Mersey and the Isle of Man and other Irish Sea ports.

They announced that all services to the Island would be based at the smaller port of Heysham, where another, competing service was based. Technically, the new idea was not a great success, one of the vessels spending several hours on a mud-flat at low tide, and weather conditions have not always helped. Recently it has been announced that a weekly service from the Mersey would be resumed Wednesdays only, next year.

And now we learn that the B & I Service from Liverpool to Dublin may be discontinued in favour of an increased service on the shorter Holyhead - Dunlaoghaire route, jointly with Sealink.

At least there is no third service to add to the withdrawals!

PROVERBS OF SAILORS FROM OTHER LANDS

A woman's hair pulls more than a topsail sheet
(Netherlands)

The good seaman is known during a storm
(Italy)

From calms, Lord protect us,
From storms, we must protect ourselves
(Spain)

THE MARINERS' MUSUEM
Newport News - Virginia

This major Museum of international standing, is set in wooded park of about 550-acres alongside a 125-acre lake near the James River. The building is surrounded by trees among which one finds larger exhibits interspersed between picnic places: a small, early submarine, a capstan, anchors, engine frames of historical significance, keep the interest of the visitor which has already been aroused by the large four-bladed phosphor-bronze propeller gleaming in the sunlight at the crossroads of a major highway a mile and a half away.

Inside the Museum one finds a large collection of artifacts and parts of ships all of historical significance with exhibits and illustrations of shore installations such as navigational aids - large and powerful lenses from lighthouses etc. There are specialist collections beautifully displayed, for example, a series of models explaining the development of ships over 2000 years world-wide: the models are displayed in a darkened hall, the only light coming from those in the showcases containing the models.

The collection of marine paintings on exhibition is a rich source of interest and the visitor is hard-pressed to complete the visit in a single day. The boat hall has a large collection of small boats (some large ones too) including quite a few from Europe and Asia.

For the researcher the Mariners Museum has a superb Library with a generous sized reading-room to study the large collection of material, printed and handwritten. It is open for the general public for research, but it is advisable to write to the Librarian beforehand.

Reference: "A dictionary Catalogue of the Mariners Museum Library"
Published at Newport News, Va post 1965.
(800 pages 15" x 10")

NOTES

In Port Erin Railway Station cafe, there is a model of ss CELT, a single-screw steamer which ran a service between Peel, Whitehaven and Belfast in the 1880's.

The Liverpool based Bibby Line has bought the accommodation barge SAFE DOMINIA from the receivers of the failed Swedish company Consafe A.B. Bibbys wish to diversify their trading away from shipping and consolidate their position in the "Coastal" business. They already own SAFE ESPERIA with 1050 beds for Service personnel, and DOMINIA has 950 beds. Both floating hotels are in Falkland waters on charter to the Ministry of Defence, and will be re-named. Bibbys also have a 20% holding in SAFE HOLMIA, a 600 bed semi-submersible accommodation rig.

The new tug SUN ANGLIA was floated off at McTay's slipway on 17th September and is being completed at Birkenhead, for The Alexandra Towing Co.

Also at Birkenhead, part of the old Woodside landing stage was moved to Garston on 3rd September, and another part is being broken up in Liverpool docks. The new stage which was constructed at Dordrecht, arrived in tow of ARDNEIL on 5th September. The floating crane SAMSON lifted the bridge into position on 19th and the ferry resumed operations on 23rd.

MONAS ISLE ex TAMIRA ex FREE ENTERPRISE III arrived Birkenhead from Douglas at 3pm on Monday, 7th October. In operation, she has been a failure over this summer season only. Her future is said to be either conversion to an accommodation ship, or breakers. Meantime she is lying up. She has been replaced on the Douglas/Heysham service by Sealink's ANTRIM PRINCESS.

LADY OF MANN, MONAS QUEEN and BEN MY CHREE are also laid up at Birkenhead. The last named was to have gone to Jamestown USA, as a floating restaurant, but the buyers went bankrupt, and here she remains.

The gas rigs in Morecambe Bay are now attended by a fleet of small craft which are based at Heysham. Helicopter operations are conducted from Squires Gate Airport at Blackpool. The vessels concerned include SEABOARD INVINCIBLE, STONEHAVEN, SUFFOLK PRINCE, SUFFOLK MONARCH.

For some time the Fishguard-Rosslare service has been maintained by STENA NORMANDICA, but in October she is relieved by Sealink's HENGIST from English Channel routes.

On 25th June 1985, US Coastguards, from their HQ at Washington DC, issued a warning to Atlantic shipping that large icebergs were reported in 41-08N 49-23W, these being outside the limits of all other known ice. This position was very close to where TITANIC sank in April 1912 which was also a year when the ice came further south than usual, and it is said that Britain had a poor summer. The Meteorological Office at Bracknell say that it is known that the ice affects climate worldwide, but that until recently man has not had the technological equipment to complete research in this matter.

The Greenpeace trawler RAINBOW WARRIOR which was allegedly sunk at Auckland by French undercover men, was formerly the Ministry of Agriculture and Fisheries SIR WILLIAM HARDY, built and registered at Aberdeen in 1955.

The hijacked Italian liner ACHILLE LAURO was built at Flushing in 1947 as WILLEM RUYS and remained under the Dutch flag until 1965.

The MIDAS buoy, orange in colour, off Sandon Dock, marks the end of a sewage pipeline, eventually to be used by the Manchester sludge ships when the upper reaches of Manchester Ship canal closes.

The fast pilot launches working at Point Lynas are named SANDPIPER and TURNSTONE whilst those working from the Mersey to the Bar are DUNLIN, KITTIWAKE, SHEARWATER and KINGFISHER.

In September, MANXMAN remained in her berth at Preston with workmen on board, and closed to the public. Her hull is now silver grey; her funnel is cherry-red without the black top and it has a circular white medallion on which appears the three legs of Man. She is to re-open to the public in December under new management. Consideration was given to moving her from Preston, to a berth somewhere more accessible to the public, but the River Ribble is now unnavigable to a vessel of her size. It is sad to see this once proud ship reduced to the role of a showboat. Nevertheless she remains a credit to her builders, Cammell Laird, who put the finest workmanship into her.

N.R.P.

"EMIGRANTS TO A NEW WORLD"

In Spring 1986, Merseyside Maritime Museum will open a major permanent exhibition to tell the fascinating story of the 9-million emigrants who passed through Liverpool between 1830 and 1930. The exhibition will be in the basement of 'D' Block.

Emigrants from Britain, Ireland, Sweden, Holland, Germany and Russia all came to Liverpool looking for ships bound for the United States, Canada and Australia. In the late 1840's the emigrants included the Irish fleeing from famine, in the 1850's many were hoping to strike it rich in the Australian Gold Rush. Russian Jews escaping from persecution also passed through Liverpool on their way to the United States in the late 19th and early 20th-centuries.

A major section of the exhibition will deal with the emigrants' experiences in Liverpool while waiting for their ship. The emigrants usually spent between one and ten days in Liverpool, staying in local lodging houses. There will be photographs and also a 1922 film of emigrants in Liverpool. Visitors will be able to listen to a tape recording of an emigrant's diary, written in Liverpool.

Until the early 1860's most emigrants left Liverpool on a sailing ship. It took up to 35-days to reach America and up to four months to get to Australia. Steamships reduced voyages across the Atlantic to between 7 and 10 days. There will be models of emigrant ships, (including the famous MARCO POLO which carried many emigrants to Australia in the 1850's), emigrants tickets, and illustrations of life on board an emigrant ship. Up to about 1900, most emigrants travelled in the overcrowded steerage which was like a large dormitory.

Emigrating by ship could be unpleasant, particularly in a storm when many were ill.

The exhibition will trace the new lives found by the emigrants in America, Canada and Australia. There will be photographs of life on farms, in cities, building railways and in the goldfields. We hope to have a film of New York's Ellis Island where so many emigrants arrived between 1892 and the 1920's. Tape recordings of emigrants' letters home will also be used.

Wherever possible, we will use examples of actual emigrants - people

like Rebecca Burlend who emigrated with her family in 1831 from a small farm near Leeds and found a hard life farming in Illinois in the United States.

Visitors will be able to follow the footsteps of the emigrants down a reconstructed mid-19th century Liverpool street, past an emigrant lodging house and ticket office. The visitor will then walk into the reconstructed steerage of a sailing ship and see for themselves the cramped conditions where the emigrants slept and lived for weeks at a time. The emigration experience will be enhanced by the right sound effects and even smells!

On some days there will be actors in the street and ship, performing an emigration drama based on actual events.

THE EMIGRATION BUREAU

Visitors to the emigration exhibition will be invited to use the Emigration Bureau designed to help those interested in tracing emigrant ancestors to the correct sources. More than an information centre, the Emigration Bureau will prepare the would-be family historian for the requirements of genealogical research. A VDU and computer program will introduce the visitor to major sources such as passenger lists, census returns and church and state records.

The bureau will stress the pre-requisites for research using archival sources namely a degree of preparation (defining exactly what it is that one wishes to know), effort and patience (one cannot expect an instant, detailed response from busy office staff).

In addition to the VDU display, an area of the bureau will be devoted to illustrations of original source material and information on the major libraries and archive offices holding such sources.

ITEMS OF INTEREST TO BE FOUND IN MERSEYSIDE COUNTY ARCHIVES...

Several years ago, Gordon Read, Keeper of Archives, in a talk to the Society, explained the origins of the Archives and gave a general idea of what they contained. Since then the work of cataloguing and listing them has progressed enormously with the aid of several Government 'job' schemes. The following is a selection of interest to those with nautical research in mind.

Logbooks of the Upper Mersey Navigation Commission vessels 1921-1958.
Miscellaneous correspondence and papers from 1860:

T & J Brocklebank Ltd

New Ship specifications book 1792 - 1844

Liverpool Apprentice books 1820-1898 - other records 1770-1945

Ship Specifications' etc 1917-1958

Cunard S.S. Co Ltd*

Plans and drawings of vessels 1840-1954

specifications 1898-1962

Correspondence relating to QUEEN MARY and QUEEN ELIZABETH, MAURETANIA
CARONIA etc.

Abstracts of ss logs 1858-1930 Voyage Data books 1874-1949 etc.

Cammell Laird Shipbuilders Ltd

Engine Plans 1892-1960

General Machinery Arrangements 1893-1922 etc

These are merely a few items listed in 'A Summary Guide to the Archives'.

*There are Cunard Papers and McIver Papers collected by the late Francis E Hyde when writing his book "Cunard and the North Atlantic". These are held in the Liverpool University Archives.

SEA POWER

Those far distant, storm-beaten ships upon which the Grand Army never looked, stood between it and the Dominion of the World.

Alfred Thayer Mahan: "Influence of Sea Power on the French Revolution"

RESEARCH ASSISTANCE

Research, where material is not available locally, is expensive in both time and money. A London research will charge £10 for a single basic enquiry and perhaps a photocopy of a document will double that. For a Liverpool person a visit to London using a day-return 'Saver Ticket' costs £16.50, such visit perhaps only to search a single register at one establishment which may not take more than a couple of hours.

If a number of queries could be taken up at the same time the cost could be quartered and other fees could be halved. Do the members think we could run such a service ourselves?

Any member wishing to consider that matter further, please contact the Chairman by letter to the address below, or by 'phone.

For the time being, will all contributors please send any news, notes or queries or other copy for the BULLETIN to the Chairman, LNRS, 39 Mockbeggar Drive, Kings Park, Wallasey L45 3NN.
Tel: 051-639 5546.

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

B U L L E T I N

Merseyside Maritime Museum
Pier Head
Liverpool L3 1DN

Hon.Secretary - Miss G L G Sweetnam
Asst.Hon.Sec. - A Scarth
Editor - Vacant

The Shipowner's order

Build me straight, O worthy Master!
Staunch and strong, a goodly vessel
That shall laugh at all disaster,
And with wave and whirlwind wrestle!

And first with nicest skill and art
Perfect in every part,
A little model the Master wrought,
Which should be to the larger plan
What the child is to the man.

H W Longfellow, The Building of the Ship

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OCTOBER MEETING

There was an excellent turn-out of members for the talk by Christopher Mosely, the Museum Model Technician, who is responsible for the care, maintenance and renovation of one of the World's largest collection of ship-models and which includes

the 21ft long ship-builders model of the vessel which has captured the interest of millions of people in the last decade, TITANIC. We listened avidly to the description of how the models are cared for and the tools used.

After explaining something of the history of the collection, Chris then used slides to show the various types of models and the reason for their making. We then saw a number of slides picking out the points of special interest and detail relevant to maritime historians.

The members' attention was held throughout and there were many questions not least from the artists and model-makers among us. It is quite unfortunate that this excellent talk did not lend itself to written record.

The Liverpool City Museums published a list of models in the collection in the late 1930's this is now out of print, but can be found on the shelves of most public libraries in the area.

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Colder and louder blew the wind,
A gale from the North East,
The snow fell hissing in the brine,
and the billows frothed like yeast.

H W Longfellow - The Wreck of the Hesperus

The LONDONDERRY Incident - 1848

The paddle-steamer LONDONDERRY built in 1841 for the North West of Ireland Steam Packet Company by the firm that built a couple of the early Cunard vessels, was the last wood steam vessel to be built on the Clyde. She spent most of her career carrying passengers and cattle and general cargo between Irish ports and Glasgow or Liverpool.

In September 1846 she ran ashore on the Mull of Kintyre, refloating with little or no damage. The following year she was noted as having carried 1778 passengers between Londonderry and Glasgow: in view of the size of the vessel, a single decker with a couple of small saloons, it was not a laudable thing to do even during good weather in August.

Having a normal speed of about 10-knots she was 177ft long 24ft beam - 46ft over the paddle boxes, and her tonnages were 525 gross, nett 227. In 1848 most of the year was spent carrying Irish emigrants between Northern Ireland and Liverpool, from whence most of them would take a passage to the USA.

On 1st December 1848 when loading cargo and passengers at Sligo the Mate Richard Hughes, stopped loading having found the ship too deep to cross the Bar. Some of the cargo and all of the passengers were sent ashore and the ship moved to an anchorage outside the harbour. During the afternoon, loading was continued with the aid of a small steam tender. Finally LONDONDERRY weighed anchor at 4pm and left with 174 passengers, 44 black cattle, 62 sheep and 26 pigs. The wind was off-shore, strong southerly, accompanied by snow flurries.

For the more wealthy passengers, and there were only three, there was a cabin. For all of the other passengers, mostly emigrants, entitled to little more than a passage, there was the steerage saloon. This space was adjacent to the engine room where the bulkhead was 23ft across the ship. The for'd bulkhead was 17ft across and the height under the Beams was 6ft 7ins. Into this space a large majority of the passengers crowded at the beginning of the voyage away from the cold damp conditions on deck. With any more than a hundred people the saloon would have been overcrowded, but a few of them had had a drink and there were those who were sea-sick. And it was later shown that there were almost 150 souls packed therein, so that when the vessel began to roll in the long Atlantic swell, the atmosphere would become foul.

The deck crew spent the first hour securing the cattle in the pens and the deck cargo amongst which were 50 bags of mussels. At 1730 the Mate reported to the Master, Capt Alexander Johnston, that the ship had been well battened down and in passing mentioned that the slide (roof) of the Steerage companionway was

not in place. At 1900 the Mate ordered one of the sailors to cover the companionway with a piece of tarpaulin as the slide was missing. This was checked by the 2nd Mate, Ninian Crawford, about 2000 when the wind showed signs of veering to the west and increassing. At 2100 there was a severe gale from the North an onshore wind and some water was being taken on deck. An hour later a sailor reported that the tarpaulin over the companionway was off and in the search for it the slide to the roof was found in the cattle pen.

During the previous couple of hours there had been complaints that the occupants of the Steerage were in a state of turmoil; it was said that a number of the emigrants were pillaging the possessions of their weaker numbers and that there were fights - probably because people were being thrown on top of each other by the movement of the ship. Some had become affected by the foul air. Cries for water were heard. A 12-years old girl, travelling with her mother and three brothers and a sister, later gave evidence that three times she went on deck to collect water from the single pump: each time the water was snatched from her hands before she reached her mother.

When the cattle broke loose from the pens and the deck cargo shifted, the sailors cleared the deck at 2200 forcing the 20 or so passengers down the companionway which then had the slide fitted in place and a tarpaulin placed over it and fixed with a couple of nails and a couple of turns of thin rope. One of those forced below managed to jam a piece of wood in the opening which allowed some freedom of movement in the slide and tarpaulin, and which gave a little air - insufficient - to those in the Steerage.

At midnight the lamp went out; some said because of lack of air, and the conditions were even more unbearable. A number of men were able to force the slide off the companionway side a little way and 'squeeze through the narrow opening to gain the fresh cold air on deck. They found the sheep running wild about the decks and the sailors busy re-penning them. Several bullocks had died - of fright? - and one lay half across the companionway for some time, blocking attempts by those below to get out. One man, more persistent, managed to convince a sailor that there was trouble below. The latter went down and found a fight at the bottom of the ladder, and used his fists to restore order.

The sailor heard a few cries and moans from those in the Steerage, but he did not think they merited attention, and returned to the deck.

About 0500 the Mate was accosted by one of the men who were able to crawl through the partly open companionway covers. There was an altercation in which the Mate was threatened that he would die on arrival at Liverpool if he did not investigate the situation in the Steerage. This persuaded him to look below. At the foot of the ladder, he found five bodies.

Capt Johnstone on the Bridge was told of the situation. There was little he could do immediately, other than make for the nearest shelter or port. Course was being maintained only with difficulty and the speed was a mere 4-knots. He decided to make for Loch Foyle and Londonderry. Hughes, the Mate, took a few men below with him, it was later alleged that his oil lamp went out through lack of air; certainly the light went out several times. The party discovered another ten bodies and spent quite a bit of time and energy carrying the weakest people into the galley, forward saloon and the engine-room and the crew's quarters.

LONDONDERRY did not reach the shelter of Loch Foyle until 2100 on Saturday night when she anchored off Morville. But the Master already knew he had a tragedy on his hands - at least forty people were dead. And in the final account, seventy-two persons had lost their lives.

The vessel steamed up-river to Londonderry at 0700 on Sunday morning, there to be met by the police who had taken the precaution to have troops standing by; wisely as it turned out, for there was almost a riot. No one was allowed to leave the ship, which caused further unrest, but a search of the pockets of a number of men showed the sense in that: there had been stealing on a large scale. One woman lost her purse when a man "fell" on her when the ship rolled. The purse was later found in the pocket of one of the dead.

Within two days, a Coroner's Inquest was convened with a jury of 15 men led by a local JP. After a three-day hearing the jury returned a verdict of manslaughter against Alexander Johnstone, Master, Richard Hughes, Mate and Ninian Crawford, 2nd Mate.

The Coroner allowed this verdict after permitting no cross-examination of the witnesses or any real legal procedure at all. There does not appear to be any further record of the case.

But the incident brought to light the lack of control over accommodation for passengers and the dangers of overcrowding. The Board of Trade began to take a greater interest in such matters and produced a number of proposals for Parliament to discuss. However, it was to be a couple of decades before an even more disastrous accident in the Thames caused the laws to be tightened.

THE GREAT LAKES

Rose the black and gloomy pine trees,
Rose the firs with pines upon them,
Bright before it beat the water,
Beat the clear and sunny water,
Beat the shining Big-Sea-Water.

H W Longfellow - Hiawatha's Childhood

When Queen Elizabeth and President Eisenhower inaugurated the use of the St Lawrence Seaway in 1959, the future of the Great Lakes Region seemed secure and with increasing prosperity for all those living and working around the shores thereof. It was not the first waterway linking the Gt Lakes to the Ocean, there had been minor canals since the 18th-century. There were also river and canals leaving the Lakes for the south, one via the Hudson River and another via the Mississippi-Missouri.

The St Lawrence Seaway was formed by using the dimensions of the Welland Canal locks as a guide. These had been built between the wars to accommodate the largest size of vessel that was in those days envisaged. And the post-war ideas did not think in terms of the sizes of ships we know today.

However, in the past few years there has been a slow-down in the rate of increase in cargoes and in the past year a down-turn

larger than had been anticipated. The major cargoes of the Great Lakes Region this year have been about 20% down from 1984, most of it due to a 45% decrease in grain shipments. In contrast to Britain's awful summer, Western Canada has suffered a drought. Critics of the Seaway point out that even with subsidies from both the Canadian and US governments, the waterway operates at only half capacity and any down-turn effectively requiring a doubling of the subsidies.

This year, Russia and Europe began buying grain late in the season and just when there was some signs of increased demand for ships, industrial disputes disrupted traffic and as the strikes were cleared up, a lock wall on the Welland Canal collapsed, trapping at least 72 ships above the canal.

The hole, 150ft long, needed some 2,400 tonnes of concrete to fill it. The blockage lasted some three weeks.

This gave some impetus to traffic in the barge canal which links Lake Erie via the Hudson River to New York and the Atlantic Ocean. Vessels 295ft x 44.5ft with a draft of not more than 9ft canal traverse this canal. There is also a series of canals and river navigations through which vessels up to 330ft long can pass with a draft of about 14ft.

Seen on the Seaway recently FORUM CRAFTSMAN, this vessel looked remarkably like the CRAFTSMAN of T & J Harrisons. Has been running in and out of the St Lawrence for a couple of months.

November 29th. Another accident blocked the Seaway. The JALAGODAVARI struck a bridge a few miles west of Montreal and remained jammed in the wreckage for over ten days. Gale force winds over the following few days (up to 80mph) hindered attempts at towing vessel free.

Fortunately although several cars were thrown into the water, there was no loss of life.

Up to ten days later a mere three small vessels have been able to pass the accident bridge and probably 30 vessels are held up above the blockage. The Waterway normally closes around the end of December. There will be quite a rush to clear the Seaway of traffic before the ice sets in.

Mention is made above about traffic on the New York State Canal system. There is only one dry cargo vessel operating on the canal; she carried cement from Oswego on Lake Erie to Utica NY. In November the ROBERT KOCH was seen loading cement at Oswego - she is the former ETHEL EVERARD sold to NZ buyers in 1962, was working in the Great Lakes from 1977 to the present. In 1984 her engines were not so good and a notched frame was welded to the stern to permit her to be 'pushed' by a local tug.

****It is hoped to have a short history of the Great Lakes printed in the next volume of the Bulletin.**

NEWS AND NOTES

The Mersey is to have a new floating crane late in 1986. It is being constructed in Holland at a cost of £4m to replace MAMMOTH and SAMPSON. Total lifting capacity will be 250-tons with a 20-ton grab for bulk cargoes. It will have a sea-going capability to work with and alongside oil-rigs etc. In view of the recent development in the eastern corners of the Irish Sea, this appears to be an excellent investment for the Mersey Docks Company.

SHIPS TO THE BREAKERS

BATILLUS	553,000 tons built 1976 Shell under French Flag
BELLSMYA	" " " " " " " "

GLOBTIK TOKYO	484,000 built 1973)	Liberian Flag
GLOBTIK LONDON	" " ")	

These were amongst the largest ULCC's ever built.

The tug DAVID F (ex SALTHOUSE ex B.C.LAMEY) lies ashore badly damaged at Londonderry after being holed by the Panamanian JUPITER II after the towline parted. Salvage work is proceeding.

She has been working at that port with SAMUEL F(ex HORNBY ex J.H.LAMEY)and both tugs are well remembered on the Mersey.

Sefton Council is planning to commemorate the 100th anniversary of the wreck of MEXICO next year, when both Southport and Lytham lifeboats were lost. The copper plaques on the promenade memorial have been corroded and almost unreadable for some years. I made representations about this and at last the plaques were removed for cleaning and have now been replaced, painted over in matt black. This means that a close approach must be made to read the embossed lettering, where two colours would have been beneficial. But I suppose we have to be thankful that anything was done at all.

Since the Isle-of-Man services from Liverpool were discontinued there have been many complaints from the public. Now a consortium of business-men on the Island with links on the mainland, are planning to bring back the service on a 'twice-weekly' basis. Let's hope the enterprise succeeds. In the meantime, those passing Birkenhead Docks on the motorway see the sad sight of a couple of the IOMSP vessels laid up and apparently for sale.

On Sunday evening 3rd November, a small vessel converted from a fishing boat to yacht and named LADY TRACY, sprung a leak when five miles south of the gas rigs and about the same distance from Blackpool. There were three men on board. Liverpool Coast-guard Hall Road, Crosby, dealt with the casualty. The rig attendant vessel SUFFOLK MONARCH took a radio bearing and proceeded, but a fishing vessel was first on the scene and stood by pending the arrival of the Fleetwood lifeboat, with a helicopter on standby at Blackpool. The LADY TRACY was taken in tow by the lifeboat for beaching, but sank on the way, fortunately the crew were saved. It was a copy-book example of rescue co-ordination such as we now have in the Irish Sea.

N R PUGH

After a run of something like 80-years, the firm of A Guinness & Sons of Dublin, are to hand over the management of their vessels to another company. In 1986 the vessels are to be handed over to Messrs T & J Harrisons to manage for them. The remaining vessels are MIRANDA GUINNESS and THE LADY PATRICIA. THE LADY PATRICIA was built at Bristol by Chas Hill & Co in 1972, to carry the large portable tanks used by the firm to transport the Guinness and lager from Dublin to Liverpool and Manchester. She was converted to a tanker in 1974 and remained in regular operation until 1981 when the firm introduced single ship working in reaction to the downturn in sales of Guinness. The MIRANDA GUINNESS was built in 1976, the last vessel to be built by Chas Hill & Co before the firm ceased ship-building. She is 1541 gross, 712 nett, listed as beer carrier. The beer is carried in independent tanks in the hold. The 15 tanks are capable of being discharged automatically into road tankers and the tanks are cleaned automatically with a mere cursory supervision by the crew on the return voyage.

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The six Cunard vessels which have been laid up in Birkenhead Docks for almost a year, have been sold to Kappa Shipping, a London-Greek company which has now let them on charter to the Blue Star Lines. The ships are 'reefers' all fairly modern and were sold for \$9m each:

CARINTHIA (ex CANTALOUPE) and CARMANIA (ex ORANGE) are each 9745 gr 10973 dw tons built in Norway in 1973 and 1972 respectively.

SAMARIA (ex CHRYSANTEMA), SAXONIA (ex GLADIOLA), SCYTHIA (ex IRIS QUEEN), SERVIA (ex ORCHIDAE) are each 12,500 gr 12,300 dw tons built 1972 at Aalborg, Denmark.

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More Research Sources...

NAVAL & MARITIME HISTORY : An annotated bibliography
4th Ed. revised and expanded - David & Charles 1972
by R G ALBION

This valuable aid to any researcher is a comprehensive bibliography listed according to subject: naval architecture, maritime commerce, ports, customs' services and often divided into geographical regions etc. Brief information on British and USA Government material is included. The compiler, a well-known American Marine Historian, adds his own comments to each item. Many of the books listed also have fair-sized bibliographies.

SHIPPING : A survey of Historical Records
by P Matthias and A W H Pearsall - D & C 1971

This book is in two parts, the first, describing the records of shipping companies and where they are deposited; the second, listing documents relating to shipping deposited in the Archives, Record Offices and libraries of many public authorities. This book is at present being revised and expanded.

(A W H Pearsall is one of our country members).

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Cayzer Irvine Shipping Ltd have sold one of their two remaining ships leaving them with the SCOTTISH EAGLE, a product tanker built at Birkenhead in 1980. This is a sad day for the company who once had almost 100 vessels after beginning with one ship the CLAN ALPINE from an office not very far from the Merseyside Maritime Museum in 1878. The company still provides crews for nine foreign flag vessels: AL ATTARED, AL MOSHTAREE, AL ZAHRAH, AL ZOHAL, BORA UNIVERSAL, CASPIAN UNIVERSAL, SCIROCCO UNIVERSAL, MELTEM and MISTRAL. Any strengthening of the pound in the world's exchange rates and these crews will find their jobs in jeopardy.

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QUERIES & ANSWERS

85/4

About 1912 a large steamer approaching the Mersey was in collision with a fishing vessel and a Mersey Docks vessel BETA. There was some loss of life. A reader has asked for information on this incident.

85/1

CLEOPATRA (Cleopatra's Needle) was towed to London by two vessels. The first, OLGA, an ordinary cargo vessel, towed the CLEOPATRA from Alexandria, Egypt, as far as the Bay of Biscay where the tow broke adrift. In recovering the crew of the obelisk, five crew members of the OLGA's boat were lost. Although the crew of the tow were saved the CLEOPATRA drifted away and was found by another vessel FITZMAURICE and towed into Ferrol, Spain, and ultimately towed to the Thames by the triple-funnelled tug AN LIA.

It has been suggested that the OLGA (or the FITZMAURICE) later was re-named THETIS.

85/2

The severe storm which struck Samoa and destroyed a large number of ships, occurred in 1889. It passed over Apia harbour sinking eight American and German naval ships together with a dozen or so merchant sailing ships. The only vessel to survive was HMS CALIOPE which put to sea to meet the storm.

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PALM LINE - END OF AN ERA - J E COWDEN

22nd October last, signalled the end of the thirty-six year business of London based shipowner Palm Line, when it was announced that Elder Dempster Lines had acquired the Palm Line Conference trading rights. In addition, Elder Dempster also acquired their shareholding capital in African Container Express, Liverpool Maritime Terminal and West African Terminals.

To many, thirty-six years in the shipping business may seem but a very short space of time: however, it can be rightly said that the forerunners of the present-day Palm Line goes back to the early 1900's.

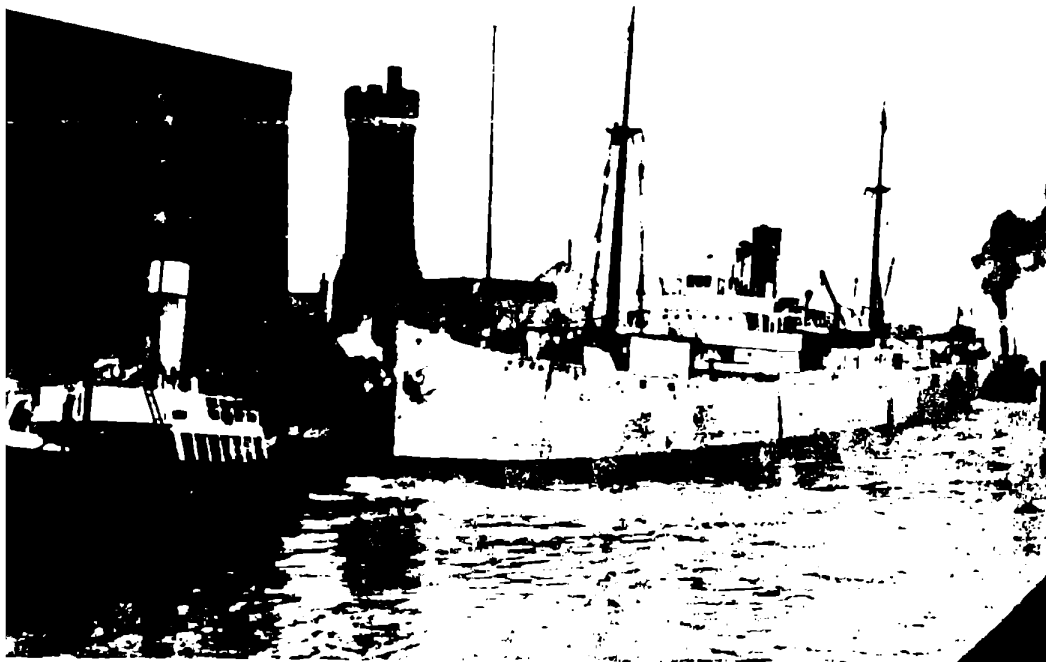
When William Lever, the Bolton Grocer who, by 1910, had become the most important figure in the British soap industry, first became interested in Africa, his desire to protect his raw materials supply was to lead to the formation of the United Africa Company.

In this way, Lever was able to gain some independence from outside sources as far as his supply of raw materials was concerned, but the next problem however, was getting the raw material back to his factory at Port Sunlight. Here he was at the mercy of outsiders, for the trade between the United Kingdom and the West Coast of Africa at that time was dominated by Elder Dempster Lines. The outbreak of the war caused an acute shortage of shipping space, therefore, during 1916, the former Bolton Grocer took over the Manchester company of H Watson & Company, which had a fleet of eight steamers, with names derived from villages and hamlets situated in Cheshire and Shropshire - COLEMERE, DELAMERE, ESKMERE, FLASHMERE, LINMERE, OAKMERE, RABYMERE and REDESMERE. Their average tonnages ranged from 1251 to 2293 gross, and Lever re-named his new acquisition the Bromport Steamship Company - thus named after Bromborough Port, a port on the Wirral dominated by Lever businesses. The new line soon helped to clear up the mounting pile of goods waiting to be shipped back from West Africa to the United Kingdom. Unfortunately however, 1916 was hardly an auspicious year for setting up a new shipping line. The war at sea was just about entering its most savage stage which resulted in the Bromport Line losing COLEMERE, ESKMERE, REDESMERE and DELAMERE.

With the return of peace, the twin screw steamer KULAMBANGA, was transferred from Lever's Pacific operation to the Bromport Line. However, Bromport was never to become an important part of the Lever Empire. The war years had seen Lever's African operations become increasingly important to the Group. But the largest trading concern in the region was the Niger Company, which had been founded some forty years before and, until 1900, had virtually run what is now present-day Nigeria. In 1920 however, the Niger Company Board hinted that they might be interested in an approach from Lever, which they jumped at. Negotiations were completed with remarkable speed, due to Lever's fear of being outbid by rival companies such as Elder Dempster or the African & Eastern Trading Company.

Shortly after the war, the West African Conference Lines was formed by Elder Dempster, the Holland West Afrika Linie, and the Woermann Line. With the Conference offering very attractive rebates to regular shippers: brought about, in 1923, the closure of the Bromport Line - thus ended Lever's first venture into the world of deep-sea shipping.

With the closing down of the Bromport Line the African & Eastern Trading Company formed its own fleet, when they acquired a former Scandanavian steamer of 2116 gross tons which they re-named ASHANTIAN, followed immediately by the 3000 tonner WOODVILLE from the Southern Whaling Company (interesting to note that this ship had the distinction of carrying the body of Antarctic explorer Sir Ernest Shackleton to South Georgia for burial) and a further steamer of 2739 tons which they re-named ETHIOPIAN. Further changes took place over the next couple of years, which resulted in the old Niger Company, encouraged by the improvement of the West African trade, taking the first step in forming its own fleet, when they purchased the former Cunarder TYRIA which they re-named ARS - the Latin word was the first part of the motto of the Royal Niger Company, Ars Jus Pax (art, justice, peace).



The 3,000-ton Woodville, seen here in the Mersey, was one of three ships bought by the African and Eastern Trade Corporation in 1923. Built in 1892 she was formerly owned by the Southern Whaling Company, and was sold in 1928, shortly before African and Eastern merged with the Niger Company to form the United Africa Company.

1929 witnessed the merger of the A & E and the Niger Co, which brought about the formation of the United Africa Company: and a few months later Lever Brothers merged with the Dutch Margarine Union to form the present-day Unilever group of companies.

The formation of Palm Line was to be as a result of the first of these mergers.

The size of the United Africa Company, by far the largest operating company on the West Coast of Africa - meant that the prospects of their newly formed fleet was much better than had been the case with the old Brompton Line.

In a period of four years (1930-34) seven second-hand steamers were purchased. Following the tradition of the A & E they were all given names associated with countries and ports which they served. Although a number of these newly acquired units could better be described as 'vintage class', they did enable the U.A.C. to establish itself as a major shipping line in West Africa. In later years the old second-hand tonnage was replaced by new building which transformed the fleet into one of the most modern fleets on the West Africa run. At the outbreak of the second world war the U.A.C. fleet stood at sixteen steamers, half of which had, ironically, been built in German shipyards. Apart from the GUINEAN all other names of the fleet ended in 'ian' ie LAFIAN, NIGERIAN etc. As the dark clouds of war spread across the face of Europe, all sixteen ships lost their traditional buff, black topped funnel colour for that of grey and came under the Government Liner Requisition Schemes.

U.A.C. like most shipping lines suffered many casualties - of the sixteen ships - nine had been sunk. Of the remaining seven, five had sustained damage, the remaining two LEONIAN and ETHIOPIAN, having served with the Royal Navy for most of the war, escaped unscathed.

On cessation of hostilities U.A.C. re-built their fleet with the acquisition of new building or long-term charters (three "Fort" boats). However, in 1947-48, much change was taking place in various West African countries which resulted in the U.A.C. re-thinking how best to operate their shipping interests. For all these past years they had carried their own exports and imports - similarly as the John Holt Line - but due to the changes

sweeping across Africa they took the decision to establish an independent company, and become a common carrier able to operate as Elder Dempster (and others) and not tied exclusively to U.A.C. cargoes.

February 16th 1949, therefore, an extraordinary general meeting of the shareholders was held to set up a new company. This was accomplished by reviving the articles of association of the old Southern Whaling & Sealing Company which Lever had purchased before and was now lying dormant.

The name of the new company was not decided upon without considerable discussion. At one time during the meeting the name "Sun Line" was proposed. Finally however, the name 'Palm' was tabled. It is said that the first Chairman of Palm Line commented, "wits on the Guinea Coast would call it Palm Wine". The Palm tree emblem was also the subject of considerable criticism and many disparaging remarks, but eventually the name, and the emblem were accepted by all.

Actually, the name was a reference to the commodity which had first attracted Lord Leverhulme to West Africa, and the Palm tree emblem evolved from the discussion that followed the choice of name. It had first been used on a Unilever house flag designed during 1939. The tradition of using names linked with West Africa was to continue. Further, it was decided to add the name 'Palm' in the names of all their ships.

The first Board consisted of the following:

Mr Samuel	- Chairman - Later appointed Chairman of U.A.C.
Mr Cole	- Director - Later Lord Cole Chairman of Unilever
Mr Smith	- Director - Later Sir Arthur Smith Chairman of U.A.C.
Mr T Bragg	- Director.
Mr A E Hoffmann	- Director - Later Chairman of Palm Line.

and the fleet comprised fifteen vessels:

ASHANTI PALM	ex ASHANTIAN	DAHOMAY PALM	ex CONAKRIAN
OPOBO PALM	ex CONGONIAN	BENIN PALM	ex ETHIOPIAN
GAMBIA PALM	ex GAMBIAN	KANO PALM	ex GUINEAN
KUMASI PALM	ex KUMASIAN	OGUTA PALM	ex LAFIAN

LAGOS PALM	ex LAGOSIAN	MENDI PALM	ex LEONIAN
VOLTA PALM	ex LIBERIAN	MATADI PALM	ex MATADIAN
NIGER PALM	ex NIGERIAN	TAKORADI PALM	ex TAKORADIAN
LOKOJA PALM	ex ZARIAN		

Thirty-six years, during which time Palm Line had kept abreast of the ever-changing pattern of the West Africa Trade - Palletisation, Unitisation Lo Lift Bags - by introducing into their fleet fine modern cargo liners.



Tonnes DW 8948

m.v. LOBITO PALM - PALM LINE LIMITED

Service Speed 16 knots

Again, with the ever-increasing number of Containers now being shipped, Palm quickly replaced obsolete tonnage with the introduction of Combo type vessels capable of lifting 700 TEU's or a mix of Break Bulk and Containers.

Without doubt, Palm could well keep abreast of change and combat severe competition in the trade. However, like most large industries the Accountant (now called Financial Controller) was constantly looking at the bottom line - profit/loss. Within the last eighteen months witnessed the disposal of fairly new Combo ships - APAPA and AFRICA PALM.

At date, the fleet looks like this:

BAMENDA PALM; BADAGRY PALM; LAGOS PALM;
LOKOJA PALM; MATADI PALM

The 'B' class above had just completed fairly long charters to the Cameroun National Line. LAGOS and LOKOJA PALM had completed the odd voyage to West Africa, either for owners account or out on charter, whilst the ageing Vegetable Oil carrier MATADI PALM is carrying oil around the Bonny River area.

It can be said in today's modern society that a 'Liner Company' is not in business to operate a 'Tramp Service' therefore all Palm Line ships reverted back to the Parent Company and the announcement was made 'ED acquire PALM'.

(Many of the Elders of Elders will look back on the 'friendly' banter that took place between ED and Palm over the past thirty-six years. It was necessary, of course, for both parties to occasionally look over their shoulder. Such a change would have brought more than a smile to our former Chairman's face, the late Albert Muirhead, for he and his old counterpart Albert Hoffmann had many, many ED/Palm exchanges.)

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NOVEMBER MEETING

For the November meeting there was another excellent turnout of members. Our own John Kearon, Museum Shipwright and ship-keeper, gave a talk on the DE WADDEN which now lies in Canning Dock waiting to be placed in the Museum Dry-Dock for renewal of her bottom plating. John has many links with the vessel through former owners in his home town of Arklow. Although a resumé of his talk follows, a couple of notes will not come amiss.

John showed us a number of slides, several of which showed shore establishments such as ship-chandlers and ship-provision merchants. In doing so he explained that many of the Irish schooners had owners who were also proprietors of local grocers and provision merchants in the home ports of the respective schooners. Dependents of the crews were able to collect the weekly portions of wages from the shops and no doubt were encouraged to buy their foodstuffs there too!

An interesting item explained that the inhabitants of the smaller ports and havens around the Irish coast clubbed together to buy a winter's supply of coal for themselves and ship it in by the DE WADDEN and similar vessels. Any surplus they were able to dispose of to towns and villages inland, thus reducing the price of coal to themselves.

THE DE WADDEN (Summary of a talk to the Nautical Research Society)

The DE WADDEN was built in Holland in 1917, a time when coastal trade was very brisk. At the end of the war there was a slump in business and DE WADDEN's owners offered her for sale.

Capt Richard Hall of Arklow, Ireland, a well-known shipowner who had served his sea time on Liverpool Square Riggers, was at this time expanding his fleet of schooners. The DE WADDEN, a modern auxiliary vessel, was just what he required. He purchased her in 1922, sailing her from London to Arklow where some alterations were carried out, the main one being the fitting of a bulkhead forward.

Over the next forty years, DE WADDEN traded continuously between Ireland and the UK. Cargoes were varied, in her time she carried coal, ore, china clay, manure, timber and general cargo to the many small ports of Ireland and the UK. She remained in the ownership of the Hall family for practically all her working life.

One of the most interesting aspects of the DE WADDEN has been the tracing of the various people who sailed on her, notably her Captains. She had seven Captains in all, each one renowned in his field, most having served on deep-sea square riggers.

The first captain was Edward Hall, Richard's brother. Unfortunately, he fell between the ship and quay and was seriously hurt, never being able to sail again. He was followed by Captain William Kearon, a young and talented Master, he was on board for five years in the 1920's. Tragically, he lost his life when the ship he was commanding was torpedoed during the Second World War.

Captain George Kearon, a first cousin of William, followed him as Master. His father and two of his brothers were drowned when

their schooner JULIA was lost in 1935. Previously, two cousins were lost in action at sea in the First World War. Tragedy continued to stalk the family when Ted Kearon, another cousin, was drowned while commanding a midget submarine in the attack on the German Battleship TIRPITZ in the last war.

George Kearon was succeeded by Captain Victor Hall in 1932. Victor, Captain Richard's son, remained on board as Master for the next twenty years. It is he who has helped the Museum accumulate most of the information on the vessel. Captain Hall went ashore in 1952, putting Captain James Hagan in command. Captain Hagan, one of the best known Arklow schoonermen, had a very interesting career. One of his first ships was the Barque CUPICIA, of John Masfield fame, he was also at a later date, Captain of the schooner HAPPY HARRY which collided with Southport pier in 1950, becoming a total loss.

DE WADDEN's last Captain was Bobby Price who served on board until 1961 when she ceased trading and was sold into private ownership, ending a working career that spanned over forty years.

As research continues on the DE WADDEN, it becomes apparent that the personalities of people who sailed on her are just as interesting as the history of the vessel itself. Much work remains to be done on all aspects of her life. When such work is complete, it is now certain that she will be one of the best documented vessels of her type.

J KEARON
Shipkeeper M.M.M.

ANNUAL SOCIAL EVENING

This took place on 11th December. Unfortunately, due to the threat of fog and the heavy, damp conditions, numbers were lower than usual and there were nine apologies for absence. However, this did not prevent those present from enjoying the excellent table-full of food, delightfully arranged by Secretary Jill. A short talk by our President, the Rev. Bob Evans, provided an amusing and entertaining climax to the evening.

Among those present were new members Alan Rowson (introduced by Sam Davidson) and Reg Norfolk (introduced by Jill Sweetnam). Both were seen in lively conversation with many members, some of whom were old friends and acquaintances.

NOTICE

Quite a number of members have indicated that they have difficulty in attending our meetings on Wednesdays. This matter will be brought up at the AGM in April, when a proposal will be discussed that the meetings should be changed to Thursday.

Any reader of this Journal wishing to take up membership of our excellent Society, should write to the Hon. Sec., Liverpool Nautical Research Society, Merseyside Maritime Museum, Pier Head, Liverpool. L3 1DN. Subscriptions: £5 per annum; Country and Retired £4; Family £7.

All articles and other contributions to be sent to the Chairman, c/o 39 Mockbeggar Drive, Kings Park, Wallasey. L45 3NN.