LIVERPOOL NAUTICAL RESEARCH SOCIETY

(FOUNDED 1938)

Vol.31 No.1 March 1987

BULLETIN

"Nickies" and "Nobbies" Leaving Peel, Io.M. (pre 1st World War)
(photo loaned by Capt. T.H. Corteen).

CONTENTS

All correspondence should be addressed to the Hon Secretary, Liverpool Nautical Research Society, Maritime Records Centre, Merseyside Maritime Museum, Pier Head, Liverpool L3 1DW.

Subscriptions (due June 1987) £5 per annum, Country and Retired membership £4, Family £7.

The method of production of the BULLETIN and the printers have been changed. We hope you will find the new format an improvement.

From the Chairman

I am now at the end of my three-year term, a period which has seen considerable change in the environment in which the Society has evolved in it's 49 years.

There have been relatively rapid changes among the Museum staff who provided, for so long, our secretariat. In 1985, under pressure of work, they had to step down from all offices, and last year, N.R. Pugh, editor of the BULLETIN for a decade and a half and more, resigned.

Problems over meeting venues arose and in order to give time for reorganisation I incorporated the work of Secretary with that of Chairman as a temporary measure.

I must thank Ken Studdard, who, as Meetings Secretary arranged an excellent series of meetings and I'm sure he will continue the good work. Ken Witter, Treasurer, although having a term of ill-health has produced an excellent set of accounts. Because of high Bank Charges he has transferred our account to the National Giro Bank where we will enjoy free facilities. With his assistance we have been able to make a survey of our membership and increase both personal and corporate memberships.

Now that the Maritime Records Centre is open, there is a new spirit: research has begun anew and is gaining in vigour all the time. John Duffy, Graeme Cubbin, Ken Studdard and several others have been busy in the MRC: subjects including Fleet histories of John Holt & Co, and T.&.J. Harrisons, William Hutchinson (17th cent. L'pool Harbour Master). It is this work that will help to gain the publicity necessary for the LNRS to continue in being.

I look forward to a prosperous Society.

LIFE IN THE RAMSEY STEAMSHIP COMPANY 1914 - 1964

By Captain T H Corteen

The Ramsey S.S company once had a fleet of very small coal-burning coasters. It is now over 20 years since these little coal-burners disappeared from the Irish sea.

When warming up the main engine before sailing, main steam was passed through the steam chest with all the drain-cocks open so the engine room would fill up with steam prior to "taking a turn" out of the engine before closing the drains. The steam steering engines and winches all exhausted into the atmosphere. Everything around the decks would be secured, fiddles fitted over the galley stove, and domestic fresh water tank topped up at every opportunity. Sea water was their boiler feed, but if lying in a fresh water river or dock, over a weekend, they would partially blow the blower down, and re-fill with the fresh water. Dumping ashes in bad weather, the ashes were dumped onto the side decks where the sea soon swept them over. The oil steaming lights would be lighted about 15 minutes before shipping them into their respective places to allow the lamps to warm up before raising the wicks for maximum light. If turned up too soon the flame would be leaping up the glass funnel as the lamp got hotter. These lamps were cleaned and trimmed every day as bright clear lights were necessary for safety.

In a dock or harbour at night, when loading, to read the draught marks, a wad of oilly waste or wad of newspaper would be set on fire and dropped into the water close by the stern or stern post and so light up the white painted draught marks.

This type of coaster has gone forever and the type of men who manned them; it was a hard life, often dangerous, 7 days a week, with no such things as "overtime" or "unsocial hours", as sometimes the crew would be on foot for many hours, if the weather was bad, with the noise of the sea, terrific motion, disturbed sleeps, because the motion could make lying on the bunk very uncomfortable, the body moving about with the heavy lurches and rolls, as the coasters could be caught on a passage with deteriorating weather, then there would be a hard slog to finish the passage or to seek shelter, often just bobbing up and down in the one place for hours; there were no weather forecasts in those days, masters, weighed the weather up and tried to get in as many cargoes as they could - they were paid a bonus on the number of cargoes they completed. The total weekly wage bill for the whole crew, from the master down, generally six in number would in the 1920s be in the region of £21. to £22. and these men would often see dawn break for weeks on end as it did not takelong to load or discharge them.

In bad weather these small coasters would run for shelter, and anchor in some very remote places, sometimes miles from civilisation, and so would not have contact with the shore, no radios being carried those days and they would maybe have to remain anchored there for days, the owners having no-idea of their whereabouts until they would eventually reach the port to where they were bound.

It was very interesting coasting in these small vessels, so close in when steaming along the land, short cutting, inside of rocks, shoals and small inlets. If for the Bristol channel from the Preston or Mersey bar, they would steam down along the Constable bank, inside the Victoria bank, close alongside of the Harry Furlong Beacon, inside the Middle Mouse the West Mouse (these are big detached rocks) then hard-in, very close alongside of carmel head, with the skerries close to starboard. The skerries a very nasty cluster of rocks and reefs, and the Carmel rocks very much closer to starboard, practically alongside, with many just awash at low water.

There is quite a fierce tide running around this corner, up to 6 knots. Then down past St. Davids Head, thro "Jack Sound" where the tides can run up to 7 & 8 knots, past Skomer, Skokholm and Grasssholm, 3 islets where the charts are marked "strong tidal race-dangerous". This, is the "Wild Goose Race"

Local knowledge like this cannot be learn out of a book, but it saved many miles in distance and so saved lots of time, and many tons of bunkers. They would go windbound and anchor in some very remote places,like close E. of the Toe of the Mull of Galloway, in on a beach of shingle,with the high rocks close to, and at night, as dark as a cave, with not a shore light to be seen, so unable to take a bearing in case the anchor would drag, just the loom of the mull light passing overhead, a realy precarious position, rolling rail to rail if loaded and the hugh seas racingup the solway only yards astern of you. In behind Lambay Island, off Malahide, just N. of Dublin Bay in E'ly winds, no other shelter near. The "Pool" in the Menai Straits, behind Puffin Island around Tryn Dhu, the "Hole" at Preston, the "Lighthouse" hole. Inside the banks at the Ribble entrance, with hardly room to swing to an anchor, whilst awaiting a pilot, if too much weather for him to board, out at the bar, that is the Nelson to the Gut Buoy.

The weather could be good as well as bad. In winter one can expect gales at any time, but during the summer months it was very pleasant to steam along listening to the steady beat of the engine, no worries, sea like glass, everything in harmony, how much easier the job was. Incidentally, these little coasters had ballast tanks, right forward underneath the fo'Castle, fore-peaks, carrying about 15 to 20 tons of sea water, which they always filled when light ship.

In 1914 they commenced trading with the "Ben Veg", which means "Little Girl". She was built at Larne Co. Antrim, for £4,088p and was the only coal-burners ever built for them. carrying about 130 tons. The other vessels they acquired as time went on, were all 2nd , 3rd, or even 4th hand.

This "Ben Veg" had an open bridge, with canvas dodgers, she was built on trawler lines, when light, she carried a heavy port list, which they counteracted by trimming the coal in the side-bunkers. This "List" was caused by the condenser being placed to the port side of her little compound engine, and she would have a boiler pressure of 120 lbs to the square inch. Her only life-boat was housed on a cradle under the fore-part of her bridge, lying athwartships, practically from rail to rail; there were no davits. in an emergency they would have had to get it launched the best way they could. You never see lifeboats on coasters these days without the means of getting them into the water.
The master's room opened directly on to the side-deck aft, it was embraced in the fidley casing, and in heavy weather, if his room was on the weather side, those on watch had to alter course to make a "Lee" for the master to able to open his door to get out on deck. This room was flooded many times.

She was a neat looking little vessel, and she did some very long passage around to the west of Ireland, either north or south about. I hailed her once when she was in the stalbridge dock at garston, loaded deep with coal, bound out; when i heard they were for castletown, I replied "how lucky they were going home for the weekend" - "no such luck" was their reply, "Castletown", "Berehaven." - this Castletown is in behind Bere Island on the North side of Bantry Bay, S.W. of Ireland.

A long haul from Garston, and then back again, light ship. At the weekends, if in the Mersey, and bound to the Island or Irish side, she would call at the Liverpool Stage, and collect the sunday edition of the national newspaper, (if no steam packet vessel available during the winter months), there were no 'planes in those days, everything had to go by sea, without these vessels there would often have been no sunday newspapers on the isle of man at all.

The "Ben Veg" when going away from douglas on the Liverpool track, in strong S.W.Wind and a steepish sea, would perform, take some frightening rolls to port, helped by her condenser, it must have been a trial when firing the loaded shoval not always making a clean entry into the furnace, coal shooting everywhere the nose of the shovel being turned up, by those types of men took all this in their stride, granted, a strong oath if they did misfire with an exceptional roll. Sometimes when the motion became really violent, the engineer, when firing, would have to be held up by another crew member, to keep him on his feet in case he would be thrown maybe against the furnace whilst wielding the shovel. This may be hard to believe, but it is absolutely true. Leaving any port as soon as she would be clear, ashes had to be dumped, these would be heaped up on the stokehold plates, in front of the furnace, the residue of in-port work, and then a complete clean out of fires prior to commencing a passage. These ashes were loaded into a drum, and hove-up thro' a vent shaft by a man turning a little hand winch whilst standing up on a steel grating, running around the boiler at deck level.

He lifted the loaded drum out thro a door in this vent shaft, passed it to a man on the side deck who dumped the ashes over the side, always the lee side. this dumping of ashes was a most constant job with any cleaning of fires, especially on a long run, at the change of every watch, the hot ashes were wet down with sea-water and immediately got rid of, to keep the stokehold plates clear. The shout of "up" from below, the heaving away on the handle, the dumping, and then the roar of "below", as the empty drum was let down with a run: a ritual that has gone forever.

These little coasters had a character all their own; when on the bridge you would hear the furnace doors being flung open, usually by a flick of the shovel, then the bite of the shovel into the bunker coal, the volumes of smoke pouring out of the funnel, the steam feather out of the waste-steam pipe, when she was "on the blood" as they would say, that meant, when the needle of the steam gauge was hovering on the "Red Mark", which indicated the pressure to which the boiler steam could be raised, before lifting the safety valve, and blowing off with a roar.

The pounding of the little compound engine, the smell of steam and oil, it was such a pleasure to sit down below, and watch the engine turning over with such rythm and the engineers greasing and oiling all the moving parts, at timed and regular intervals, in all weathers. This had to be seen, to be believed, his feeling at the bearings and touching the turning cranks and straps with his finger tips, to feel if any overheating.

The "Ben Veg" like all similar types of coasters in those days, carried sails. A big trysail and a mizzen. These were set when the winds were favourable, especially, if light certainly increased their speeds.

Imagine an open bridge, when loaded, very low in the low in the water; in bad weather you had to sea-booted and oil-skinned, getting what shelter you could, crouching down behind the canvas dodgers, and spray, which was sometimes heavy, coming over these canvas dodgers ice-cold, especially, in winter, and you just standing there at the wheel in hand gear, propped up against the wooden casing, over the gears, staring into a compass, swinging wildly in the gimbals, and at night, the compass card lit-up, if you could call it lit-up, by a wee colza oil lamp, with a naked flame, and the smell of the fumes in your nostrils all the time, and, if punching into a head sea, these coasters were so low powered, that when a heavy lump would strike them in the face, the engine would almost pull up, you would feel the beat of the engine slow right down, then, when that sea would liftup the stern, in passing, the propeller blades would beat air, and the engine would race around like a mad thing. These engines did not have a governor which cuts the steam when the engine races.

Spreading the tarpaulins was some job to, the tarpaulins wet with sea water, and your hands and fingers hardened with brine, infact, pickled, and in the winter months it was a very unenviable job spreading tarpaulins frozen like boards with ice. One man was always left to wedge up, as our lives depended on these wooden wedges, and there is a right way and a wrong way to drive a wooden wedge into the cleats, along the iron batten.

These little coaster when loaded to their marks, sat very low in the water, with such cargoes as coal, cement clay, steel billets, grain, bog-ore, they have even carried meat from the free state, so that when loading in the dock or harbour, the water would be in on the deckplates thro' the scuppers and to get forrard the crew had to walk over a plank, running from the after deck to a corner of the hatchway, then walk across the hatch to the foremast, jumping down at the winch. Remember, this is in the quiet water of the dock or harbour; when outsidein any sea, they would be awash.

All these coasters I have mentioned had paraffin oil as their sole lighting system and for extra light in the engine room duck-lamps, hooked on to the guard rail, running around the main engine. Moving these lamps about, as they used the oil swabs on the pistons and filled the oil cups on the turning cranks and straps etc. A duck lamp was like a small watering can, the body full of paraffin or colza oil, feeding a thick corded wick up thro' the spout you can picture and imagine the spluttering flame, the smoke and the smell, with 2 or 3 of these duck lamps burning.

By today's standards these little coasting steamers were primitive, the engines developing 65 to 75 H.P. the power of a double-decker bus or a large lorry, their navigating facilities were equally as simple, a small spirit compass, but they gave their owners a financial return which justified their existence and they were commanded by men whose local knowledge was unsurpassed.

Their trade was mainly between the Clyde and all the Irish Sea ports, but including the Solway Firth and the Bristol Channel, and around the whole coast of Ireland.

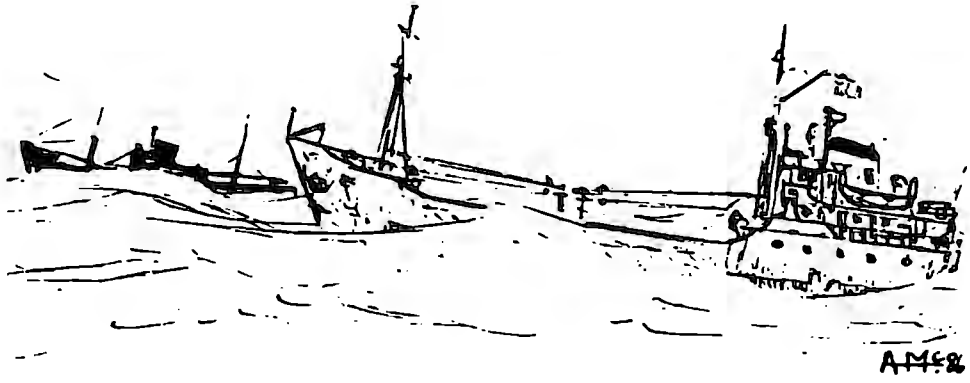
The Ramsey S.S.CO. had contracts to coal the Irish and Scottish lighthouses, and these contracts ran for many years. This work was carried out in the spring of the year, as fine easy weather was essential for coaling some of the very exposed lighthouses. Irish Lts from Rathline Is, off the N.E.Antrim, coast, along the north and down the west coast as far as Mutton is,off CO.Clare. Lts like Tory is, 6 miles out in the Atlantic off the Bloody Foreland; Black Rock LT. 9 miles out in Blackrock Bay, the most remote Irish Lt. The Scottish Lts they coaled, were on the Westside, from Duhle Artack, a rock 12 miles S.W. of Iona, up to the Butt of Lewis, so they travelled far, the most detailed knowledge was needed for these jobs.

Their cargoes were very varied from coal to oysters, a seafaring life different to any other, never knowing until the last moments, where one was bound to next, or for what type of cargo.

When mooring to a quay or warping around a harbour or dock, many of these coasters never had the luxury of a steam windlass, the head ropes had to be led over a roller at the break of the fo'castle head and down to the drum-end of the steam winch, and hove taut from there. Lots of masters were loathe to drop the anchor on account of this, but would drift about on the tide for hours, off a port, awaiting water to enter, to save the job of heaving up the anchor by a gipsy chain. This gypsy chain was a long loop of chain which was led around the drum end of the windlass, over the roller at the break of the fo'castle head, and down to the steam winch drum end, then, thro' a snatch block which was part of a heavy 3 fold-purchase tackle. This block was hove up the mast until the chain was "Bar Tight" and the tackle made fast, so, by driving the steam winch the chain turned the windlass, and up the anchor. Sometimes this chain would jump the drum-end of the windlass, and whip, if a big weight came onto the cable, which was dangerous, especially, if the vessel was rising and falling on a swell, maybe in the night, so one always stood well clear when up at the windlass, and it always took 2 men to heave up, one at the steam winch, and one watching the windlass and the anchor cable.

Some of these coasters never had the modern type of bower anchor which have no stocks, the shank coming in through the hawsepipe, and the anchor fitting close up on to the vessel's bow, many of them had the old type of anchor, with stock, which had to be lifted on board by a little radial davit and a hooked tackle. This tackle was hooked into a gravity ring on the anchor, and the anchor hove up in a horizontal position, and bedded down onto a slip on the fo'castle head, secured by chains, bottle screws and seahouse slips, which when released, allowed the anchor to shoot out clear and plunge to the bottom. As you can realise, it was a tricky job lifting these anchors on board, and bedding them down if any motion.

These coasters also had rod and chain steering gear, led along the side decks, aft, to a tiller, the noise of the rods and chains rapping the steel decks as seas struck the face of the rudder was forever with us, incessant, in bad weather,



Heavy Weather at the Bar.

RESEARCH NOTES

John Duffy and Jim Cowden have been working an a full fleet history of John Holt - Guinea Gulf Line. Peter Davies produced a history of the Company a couple of decades ago which contained a fleet list which appears to have missed a couple of chartered vessels.

Margaret McKee has completed the list of Crew Lists and Articles of Agreement deposited in Liverpool City Library. This delighted the staff of the Martime Records Centre, and some of our members too.

Alan Rowson, assisted by John Duffy and Ken Studdart is working on our own archives, sorting and listing etc. One day we hope to have a catalogue of this material.

Sam Davidson continues to work in the field of marinepaintings and artists.

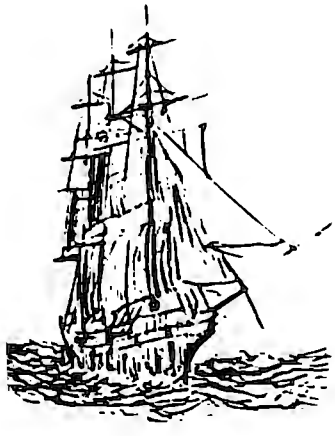
Diana Hirst is working on the history of Shipping Agents and former ship-owners A. Coker & Co.

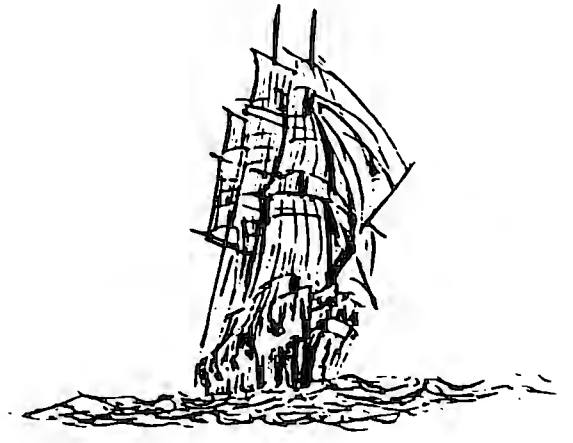
New Members

Capt Graeme Cubbin (ex T.&.J. Harrisons) working on a fleet history of his former company.

Capt T.H. Corteen ex IoM Steam Packets Co.

Tony Cromby, Managing Director H. Watson & Co. has completed a history of the Company as shipowners and agents together with a fleet history with such names as DELAMERE, THIRLMERE AND FLAXMERE. Note the article in this issue.





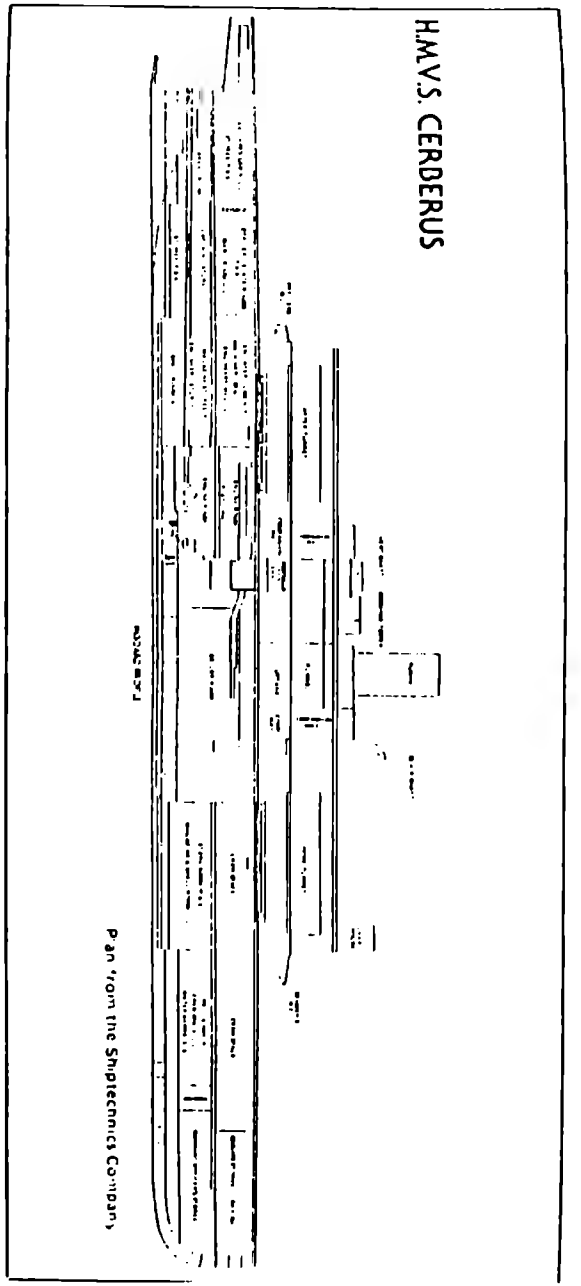
The vessel currently lies at Half Moon Bay, Victoria and some historical information is available from the City of Sandringham

Relics and other information can be viewed at:

H.M.A.S. Cerberus Naval Base, Westernport, Victoria;

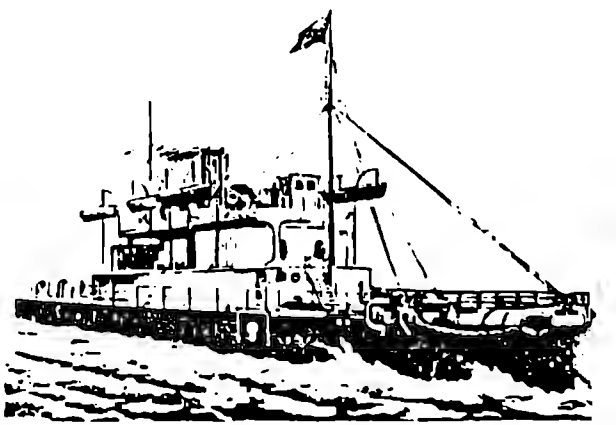
The Maritime Trust of Australia on board former H.M.A.S. Castlemaine, Gem Pier, Williamstown, Victoria;

The Melbourne Maritime Museum, South Melbourne, Victoria.



H.M.V.S. CERBERUS

1868

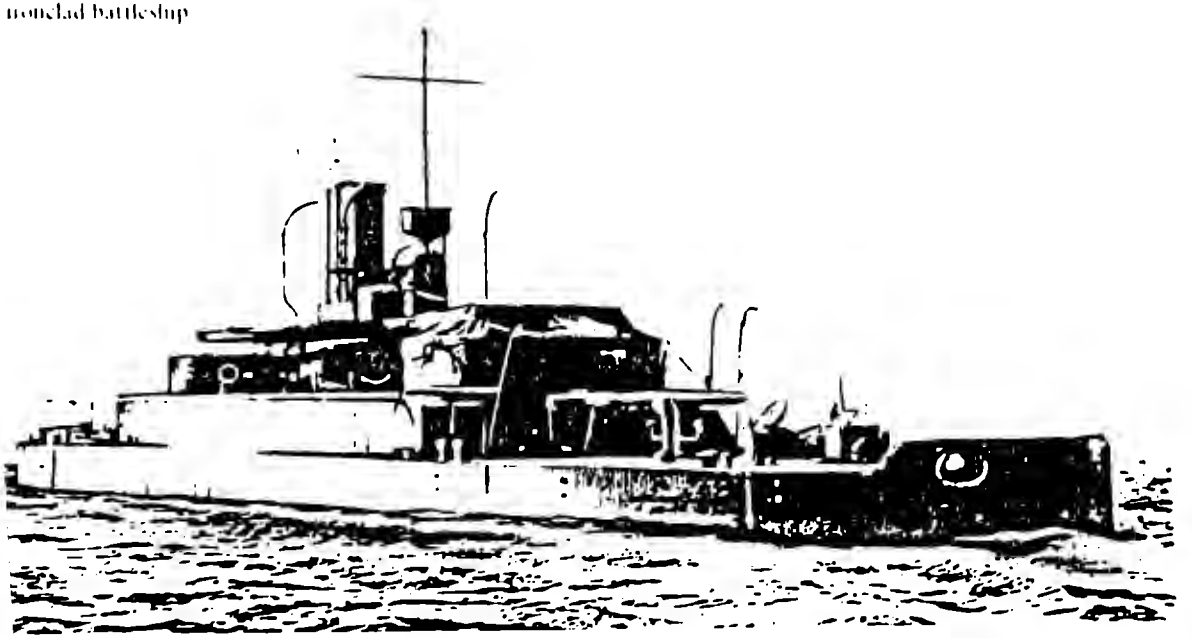


HISTORIC
IRON MONITOR WARSHIP
OF THE
VICTORIAN NAVY

Restoration Project Proposal
by the
City of Sandringham

HISTORY

* Launched — December 1868
* Sailed from England — October 1870
* Arrived in Melbourne — April 1871
* Flagship of the Victorian Navy 1896-1901
* Remained in Commission with the Australian Navy until 1911
* Scrapped and scuttled as breakwater at Black Rock Victoria — September 1926.
* The first vessel of its type commencing the true line of development of the ironclad battleship



THE FUTURE

The Council of the City of Sandringham believes that having regard to its world-wide significance in the history of Naval architecture, and its historical role with the Victorian and Australian Navys every effort should be made towards its preservation and restoration.

DETAILS

TYPE:	Breastwork Monitor
DISPLACEMENT:	3,413 tons
TONNAGE: (BUILDER'S OLD MEASUREMENT)	2,107 tons
LENGTH BETWEEN PERPENDICULARS:	225 feet
EXTREME BEAM:	45 feet
DRAUGHT (MAXIMUM):	15 feet 6 inches
FREEBOARD:	3 feet 4 inches
ENGINES:	Maudslay, Son and Field horizontal two cylinder double acting simple steam engines, 43 inches bore, 27 feet stroke; fired by 4 boilers with working pressure 30 psi; twin screws; I.H.P. 1370; N.H.P. 250.
SPEED:	9.75 knots maximum; 6 knots economical
BUNKERS:	240 tons of coal
CONSUMPTION	50 tons per day at full speed; 24 tons per day at economical speed
GUNS:	4 muzzle loading rifled Armstrong guns mounted in two turrets, one at each end of the breastwork. 10 inches bore, length 15 feet, range 4 miles, charge 60 lbs, shot 400 lbs
ARMOUR PLATE	Between 6 and 8 inches thick on sides, 8 and 9 inches on breastwork, 9 and 10 inches on turrets and 1½ inches on decks
DESIGNER	Mr E. J. Reed C.B. (Chief Constructor Admiralty)
BUILDERS	Palmer Shipbuilding and Iron Co., Jarrow-on-Tyne
COST	[illegible]

These smaller Manchester Liners were used during the decade before the opening of the St. Lawrence Seaway. The "Prospector" was one of a pair bought from Norwegian owners. The "Venture" and her sister ship "Vanguard" were bought new, off the stocks.

The picture below was taken in the Cornwall Canal, Ontario.

Ceramic Bowl in Merseyside Museum: made by Josiah Wedgewood and printed in Liverpool. Photo: courtesy of Merseyside Museums.

The Editor wishes to thank all contributors to the BULLETIN and requests that you continue to send in material for publication. All papers, notes and queries are very welcome.

Members and other readers of the BULLETIN are reminded that the pages open to all for the purpose of furthering the aims of the Society. All material submitted will be seriously considered for publication.

THE MARINE SOCIETY by H.M. Hignett

In 1756 war France was imminent and the British Navy was desparately short of experienced seamen. As Dr Johnson said at the time, "going to sea is like going to prison with the chance of being drowned", and men were reluctant to serve in the Navy. The press gangs were active in and near the more important ports of Britain, ready to pounce on incoming ships with experienced crews.

Jonas Hanway, a Director of the Russia Company, noted the potential source of manpower for the Navy in the hordes of young men and boys roaming the streets of London, living only by stealing. But the Navy were interested only in able-bodied and/or experienced seamen. He decided to do something for the youngsters and for the Navy and formed the Marine Sciety - the world's oldest existing charity.

Hanway had travelled extensively in the Middle east for the Russia Company and became quite well-known, not only for the published story of his travels, but also for his introduction of the umbrella to the streets of the Capital. He was able to gather a number of prominent and weathly men and induce them to donate large sums to the Marine Society; even King George II donated £1,000. One authority suggests Hanway was so succesful that he provided more men for the Navy than any other man in history.

After several years it was obvious to Hanway that formal education or training was essential for the boys before entering Naval service and he proposed that every county should establish nautical training colleges and even wrote a book on the subject. But money did not run to the building of a college on the Thames, so the Marine Society decided to establish a sea-training institute afloat.

The Society, in 1786, advertised for a frigate-built ship of about 250 tons. Twelve tenders were submitted from which a vessel, the Liverpool-built BEATTY of 350 tons, was selected. The ship was moored of that year: the World's first training ship and a pattern for many to follow.

The new training-ship had six officers, Superintendent Master, Schoolmaster, Cook/Steward, Bosun and two Bosun's Mates. The two seniors, the Masters, were paid £5 per month with 1s 2d per day in lieu of provisions: the four junior officers were each paid 30s per month and given daily rations of 1lb bread, 2oz butter, 5oz cheese, 1lb meat and 2 quarts of beer. The boys were allowed half these amounts.

Initially between 150 and 200 boys were sent on board in September 1786 to face a summer routine of rising at 6am (from Lady Day to Michaelmas) and at 7am during the rest of the year. The day's instruction ended at 6pm. The Committee of the Society expressed its pleasure with the new establishment: The boys are taken from the town, separated from their evil companions, cleansed from their rags and filthiness, initiated into their profession, softened into habits of subordination and obedience, inured to gentle discipline and made useful and fit persons for the notice of officers and merchants who want a supply of boys of this kind.

Twelve years later the BEATTY, found no longer fit to be afloat, was taken out of service and replaced by HMS THORN. And due to the success of the venture, the ships were continually replaced for the next two centuries with a total of eight wooden-walled hulks.

The Marine Society today incorporates the College of the Sea, The Ship Adoption Society, the Seafarers Education Service and a number of other charitable institutions. In 1985 the Society spent £1,083,946 for the benefit of professional Seafarers and young people interested in the sea. Some of this money was donated to the organisations linked indirectly to the sea; included in their grants was £5,000 to Merseyside Maritime Museum.

Three years ago, when the Seamens Hospital was moved from Greenwich to St Thomas' Hospital, London, the marine Society agreed to take the Seamens Hospital under its wing. The Marine Society's headquarters contains a part known as the Gatehouse which has accommodation for the relatives of sick seamen in St Thomas' Hospital. When not being so used, this accommodation is offered on a self-catering basis at a daily rate of £8.05 for seafaring students and £11.50 for non-seafarers (£11.50 double) - membership of the Society is not required.

The address is 202 Lambeth Road, London SE1 7JW.

For further information, phone Dick Sweetnam on 01-261-9535.

Literature describing the Marine Society facilities is available. The Society also produces a quarterly magazine, "The Seafarer" - subscription £4 annually.

EIGHTY YEARS YOUNG

the story of Herbert Watson & Co Ltd, one of the oldest established ship agencies in the port of Manchester.
by the late D.M. HARTLEY, Director

It was in 1893 that Herbert John Watson left his employers, J. & R. Young & Co., of Glasgow, and along with Alexander C. Ramsey formed Herbert Watson & Co. The company took offices in old Brazennose Street and old man Watson and six members of staff started the precarious and speculative business of acting as ship's agent within the Port. The original "Arrivals Book", which is currently preserved in the present day offices at Manchester Liners House, shows that the first vessel to trade to the company's agency in Manchester was the steamship Beryl (122 NRT) which arrived on the 30th December, 1893, the year prior to the canal officially being opened. The Arrivals Book of that day is written in old copperplate handwriting by, we understand, a young man called William Ferris Merchant who later became the managing director of the company and well known in shipping circles throughout the world. Among the first vessels to trade to Manchester was a small coaster named Clutha and hearsay has it that when Herbert Watson was asked for a telegraphic address for the company, this vessel happened to be on the top of his list of vessels in port; hence the telegraphic address which is still used to this day. On the other hand the use of the Gaelic for Clyde may have had some significance to a staunch Glaswegian!

It is probably not widely known that the company were originally ship owners and it was in 1897 that the "Watson Steamship Line" was formed and the first vessel to visit Manchester was the s.s. Thirlmere on the 26th November, 1897. The record shows that this vessel had loaded a cargo of cotton and pig iron at Brunswick.

In 1903 further vessels were added to the fleet, namely the Delamere, Ellsmere, Oakmere, Redesmere and the Flaxmere and these vessels were to trade for many years between Spain and the Mediterranean and the Italian ports to carry fruit to Manchester. These ships were built mainly for the Spanish fruit trade but, as the volume of traffic grew, they diversified to carry general cargo.

However, the main cargo always remained fruit which consisted of oranges, lemons, grapes, pomegranates and, of course, Spanish onions. The fruit trade caused a considerable amount of work especially in the preparation of documents and the service had to be exaclty on schedule to arrive in Manchester on Mondays and Wednesdays in time to make the fruit market and to obtain the best possible price in the market on the following days. It is recollected that when the vessels arrived, the fruit brokers would come to the dockside and choose particular lots, the cases were opened and displayed for inspection, and then auctioned. It must be remembered that in the early days, there were no radios and information was passed by Lloyds to the office. Arrangements were then made by the company, which even in those days had its own appropriated pilot based at Eastham, so that as soon as the ship left South Stack the pilot would proceed to meet the vessel.

The company moved from Brazennose Street to Star Buildings in Deansgate in 1911.

At this particular time Manchester Liners also moved their offices to Star Buildings and both companies occupied these premises for a number of years. Unfortunately the Star Hotel which was in the side street nearby collapsed one day and it was decided that Star Buildings was not safe either and would have to be rebuilt. When Manchester Liners moved to their new building in Bank Street, Watsons moved with them.

In 1914 the First World War broke out and at first everything carried on as normal. However, in the course of late 1914 and early 1915 two of the Watson's ships the Flaxmere and the Oakmere were torpedoed. No one was sure whether the company would be able to carry on.

During the middle of the war, however, completely out of the blue, a Mr Lever, of Lever Bros. of Port Sunlight offered Mr Watson a large sum of money to buy the Watson fleet. Mr Watson called a meeting of the shareholders and it was decided to sell the fleet to Lever Bros. who wanted a ready-made fleet for the shipping of palm oil and coconut oil, which they still use in the manufacture of their products. Inevitably, Mr Watson decided to retire from the shipping business and we understand became a gentleman farmer in the South of England.

The company was then managed by W.F. Merchant who decided to concentrate his efforts on pure ship agency work. For many years Elders & Fyffe had been importing bananas to Manchester and their vessel which, incidentally, was known as the "banana" boat used to dock regularly at No. 8 Dock. Unfortunately one weekend the coaster British Empire sank in the Canal and the "banana" boat was not able to make her discharge berth on time. It was decided that this vessel would be put into Garston and from that day they captured the banana trade.

Society Notes

Jan and Feb meetings were held at the Maritime museum at lunchtime. There was a gold attendance for both. The topics ranged quite widely including paintings of maritime subjects and photographs of schooners on the Mersey.

At the February meeting there was a discussion on the future of the Society's archives. Now that the Museum has come under the National administration, Government rules apply and our Archives cannot be deposited on loan, as they are at present. It has been suggested that we hand them over completely to the Museum.

Alan Rowson our Archivist has almost completed cataloguing to Archives and gave a talk at the April meeting giving the members present some idea of the extent and condition of the material held on our behalf at the Maritime Records Centre.

The LNRS Archives and their future will be the subject of a resolution placed before the Society at the AGM in May.

From Alan S. Clayton re "Lancashire Nobbies" (Dec 86)

I recall seeing two Nobbies identical to those referred to in the above article. They were anchored all the year round, about 100/150 yards north of the Egremont Ferry Landing Stage in 1924/5.

I remember the dark teak deck and the black hull sides, with pea-green boot-topping and underwater surfaces. An especial memory is wandering along the beach between New Brighton and Seacombe between tides and finding one of those craft high and dry having a re-paint; miraculously held up by props driven into the shingle each side. The fascinating thing of greatest interest was that the propeller, from the inboard auxiliary engine, was offset on the starboard side of the sternpost, which was set well forward of the counterstern. I wondered how it was that the vessel moved forward without turning in circles all the time. May be the angle of the shaft or the pitch of the rudder was adjusted to overcome this aberation.

They were wonderful days with the torrent of shipping, especially at tide time, in the River: liners, cross-channelsteamers, coasters, tramps and five ferry landing stages. How sad it all looks now.
Good luck to the Soc in its Golden Anniversary year.

Thankyou Alan for your piece and thankyou for reminding us that we have something to celebrate in the next twelve months.
Have any of our members ideas for marking this celebration ??

Steam Cargo Liner Development

by Alan McClelland

There can be no doubt that British shipyards produced in large numbers some of the finest examples of break bulk cargo liner designs up to the lonset of containerisation, and their reputations will be of considerable significance to historians of merchant shipping in the future. Naval architects had to take into account the stowage requirements of goods and raw materials carried in particular trades; the often difficult physical and indeed human characteristics of the ports served; and the most appropriate hull forms, means of propulsion and service speeds. To illustrate their approach to these concerns Messrs. Thos. & Jno. Brocklebank of Liverpool mounted an exhibition in 1947 to trace developments in the design of their steamers for the Calcutta trade during the previous thirty or so years.

The examples taken were the "Mahanada" of 1914, 7,181 tons gross, 4,482 net, 10,946 d.w. with a bale space of 507.460 cu.ft., on dimensions 470 ft.b.p. x 58 ft. x 34 ft.ins.; the "Malancha" of 1937, 8,124 tons gross, 4,851 net, 10.975 d.w. with a bale space of 541.170 cu.ft. plus a refrigerated capacity of 8,753 cu.ft. on dimensions 470 ft.b.p. x 62 ft. 9 ins. x 34 ft. 10 ins.,; and the "Maidan" of 1946, 8,533 tons gross, 4,903 net, 11,535 d.w. with a bale space of 620,639 cu.ft., and a refrigerated capacity of 19,851 cu.ft., on dimensions 480 ft. 2ins. b.p. and 62 ft. 9 ins. x 34 ft. 10 ins.

Built by Chas. Connel & Co., and engined by the Parsons Marine Steam Turbine CO., the "Mahanada" was an experimental vessel and her success in service influenced the designs of all the ships built for her owners down to 1950. With a hull form identical to that of the "Malakuta" powered with reciprocating engines typical of the era, the "Mahanada" returned performances which are reported to have improved with the passage of the years. Taking steam from coal fired Scotch boilers at 180 lbs. pressure and 380° F, the "Mahanada" had a designed service speed of 12 knots. At the time of her loss in 1941 she still had her original boilers, original gearing amd much of the original turbine blading.

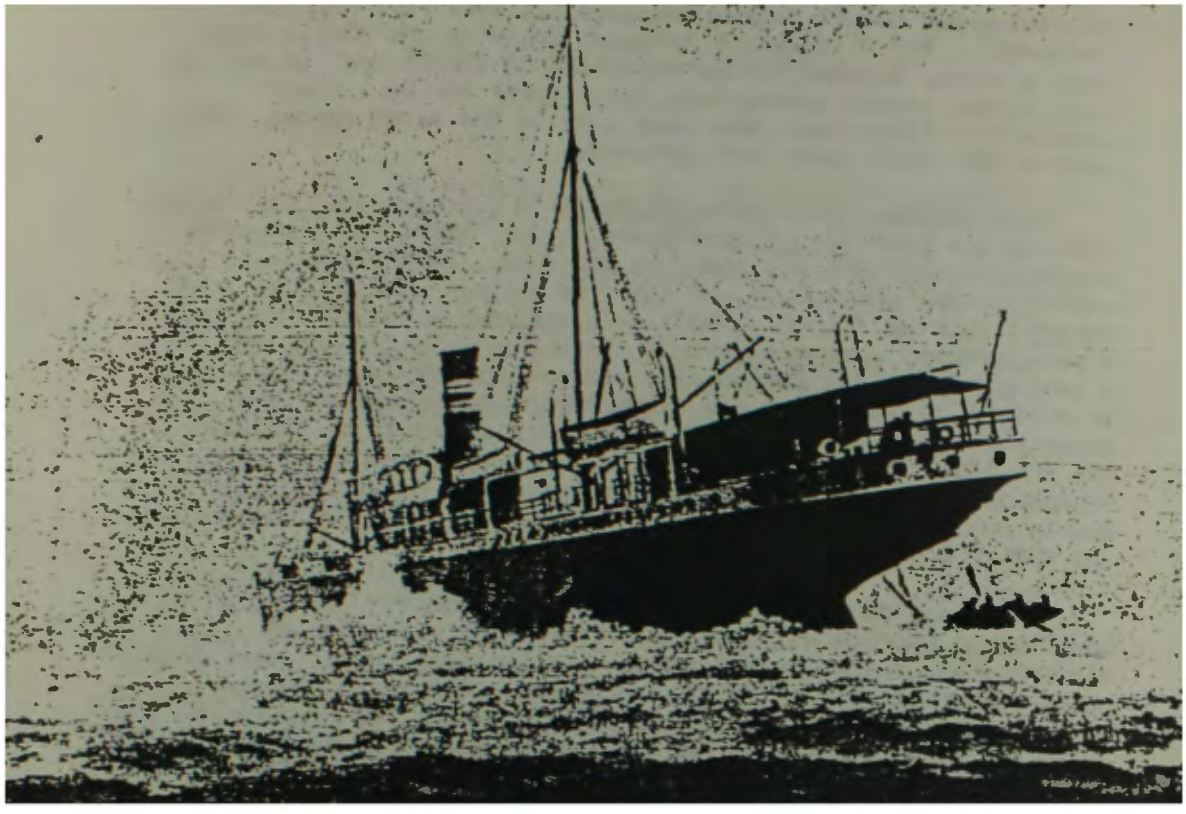
When completed by Wm.Hamilton & Co. in 1937, the "Malancha" was the twelfth refinement of concepts embodied in the "Mahanada". With Finer extremities on the same length b.p., a greater beam and a semi-balanced rudder, she had a designed service speed of 14 knots obtained from single reduction geared turbines taking steam at 250 lbs. pressure and 530°F from Scotch boilers fired with oil or coal. At level powers and displacements

the "Malancha" was 6% faster and used 12% less fuel than the "Mahanada". Her distinctive external features included a raked stem, a higher rounded bridge structure, a funnel oval in section, and a hinged single piece steel hatch cover for no 1 hold. Internally pillars were done away with in the cargo spaces, and some of the latter were refrigerated.

Brocklebanks returned to WM.Hamilton & Co for the "Maidan" in 1946 and she bore many similarities to the "Malancha". However, her bridge structure was lower by one deck, the midship superstructure continuous and the poop longer. In addition to a somewhat shorter funnel, immediately noticeable was the absence of a main topmast, presumably since there was no longer any need for a long main wireless aerial, (it was perhaps fortunate that Brocklebank ships had always flown their houseflags on their foremasts anyway!). With a designed service speed of 15 knots, the "Maidan's" machinery was twice as powerful as that of the "Mahanada" but accommodated in a much smaller engineroom. Her double reduction geared turbines took steam at 450 lbs. pressure and 750° F from oil fired water tube boilers.

Steam was only used for propulsion abroad the "Maidan". In addition to refrigeration all other services were powered electrically, including engineroom auxiliaries, boiler water feed pumps, steering gear, windlass, winches, galleys and the air conditioning of cargo spaces and accommodation. To produce the necessary current three diesel generators were installed and at the time of her entry into service it was reckoned the "Maidan" would spend at least half of her time without steam up.

The appearances of the ships described demonstrated the emergence of a distinctive design. Balanced profiles gave impressions of unfussy sturdiness and power, and the various elements of them were well related to each other. The final outcome, the "Maidan", emerged as a unified whole - nothing could be removed from her appearance without affecting it adversely - and this why some shiplovers questionned the absence of a main topmast. So far as the continued choice of steam turbines for propulsion was concerned, Brocklebanks' calculations must have been based on: first cost; simplicity in operation and the lowest possible maintenance costs; the amount of space taken up by boilers and engines in a hull (and their weight); daily fuel costs; and last but not least the qualifications of available seagoing personnel. Experience with the single reduction geared turbines of the "Mahanada" and "Malancha" had been fortunate. By contrast early double reduction geared installations suffered many troubles often associated with excessive pinion wear, and these were only overcome with the improvement of gear cutting machinery. By 1946 necessary improvements in the reliability of double reduction gearing could be readily demonstrated and advantage could be taken of the development during the Second World War of highly efficient water tube boilers of moderate output and advanced steam conditions.



The EDOUARD BOHLEN ran aground off the Southwest Coast of South Africa in 1909. Owned by the Woerman Line of Hamburg, she was running on a joint service with Elder Demsters. The vessel could not be salvaged and since then the sea has receeded leaving her in a sea sand 5km from the waters edge.

The next issue will have an article by Jim Cowden on ED's and their S.A. run and mentioning the EDOUARD BOHLEN.

100 Years Ago

June 1, 1887.

The "LOCKSLEY HALL"- Steps have at length been taken with the object of raising the ship Locksley Hall,which was sunk by collision in the Mersey, on the 26th of Febuary last. she was to have been blown up by the gun powder, but the fact that the wreck lay within the 500 yards of the Mersy Tunnel alarmed the Mersey Railway Company,who sought the protection of the Chancery Court. Arrangement has now been arrived at between the Company and the Dock Board that the vessel shall, if possible, be lifted by mechanical means. About 400 tons of wheat have been removed from the sunken vessel, to prevent her from bursting, but she still has on board 1,400 tons. The contract for raising the ship has been let to Messrs. Boullivant & Fletcher, of London, who have raised no less than six vessels during last winter. Four old vessels, especially fitted for the purpose, will be attached to the wreck, two on each side,by means of steel hawsers. Two will be steam-tugs, each capable of lifting 500 tons; the others will be old brigs of even greater buoyancy. At low water they will be attached to the wreck, ans be so arranged that they will float her at the flood. The divers have been at work, and Mr Wood, who is superintending the operations on behalf of the contractors, says he is confident of being able to ultimately raise the ship. With the removal of the sunken vessel, a formidable obstacle to the navigation of the Mersey will have been got rid of.

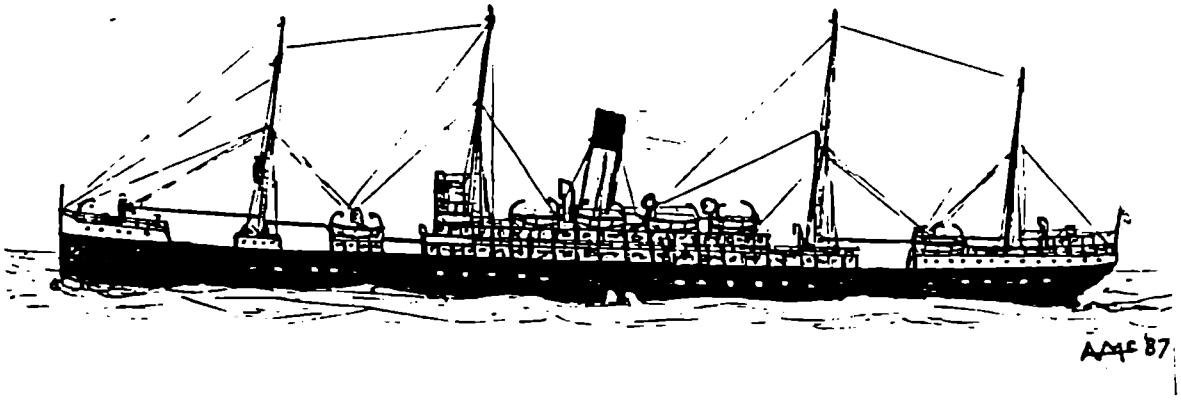
July 1887

Raising the "LOCKSLEY HALL" - The Locksley Hall, which has lain in the Mersy since 28th of January last, was successfully raised about a fortnight ago. At low water four vessels were fastened to the sunken craft by meanss of steel-wire hawsers. With the rise of the tide the buoyancy of the four vessels loosened the sunken barque from her partially embedded position, and after she was raised a few feet her own buoyancy almost sufficed to bring her to the surface. The tugs Toiler and Despatch then took her in tow to Tranmere beach. After being so long submerged, the vessel is said to be in good condition. It is but little to the credit of the authorities of a great port like Liverpool that they have been obliged to seek the assistance of outsiders in the matter of raising this ship.

November 1, 1887

The STRANDED STEAMER "LENNOX." - The Liverpool Underwriters' Salvage Association have been successful in saving this vessel, which recently lay at the mouth of the Mersy broken in two. The ship in question is of 2,051 tons gross register, and at the time she stranded was going to Singapore with a valuable cargo. A dense fog settled on the river after the vessel started, and within six hours after she went ashore, and so much strained that she broke in two amidships. Since then the salvage operations have been skilfully carried out, and a great portion of the cargo has been recovered. The salvers also succeeded in floating both the forward and the after parts of the ship, and taking then safely into dock. Captain Stark annd Captain Chisholm conducted the operations on behalf of the Underwriters' Salvage Association.

Selected by A.J. Blackler.



Readers of this BULLETIN wishing to take up membership of our excellent Society should write to the Hon Secretary, Address as per page 2.

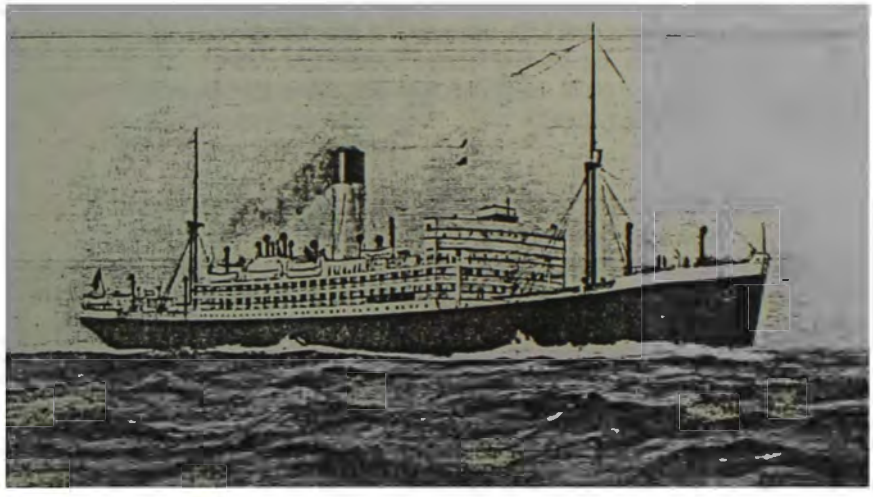
LIVERPOOL NAUTICAL RESEARCH SOCIETY

(FOUNDED 1938)

Vol. 31 No. 2

June 1987

BULLETIN



T.S.S. 'SARPEDON' THE BLUE FUNNEL LINE

CONTENTS

PRESIDENT

Rev. R. A. Evans, R.N.

VICE-PRESIDENTS

N.R. Pugh M.K. Stammers Mrs. E.M. Summerfield

CHAIRMAN : A. S. Davidson
VICE-CHAIRMAN : Jas E. Cowden
TREASURER : K. W. Witter
SECRETARY : Mrs Diana Hirst
ARCHIVIST : A. H. Rowson
EDITOR : H.M. Hignett

COUNCIL : J.O.C. Duffy, Noel F. Jones, J.E. Lingwood, K. Stuttard

Subscriptions now due: Full membership £5, Sen Citizen & Country £4 family £17.

Editorial Notes:

In view of the enforced change of format, the Editor was suprised to have so many favourable comments and does not intend to change of officers, production of the last issue (vol 31, no 1) did not permit sufficient time for errors to be eliminated.

Please remember this your publication and it's pages are open to all for articles, notes and comment relative to the Society's aims and objects. They are most welcome. the Editor can always use your material, controversial, complementary or complimentary.

Society Notes

The AGM on 11th May was very well attended. The routine matters were processed quickly and smoothly. Items which required debate were so debated on points of view from all sides were heard and discussed. One had the felling that a possibly 'dry' AGM was turned into a very pleasant evening.

The impending marriage of our erstwhile hon Sec G.L.G. (Jill) Sweetnam to our member John Temple was marked by our new chairman presenting Jill (JT was boarding one of his ships) with a set of the table-mats (with suitable nautical theme). Congratulations to them both! (Remarks were made "Doesn't John know that a GT is more expensive than the GS model : and not only the insurance".)

We pleased to see former editor Ray Pugh amongst us again looking fit and well. We hope to see more of him next season.

Next April is the 50th Anniversary of the founding of the Society. It is hoped to marked the occasion with a Special Issue of the BULLETIN and perhaps a special talk. Watch this space for further information.

The Apprentices and Officers of T. & J. Brocklebank in the Nineteenth Century

Paper presented to the LNRS, March 1987 by Valerie Burton

This paper summarized some of the work I have undertaken as the Mather research fellow of the Merseyside Maritime Museum and the University of Liverpool. It drew upon the excellent records of the nineteenth century officers and apprentices of the Brocklebank company which are held by the MMM.

In the course of the nineteenth century Brocklebanks recruited and trained many hundreds of apprentices at considerable cost to themselves. At one time in the mid-nineteenth century Brocklebanks had over 140 apprentices in their service. The expense of maintaining these boys was over £3,000 (roughly equivalent to the cost of building one of the company's smaller trading vessels). Why did Brocklebanks expend so much on their apprentices and, more particularly, did it make sound economic sense to have so many apprentices? The first question is more easily answered than the second.

Brocklebanks evidently wanted to secure the best possible masters and mates and, indeed, the company was renowned amongst contemporaries in the shipping industry for its superior officers: this all added to its good business reputation. The company recruited its apprentices carefully. In the early years of the century many came from the Brocklebank home area of Whitehaven. In all probability the boys and their families were known personally to the Brocklebanks. The Cumbrian tradition of seafaring was also important to the selection of likely lads and Brocklebanks were keen to recruit the sons of their former masters. Later, however, Brocklebanks drew their labour from a national pool, a fact which may be connected with the increasing attractions of the profession of ship's officer in areas outside the traditional maritime regions. The company carefully supervised the training of its apprentices and subsequently their promotion through the officer ranks, keeping records of conduct and ability at each stage.

This served to produce a reliable, loyal and capable officer corps to whom Brocklebanks could entrust their vessels and cargoes and to whom they could with confidence delegate their business as merchants and traders. Thus far Brocklebanks' commitment to training its officers through the apprenticeship system did make sense. However, when it is appreciated that comparatively few Brocklebank apprentices ever served the company as masters, and that the proportion lessened as the century wore on, the scale of their recruitment of apprentices is an enigma.

The answer rests, perhaps, with the paternalistic attitudes of the family members in control of the company who maintained the traditional ways of doing things. Brocklebanks had sailing vessels in their fleet until 1901 - long after this date (the system of cadet ships was introduced after World War 1).

Paradoxically in the late nineteenth century Brocklebanks were turning out more masters and mates for Liverpool's great liner companies than for their own vessels.

Liverpool Nautical Research Society

Minutes of 49th Annual General Meeting held at 6.45 p.m Thursday 14 May 1987

PRESENT:	Mr Hignett	Mrs Summerfield
	Mr Davidson	Miss Sweetnam
	Mr Pugh	Mr Witter
	Mr Stuttard	Mr Lingwood
	Mr Duffy	23 Members

1. Apologies were received from Mr Richardson, Mr Stammers, Dr Scarth, Mr Temple and Mr Williscroft.

2. The Minutes of the last meeting were read and approved.

3. Treasurers Report

The Honorary Treasurer's report was circulated. The Honorary Treasurer explained that the healthy balance was largely due to improvements in subscriptions and to the sale of the Formby Lifeboat books. The proposal that the report and accounts be accepted was proposed by Mr McClelland, seconded by Mr Lingwood and agreed unanimously.

4. Chairman's Report

The Chairman reviewed Society activities of recent years. The upturn in membership and subscriptions was noted as largely due to the work of the Honorary Treasurer and Chairman. A number of members have actively contributed to the recent success and growth in activities. The Society's immediate future is promising.

5. Election of Officers

Chairman:	Mr A S Davidson was proposed by Mr Hignett, Seconded by Mr Loram and agreed unanimously.
Vice Chairman:	Mr Crowden was proposed by Mr Lingwood, Seconded by Mr Duffy and agreed unanimously.
Hon Secretary:	Mrs Hurst was proposed by Mr Stuttard, Seconded by Mr Duffy and agreed unanimously.
Hon Treasurer:	Mr Witter has agreed to continue in office, approved unanimously.
Hon Archivist:	Dr A Rowson has agreed to continue in office, approved unanimously.
Hon Editor:	Mr Hignett was proposed by Miss Lomas, Seconded by Mr Lingwood and agreed unanimously.

6. The Vacant Council Seats

(a) Mr Noel Jones was proposed by Mr Hignett, Seconded by Mr Stuttard and agreed unanimously.

(b) In view of the changes at the Merseyside Maritime Museum it was agreed that the Keeper (M M M) should 'ex officio' be one of the five non executive Council members and that a deputy attend if necessary.

7. Any Other Business

(i) Loan of Archives

The Chairman presented a letter received from the Maritime Museum. Miss Sweetnam explained that the arrival of the new parent body "National Museums and Galleries on Merseyside" brought new administrative arrangements to the Maritime Museum.

It was necessary to ask the Society formally to renew the loan of its archives to the Museum. The motion that the Society agreed to an initial loan period of 10 years under the usual archives loan conditions was proposed by Mr Davidson, Seconded by Mr Clayton and agreed unanimously.

(ii) Programme

Mr Stuttard outlined a very interesting programme for the coming year which met with general approval from members. Some further interesting suggestions for speakers and topics were received.

(iii) Meetings

The motion that the time of meetings should change to 7.00 p.m was put to members. For: 9 votes - Against: 10 votes, (1 abstainer). The motion failed and meetings will continue to start at 6.45 p.m prompt.

The motion that meetings should be held on 3rd Thursday of the month was proposed by Mr Lingwood, Seconded by Miss Lomas and carried unanimously. The motion that January and February meetings be held at 12.30 p.m at the Maritime Museum was proposed by Mr Duffy, Seconded by Mr Jones and carried unanimously. All other meetings (September to June inclusive) are to continue at Liverpool Museum, the A G M being held each May.

(iv) Thanks

The Chairman presented thanks to Mr Pugh, Mr Jones, Mr Clayton and other members who have provided such valuable support for the Bulletin and in many other areas. Mr Pugh on behalf of the members congratulated and thanked Mr Hignett for his work as Chairman during a particular challenging period in the Society's history.

The Meeting closed at 7.45 p.m

Book Review

"The Wreck of the 'Geltwood'." by Lois Dean

Published by National Trust of South Australia (Millicent Branch)

58p Paperback. No price stated.

The GELTWOOD, a 3-masted iron barque, was built by R. Williamson at Harrington (Cumbria), under Lloyd's special Survey and launched in January 1876. She was 215ft long, 34ft beam and depth 21ft. There were two sister ships INGLEWOOD and MALLSGATE, all three being owned by Capt. John Sprott of Harrington (house-flag a white "S" on a red background). The MALLSGATE foundered on a reef off the east coast of Australia 1889; the INGLEWOOD was lost in the Baltic 1908.

The GELTWOOD was commanded by Capt Harrington (aged 51) of Liverpool. The mate, Robert Brocklebank and Bosun John Ellwood were both from Harrington. There were seven apprentices. After launching she was loaded at Liverpool, leaving the Mersey 23rd March 1876 bound for Melbourne with general cargo and passed Holyhead 2 days later.

On June 14th a storm struck the coast of South Australia, the worst living memory. The sparse population in the area heard a distress gun booming and saw the blue light of distress flares in the sky, but they were all busy protecting their own habitations - mainly shacks or tents from hurricane-force winds! On 15th June the captain of a small river steamer itself having difficulty in the high seas noticed a sailing ship apparently at anchor in Rivoli Bay (where the GELTWOOD was subsequently found to have sunk). Sometime in the next few days the ship disappeared. All hands were lost (including the captain's wife and a passenger).

This small tome gives details of the wreck and the subsequent salvage of some of the cargo. The remains of the wreck were forgotten and only re-discovered in 1980. Since then some items have been brought to the surface and preserved. The wreck site is now protected by the Commonwealth Historic Shipwrecks Act (1973). A small museum at Millicent houses the artifacts recovered.

Ralph Varns our member in Melbourne sent the book which can be perused in the Maritime Records Centre of the Merseyside Maritime Museum.

H.M.H.

With the demise of radio officers, most vessels are equipped with automatic receivers providing printouts of routine albeit important. A selection of printouts are displayed opposite.

---------- lokata navtex 2 ----------
ZCZC 0A06
NAVAREA ONE 116
SCOTLAND, WEST COAST. LOCH RYAN.
CHART BA 1403. ROCK. LEAST DEPTH
3 METRES REPORTED 54-59.05N 05-03.17W.
NNNN

---------- lokata navtex 2 ----------
ZCZC 0A07
WZ 550
WALES NORTHWEST COAST THE SKERRIES.
DIVING OPERATIONS IN
PROGRESS ON WRECK OFF THE EAST PLATTERS
ROCKS 53-24.9N 04-35.8W.
WIDE BERTH REQUESTED.
NNNN

---------- lokata navtex 2 ----------
ZCZC 0A14
NAVAREA ONE 139
OMEGA
STATION 'D' HAWAII IS OFFAIR UNTIL 15
JUNE.
CANCEL 083/87
CANCEL THIS MESSAGE 160600Z JUN 87
NNNN

---------- lokata navtex 2 ----------
ZCZC GL02
NAVAREA ONE 134.
RIGLIST. SOUTHERN NORTH SEA : 51 TO 55
N.
CORRECT AT 191200Z MAY 87 :

	52-24.6N	03-51.7E	TRANSOCEAN 6
	52-37.0N	01-54.6E	APOLLO 1
	52-37.4N	01-53.6E	GILBERT ROWE
	52-37.7N	01-54.1E	CHARLES ROWAN
	52-38.0N	01-53.9E	CECILE PROVINE
	52-38.0N	01-54.5E	APOLLO 2
	52-38.1N	01-53.5E	PENROD 92
	52-38.7N	01-55.3E	TRIDENT 10
	52-38.8N	01-55.0E	PENROD 80
	52-38.9N	01-55.0E	PENROD 85
	52-56.6N	02-10.9E	OCEAN BENARMIN
	53-04.7N	01-53.3E	TRIDENT 11
	53-17.9N	03-22.3E	RON TAPPMEYER
	53-22.1N	01-37.2E	SZ DAN EARL
	53-32.4N	02-01.0E	SZ FG MCCLINTOCK
NEW	53-32.5N	01-07.4E	ARCH ROWAN
	53-34.9N	04-36.3E	GLOMAR
ADRIATIC 3			
	53-37.5N	04-08.7E	ANDROS
	53-57.6N	02-11.6E	GALVESTON KEY
	54-02.0N	00-43.7E	SANDPIPER
	54-06.2N	04-45.4E	NEDDRILL 4

NOTE: SZ INDICATES 500 METRE SAFETY
ZONE.

2. CANCEL 126/87(GL91).
NNNN

---------- lokata navtex 2 ----------
ZCZC 0E58

PORTPATRICK RADIO
SHIPPING FORECAST

0930 ON THURSDAY 28TH MAY 1987

THE GENERAL SYNOPSIS AT MIDNIGHT
LOW FISHER 1008 MOVING STEADILY EAST
WITH LITTLE CHANGE. HIGH WEST
FINISTERRE 1028 DRIFTING SLOWLY EAST
EXPECTED 1030 BY MIDNIGHT
TONIGHT

FORECAST FROM 280700

LUNDY FASTNET IRISH SEA
MAINLY WESTERLY 4 OCCASIONALLY 5 IN
LUNDY AT FIRST. SHOWERS.
MODERATE WITH FOG PATCHES

SHANNON
WESTERLY 4 BACKING SOUTHERLY 5. RAIN
LATER. MODERATE OR GOOD
BECOMING POOR

ROCKALL
VARIABLE 3 OR 4 BECOMING SOUTHEAST 5.
OCCASIONAL RAIN. MODERATE OR
GOOD

MALIN
NORTHWESTERLY 4 OR 5 BECOMING VARIABLE
3. SHOWERS. MODERATE OR GOOD

HEBRIDES
NORTHEAST VEERING SOUTHEAST 3 OR 4.
MAINLY FAIR. MODERATE OR GOOD

BAILEY
NORTHEAST VEERING SOUTHEAST 4 OR 5.
SHOWERS. GOOD

FAIR ISLE
NORTHEASTERLY 5 OR 6 DECREASING 4 PM
BECOMING VARIABLE 3. SHOWERS.
MODERATE OR GOOD

FAEROES
NORTHEASTERLY 4 OR 5. FAIR. GOOD

SOUTHEAST ICELAND
EASTERLY 3 OR 4. FAIR. GOOD
NNNN

---------- lokata navtex 2 ----------
ZCZC 5A94
NITONRADIO
WZ 331.
ENGLAND, SOUTH COAST. THE EDDYSTONE.
ABANDONED VESSEL WITH DANGEROUS
EXPLOSIVE CARGO ANCHORED 50-12.1N
04-25.3W. 5 MILE BERTH ADVISED.
2. CANCEL WZ 318 (SA88).
NNNN

Alfred Holt and Wirral Connection

J.E. Cowden

John G. Bowdler, was formerly manager for Vernon's Shipbuilding Company at Brunswick Dock, Liverpool decided during 1864 to set up his own ship building company, he therefore, together with his old friend Richard Chaffer, formed a company known as "Bowdler & Chaffer' opened a ship building yard at the north end portion near to Seacombe ferry which carried an irontage of some 250 feet, with a length clear of the neccessary buildings, for slipways of about 400 feet.

In their first year of business they built four ships, the first of these being the ORURO when she left the yard on 23rd July 1864 for the account of the well known ship-owners J.B.Walmsley.

It was, however, eight years later (1872 that they built a small tug for use in the Seuz Canal: being of 242 tons gross, 139 feet registered length with a beam of 22 feet. She was single screw with an SR engine 22 with a nominal horse power of 70.

It was this tug (MERCURY) which hold the distinction of being the first vessel built in the Wirral and forming part of the Alfred Holt fleet. After nine years service in the Seuz Canal, MERCURY was purchased by 'AH' and remained within the fleet until 1909 when she was disposed of.

Despite the fact that 'AH' was a Liverpool trading house: it was to be twenty and more years before the China placed an order with a Wirral yard. I suppose, one could readily say it was worth the wait: for 1923 witnessed the building of the passenger liner SARPEDON the fourth occasion this name taken derived - which was to company (and Government thirty proud years of invaluable service.

Built and engined by Cammell Laird & Company, Birkenhead, SARPEDON was a twin-screw ship of 11,321 gross tons, registered length 499 feet with a beam of 62 feet; whose single-reduction turbines gave Sarpedon a speed of 15¾ knots.

Laid down to carry 150 first class passengers, which was reduced to 48 towards the end of her career, SARPEDON had a deadweight capacity of 11,400 tons.

It is interesting to note that on her trials she steamed up to St Kilda, where the islanders were, at the time, in great distress, to distribute food and other necessities - supplied by 'AH'. After successful sea trials SARPEDON cleared Liverpool and set sail on her maiden voyage on 9th June, 1923.

From her completion until the outbreak of the second world war SARPEDON was employed practically exclusively on the far Eastern services during which time she had a few mis-haps. It was whilst berthed alongside the Prince's Landing Stage (Liverpool) SARPEDON was struck by the Cunard liner CARMANIA but sustained slight damage. An interesting part of SARPEDON's history came about in the spring of 1927 during the Shangai troubles. After carrying munitions and suppliers to the Army in China Sarpedon embarked General John Duncan, the commanding officer of the Shangai defence force and his staff to survey the ground preparatory to the arrival of British troops.

With the outbreak of the second world war SARPEDON, like many units of the 'AH' fleet, of course, requisitioned under the general Governmental orders as expected gave 'her all'. On demobilisation 'SARPEDON, was altered in appearance to some extent and refitted to carry 48 1st class passengers only and placed on the United Kingdom-Australia service and sailed on the inaugural voyage from Liverpool to Brisbane via the Cape, on 6/1/1946 (she did also make the occasional voyage to the Far East). In 1946 she had a hic-up 'with her crew and in 1952 she suffered damage from a fire in her cargo holds. Apart from these two small incidents SARPEDON generally speaking was a very lucky ship and gave 'AH' thirty years magnificent service before being sold to the British Iron & Steel Corporation for demolition who allocated her to the John Cashmore shipbreaking yard at Newport, Mons.

It was again, to be twenty or more years before a 'China Boat' was launched from the Chesire coast-line. On this occasion, however, it was to be for two ships (out of a four ship order) placed with Cammell Laird & Company and commonly referred to as the 'Peleus class'.

The first of this ship building order was the PELEUS launched on 3rd September 1948, followed soon after by the PYRRHUS which were both delivered to their owners March and July, 1949 respectively. It was the second occasion that the PELEUS had been taken up within the fleet - Peleus, as a young man, was one of the Argonauts who sailed with Jason to recover the 'Golden Fleece'. And the third occasion for the name Pyrrhus - ...son of Achilles, who came to the Trojan War in its last year and who consequently became known as Neoptolemus (new warrior).

The PELEUS class were single-screw passenger and cargo liners of 11,000 deadweight tons, with dimensions 479 feet (515.06 O.A.) x 68.04 x 36.06. Her propelling machinery marked a further stage in the progress of marine engineering. It consisted of a set of Parsons - type turbines with double reduction gearing and steam provided at 525 lbs pressure and 850 deg Fahr. superheat by two Foster-Wheeler watertube boilers.

The normal shaft horsepower of the PELEUS class was 14,000: however, this figure could be increased to a maximum of 15,000 s.h.p. which at the time of these ship's entering the trade was the greatest power ever developed on a single screw - speed of 18¾ knots. The PELEUS class cargo handling equipment was of the latest design comprising 1 x 50: 1 x 20 8 x 10 16 x 5 ton derricks served by electric winches throughout. In addition, the latest modern aides to navigation was housed a spacious bridge and wheelhouse.

Superb accomodation was provided for the carriage of 29 first class passengers situated on the Promenade Deck. There being seven single berth cabins each with extra Pullman berth; three two berth cabins; two two berth cabins with additional pulllman facilities and private bathrooms throughout. Again, both Officer's and crew accommodation was of the higest standard which was situated in a large deck house on the boat deck, centre-castle deck and after end of the upper deck.

The other two ship's that made up the PELEUS class were the PATROCLUS and PERSEUS which were delivered from Vickers Armstrong yard on the Tyne.

In the very late sixties the majority of ship-owners operating passenger carrying vessels were hit by 'air-travel'. It was therefore decided that all four 'P class' would be de-passengerised and operated solely as cargo carriers.

The company in re-naming the four Glen super carriers required the name PATROCLUS. It was decided therefore to re-name her PHLOCTETES. This re-naming however, did not lengthen her stay under the 'AH' flag for almost immediately she together with her three consorts were withdrawn, after twenty four years each service, and offered for sale.

PELEUS sold for demolition 18th July 1972
PYRRHUS sold for demolition 19th September 1972
PERSEUS sold for demolition 5th January 1973
PATROCLUS/PHLOCTETES sold for demolition 12th Febuary, 1973

MARINE NOTES

After being laid up at Barrow in October 1986, MANX VIKING went to Norwegian owners $m2¾. She was a passenger and car ferry built in Spain in 1976 as MONTE CASTILLO.

Recent technology now means that many owners of yachts, motor cruisers etc have the advantage of radio telephone communication with the Coastguard Service. The rod aerial is not an encumbrance and usually gives a range of about thirty miles. Calls are made on Channel 16 (156.80 mhz) and after contact is made with the Coastguard, subject matter is discussed on Channel 67 (156.375 mhz). Liverpool Coastguards have headquarters at Hall Road, Crosby, and in addition to aerials there, use aerials at Blackpool Tower and Kelsall. Ramsey IOM C.G. Weather forecasts given on request.

Name changes :- THISEUS ex WILLOWGARTH (tug)
MINOTAURUS ex LANGTON (tug)
EARL HAROLD ex AILSA PRINCESS (Sealink)

In the spring of 1988 a new Exhibition of ship models is to be staged in the Kelvin Hall, Glasgow. Heretofore, these models of famous vessels have been on show in the Glasgow Museum of Transport and number 674. They will be displayed in greater space to their advantage. The largest is a 17ft long model of QUEEN ELIZABETH, also HMS HOOD, ATHENIA, EMPRESS OF BRITAIN, EMPRESS OF SCOTLAND, etc.

In 1913 the Tsar of Russia ordered three passenger and cargo steamships for a service between Black Sea ports and Alexandria. John Brown and Co built the first, which was named EMPEROR PETER THE GREAT, of 5140 tons, and carried 436 passengers. Later she had the name JAKUTIA and more recently MORSKAJA II. She was in service as recently as 1979 on a Sea of Japan service between Nakhodka (near Vladivostok) and Korea. She has now gone to breakers.

Early in June, IONIC FERRY drifted ashore in fog whilst waiting to berth at Larne. Damage was slight, and she was despatched to the Mersey for inspection. The former name of this 6,000 ton vessel was DRAGON and she was built at Nantes in 1967.

MANXMAN AT DUNKIRK

CAPTAIN T.H.CORTEEN

(AT THE TIME 2nd MATE / ACTING MATE OF THE MANXMAN)

One trip I made to Dunkirk during the "evacutation" in May 1940, the Thursday (I think) the 30th.

We arrived off Dunkirk at daylight not knowing that the operation had been cancelled that day, owing to the very heavy shelling.The five other cross channel vessels (personnel carriers were turned back by a destroyer, but as we had been in the lead we were never contacted due to the thick E'ly haze and heavy smoke drifting down over the channel from the burning town and oil tanks, so we entered harbour not knowing that we were "on our own".

It was very eerie steaming in with not a soldier in sight either on the beaches or on the mole; they had all been pulled back into the town as there was no shelter from the bursting shells out in the open. There was no naval officer on the mole to berth us, no naval personnel to take our ropess, but underneath, the mole was packed solidly with soldiers perched and straddled on the piles, some up to their chins in water - all underneath to keep out of sight and to miss as much of the shrapnel and straffing as possible, although the mole was hit several times. Some soldier had been washed off the piles as the tide made, there was no room on the piles above them, they did not understand tides and how the tides swept through the piled mole.

Incidentally, we had quite a job to get berthed alongside, getting soldiers to take two or three round-turns of a light 6" rope around a pile and then to hang-on to the "eye" whilst we hove alongside, when a sailor could make our rope secure. We cut these ropes with a fire-axe on leaving.

We embarked every soldier, a very long job as they all had to worm their way along the pile, even from the inner end of mole, with shells screaming overhead all time.

Approaching Dover, on our return, a destroyer came racing out to meet us, we had been "given up" having been missing all day. There was no one down to see us berth, as the "evacuation" had been cancelled for that day: no army of naval personnel, no reporters, no trains laid-on - the soldiers just lay down on the quayside and slept whilst waiting for transport.

How anyone arrived at numbers carried amazes me as the soldiers came on board at Dunkirk mole anyway they could, not all by gangways or planks and no-one was counting. Anyway on arrival at Dover of Folkestone they just swarmed ashore, sometimes with destroyers or other vessels landing their troops over us at the same time, just one continuous flood of men pouring ashore.

Again some vessels would be in and out of Dunkirk in two or three hours, if the troops were down in great numbers, so it was the actual time spent in the place that mattered not the number of times in and out, as the tension would ease everytime one was leaving the place because it was in and around Dunkirk where all the heavy action was taking place.

Another day we were on the point of leaving Dunkirk with a full load of troops, after being alongside for about four hours, when some of the crew (who had been standing by to "let go") came running up to me in a very disturbed state. A destroyer had tied up alongside of us and our troops were naturally swarming down on board of her, she took nearly all of them, in fact, she had to cast-off or she would have been overwhelmed. That upset my crew after what they had just been through so now we had to lay alongside for hours again awaiting troops who had to be rounded up and sent down to the mole to us, as no troops were left exposed on the mole unless there was a vessel there to receive them.

This destroyer left us, the only vessel in, nothing even outside the pier heads, so we were alone with no protection, not even a pop -gun and not a single tin-hat amongst us; in fact no soldier woud even lend me his tin-hat when I had to go forward to "pin" the bow rudder, I asked quite a few - without the bow rudder we would never have got clear of the port with so many sunken vessels in the approaches to the harbour mouth, and we had to leave stern-first.

Whilst we were lying alongside after the destroyer had left us, the lamp-trimmer (who had been a Lewis gunner in the 1914-18war) produced a Lewis gun and boxes of ammunition from some of the troops. I helped him to set it up, foreside of the bridge deck, and I do not think that any one of our crew, including the master, knew what we had done as time counted. I also helped to load many pans with practically all tracer bullets. The lamp-trimmer used that gun a few times before we got away and he was certainly turning screaming Stukas off course, I could see the bullets passing right through the Stukas - no bombs hits us, but some were quite close and shook us up badly. I did not realise at the time that the stukas would probably be machine gunning us too. I am sure we would never have got out of Dunkirk but for "Lamps." We could not get him away from that gun on passage, but he had to go ashore on our arrival at Dover, it had been too much for him and he was not a young man.

I saw the "Mona's Queen" mined and break in two abaft her mainmast. We were very close to her, in fact, we had only passed over the same spot shortly before and were then just stemming the tide awaiting a berth at the mole. Her "de-gaussing" may have failed, she had the electric cables around her Hull, whilst we were "wiped" - she did not strike a mine.

We also stopped several times on our passages pick up soldier who were trying to row ships lifeboats across the Channel, and these jobs took time, some of them right in the Dunkirk area.

Another trip, prior to leaving Dunkirk, the bosun came to me to tell me that a destroyer berthed just astern of us on leaving, and swinging on a wire rope in the ebbing tide, had been set a long way off the mole, and the naval personnel on the mole had not been able to lift the "eye" of this wire rope over the pile (about 5 to 6 fft high) to let go, so the destroyer just threw his end of the wire rope over the side, thus shutting us in, as the wire lay in a parabola from the top of the mole to well across the harbour. I had to call for at least six volunteers to go ashore with me, down along the mole, to help the navy lads to pull enough slack back on this wire rope to be able to lift the "eye" over the top of the pile and dump it into the harbour; a hard job pulling it through the muddy bottom. Without clearing this wire rope we would have picked it up in our propellers on leaving stern first. fortunatley, the bosun had been watching this destroyer casting off and swinging.

From K. Tinkler

Receipt of the Liverpool Nautical Research Society Bulletin for March has prompted me to write and thank you for your advice and guidance which has proved very successful in my searched for information about William Tinkler (Master Mariner 1859 - 1901).

From information supplied by the National Maritime Museum at Greenwich I have been able to trace, at the Merseyside Maritime Museum, details of the two iron sailing ships upon which William served his apprenticeship in 1874 through to 1879. They were the "VICTORIA NYANZIA" and "MARAVILLA" both owned by a Liverpool firm G.H. Fletcher & Co. I am hoping that further searches will reveal the destinations of the voyages taken by these vessels at that time, the identity of the Master and possible the crew. In this latter respect and contrary to the notice in the 'Research Notes' of the March Bulletin, on enquiring of the staff at the Merseyside Maritime Museum Records Centre I was told that all such records are deposited at offices in Newfoundland and that no records are available in Liverpool. However, I intend to check this out at William Brown Street Record Office.

I am also hopeful of obtaining drawings of the two vessels, the first built by Harland & Wolff in Belfast in 1863 and the second by the Preston Ironworks, Preston, Lancs in 1865.

The National Maritime Museum were able to supply photo-copies of William's Mates Certificate together with his application form detailing his apprenticeship experience.

I find the new layout of the Bulletin very much improved and the print much easier on the eye.

Herbert Watson & Co (a note to the article BULLETIN March '87)

Members may be interested to know how the very sudden take-over of H.W.'s Fleet came about.

The regular steamer service to the West Coast of Africa in the latter part of the 19th and the early part of the 20th centuries enjoyed a general reputation of efficiency. They were provided by the British lines welded together and managed by Elder Depmster, the Woermann Line of Hamburg and the Holland-WestAfrika Line. These lines cooperated with each other in the form of the West African Shipping Conference, which was formed in 1895.

The unsuccessful challenge to the Conference by the African Association in 1896 followed almost immediately. The African Association was incorporated in 1889 by the merger of eight firms connected with the trade within the Oil Rivers of Nigeria. - British & Continental African Company (Liverpool), Couper Johnstone (Glasgow) Hatton & Cookson (Liverpool), Holt & Cottrell (Liverpool) Richard & William King (Bristol), Stuart & Douglas Ltd. (Liverpool), Taylow, Loughland & Company (Liverpool) George Watts (Liverpool). As a result of this unsuccessful challenge, the command of the West African trade remained with the Conference. It was in later years that a number of the eight firms listed above came under the control of Lever Brothers.

At the outbreak of the 1st World War the British Government foresaw that under war conditions, British supplies of butter, drawn mainly from the Netherlands and Denmark, would be placed in danger. The Government, therefore, asked Mr. Lever to undertake the manufacture of margarine as a substitute for butter. The latter immediately threw himself into the task with character and energy. The exigencies of war caused the Conference to be suspended and Lever, finding the flow of materials from West African interrupted through scarcity of shipping space, decided to set up his own ship-owning company. He knew full well that, with the Conference suspended, he would not be faced with a fight on his hands, as happened in 1896.

Lever therefore wishing to acquire a "ready-made" fleet, had a meeting with the Manchester-based firm Herbert Watson & Co which controlled a fleet of eight vessels with names derived from tiny hamlets in Cheshire and Shropshire.

This small fleet, whose tonnages ranged from 1251 to 2293 was purchased and formed into the Bromport Steamship Company - named after Bromborough Port a town in the Wirral, which, like Port Sunlight was dominated by Lever Bros. - with a white star, the letters BSCL and a central 'L' (for Lever), making up its flag.

1916,however, was hardly an auspicious year for creating a new shipping line. The war at sea was entering its most savage phase with Britain facing starvation and Germany about to embark on its policy of unrestricted submarine warfare. In two years the Bromport Line lost half of its fleet: COLEMERE, ESKMERE, REDESMERE AND DELAMERE.

The balance of the fleet was disposed of during 1923 when Mac Andrew's purchased the LINMERE, FLAXMERE AND OAKMERE, which were re-named BALBOA, BOSCAN and BAZAN respectively, Whilst the RABYMERE was sold the same year to Moss SS Co and re-named EDFOU.

Jas. E. Cowden.

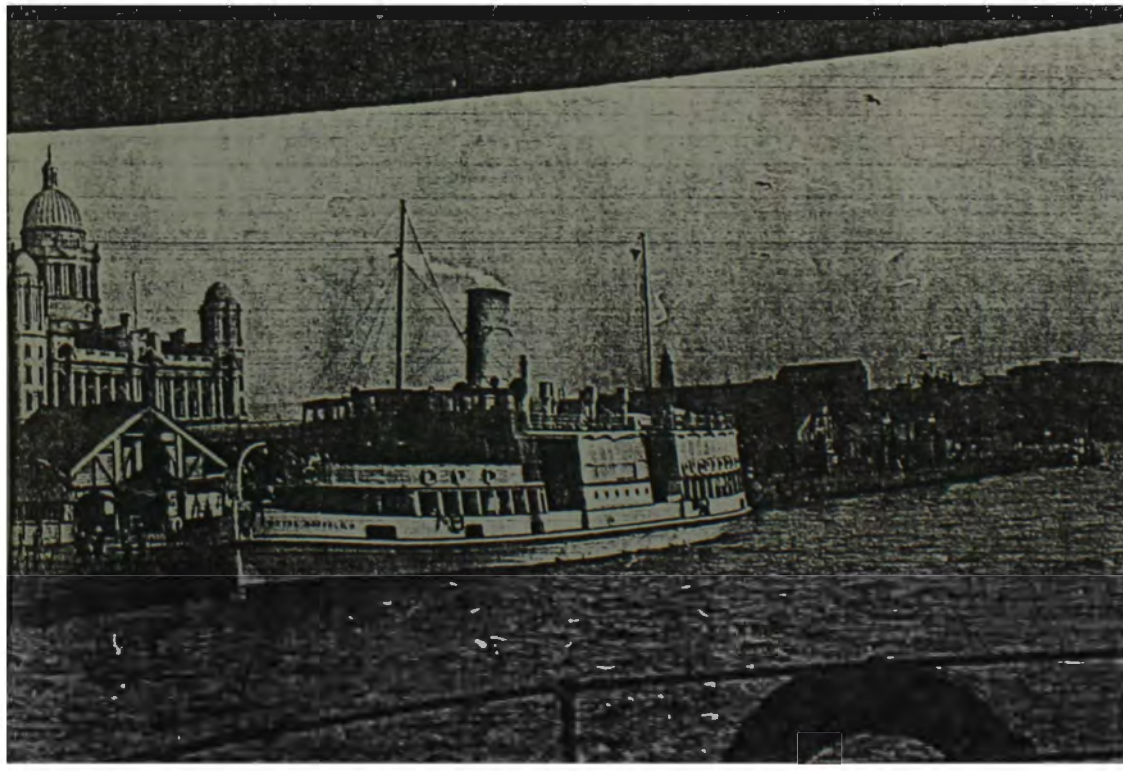
1987 - 1988 Programme.

Sept.	17th	Mersey Estuary and its Approach Channels. R.N Norfolk. MBE.	
Oct.	15th	Advances in Ship Hydro-dynamics using Tank Tests. Adrian Millward. (Joint meeting with Friends at Maritime Museum)	
Nov.	19th	Last 100 years of Japanese Shipping. Dr. P.N. Davies.	
Dec.	17th	Xmas Meeting	
Jan.	21st*	Port of Frodsham	W. Hawkins.
Feb.	18th*	H. Watson & Co Ship-owners.	Tony Cromby.
Mar.	17th	Enterprise of England 1588	Dr.C.B. Barrass.
May.	19th	A.G.M.	
June.	16th	To be announced	

Important Notes: This season all meetings will be held on 3rd Thursday of the month.

The October meeting will be held at the Maritime Museum at 7.15 pm. This is because the talk will involve the use of a video projector to show the use of tank testing of ship's hull shapes.

* The January and February meetings will be held at the Maritime Museum at 12.30 pm as last season.

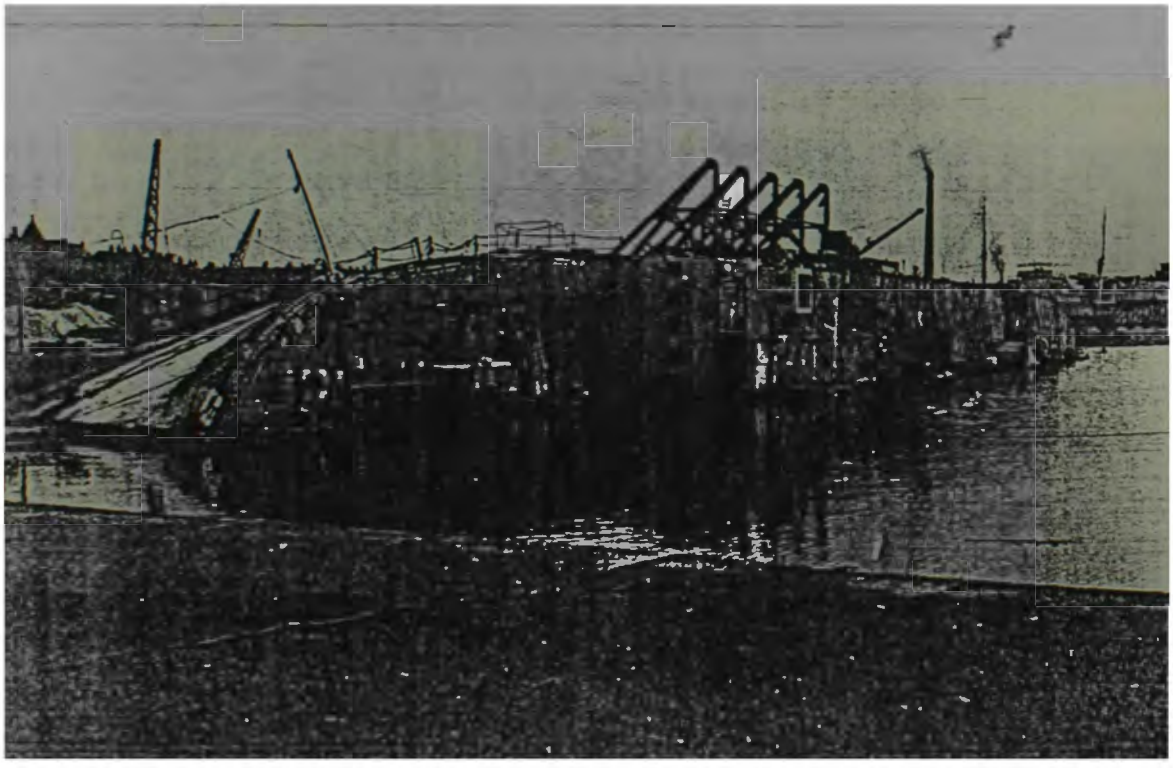


WHITBY PICTORIAL ARCHIVES TRUST (Whitby Archives)

The main work of W.P.A.T. involves the collection of photographs and other pictorial matter from the Whitby area from early days of photography to the present. Buildings long gone, streets changed out of all recognition, Victorian family photographs (and family trees), pictures of sailing ships, posters, old postcards newpapers, etc. the list seems endless. Virtually all the work at the Archives is carried out by volunteers, who assist by sorting cataloguing the photographs and mounting the exhibitions on the premises and elsewhere. The collection is available to the people of the Whitby area in particular and the public in general by a constantly changing exhibition, open 7 days a week throughout the year: admission free.

A membership scheme allows those who would like to search through the files themselves access to practically all material held by the Trust. The Trust, a completely independent project, also collects other "on paper" items, such as old maps, drawings, paintings, local guides and similar items; its Oral Archives Department holds audio-taped interviews of recollections of local life.

The archives are housed and exhibited in a house in Grape Lane next to Captain Cook's House and a mere few feet from the water's edge on the east side of Whitby Harbour.

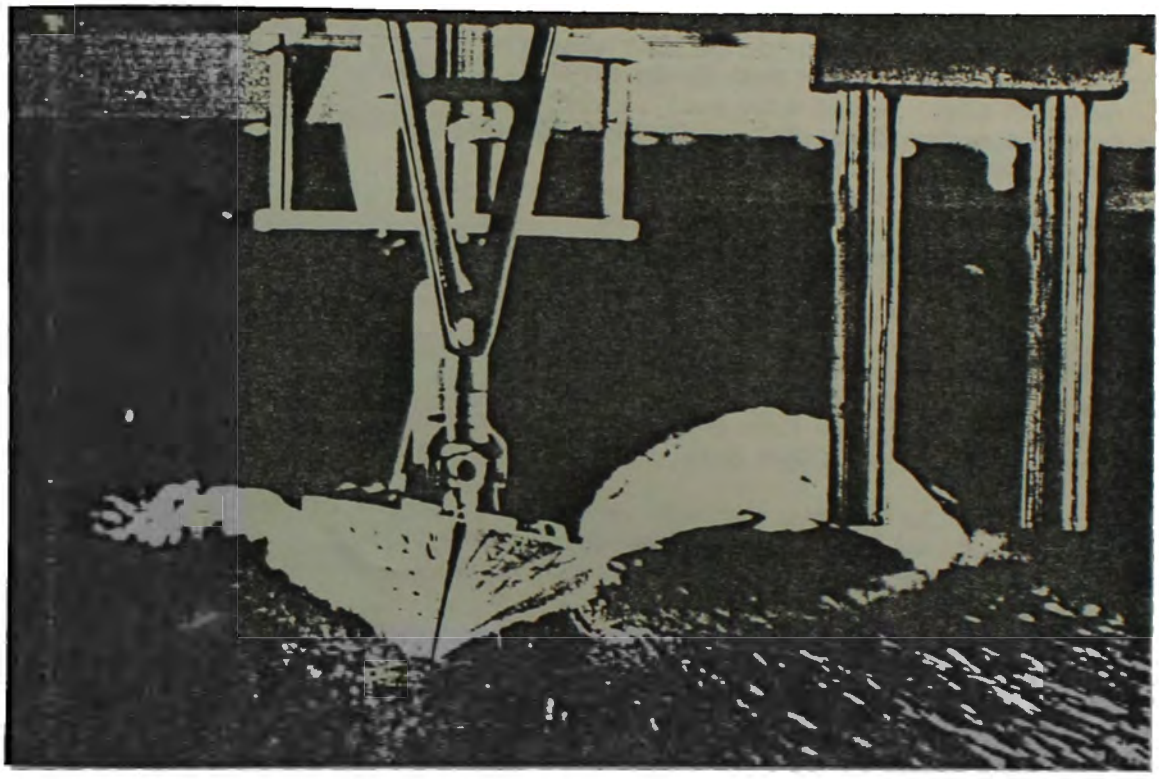


Please address all correspondence to the Secretary (or if related to BULLETIN To The Editor) L.N.R.S, MARITIME Records Centre, M M M Pier Head, Liverpool L3 IDW.

LIVERPOOL [illegible]
(FOUNDED 1[illegible])

Vol. 31 Nos 3 & 4 December 1987

BULLETIN



CONTENTS

PRESIDENT

Rev. R. A. Evans, R.N.

VICE-PRESIDENTS

N.R. Pugh M.K. Stammers Mrs. E.M. Summerfield

CHAIRMAN : A. S. Davidson
VICE-CHAIRMAN : Jas E. Cowden
TREASURER : K. W. Witter
SECRETARY : Mrs Diana Hirst
ARCHIVIST : A. H. Rowson
EDITOR : H.M. Hignett

COUNCIL : J.O.C. Duffy, Noel F. Jones, J.E. Lingwood, K. Stuttard

Subscriptions now due: Full membership £5, Sen Citizen & Country £4 family £7.

IMPORTANT NOTICE
THERE ARE A NUMBER OF SUBSCRIPTIONS OUTSTANDING
HAVE YOU PAID YOURS

Society Notes

We welcome new members R.L. Whittaker (see article in this issue) and A. McNiel. Also we have a new corporate member, Lancaster Maritime Museum (per Nigel Dalziel, Keeper of Maritime History)

XMAS meeting. An added attraction is the free samples of Devon Cream liqueur. Please come and show your interest! I is known that some members are hoping for a predominance of teetotallers whereby there may be spare samples.

Incidentally on the same tack (!) Diana Hirst, hon Sec, is at present arranging a visit to Bass's Brewery where further freee samples will be available. May be a meal with it. Priority on the list for those attending the Xmas meeting or sending apologies for same.

Car Parking is available for those attending the Wm Brown Street meetings, in the closed space behind the Museum- please let Diana have your name and car reg no. as soon as possible on 608 2281.

Member R. (Ralph) C. Shepherd visited Albert Dock and the Museum in the Summer. Tells the editor he spends a couple of days per week as a volunteer at the Scottish Maritime Museum at Irvine. His work is assisting with cataloguing, and at present he is engaged in indexing a collection of slides donated to the Museum which consist mainly of scenes around the Manchester Ship Canal and Liverpool as well as the Clyde.

Report of the talk given by Alan H. Rowson, Soc, Archivist April 1987.

The archives of the Liverpool Nautical Research Society consists of several boxes of notebooks and papers, a small collection of books and three albums of photographs. The principal donors were William Stewart Rees, John S Rees, A C Wardle, Capt E A Woods and Capt J Beard and short biographies of these former members were exhibited at the meeting. From J S Rees we have original material which he used in writing his book on The Liverpool Pilotage Service - pilots licences, indentures, petitions to Parliament and a fascinating contemporary account of the 1826 meeting of the Commissioners in an attempt to reduce the pilotage fees at Liverpool. There is also a Letter Book dating back to 1770 containing handwritten copies of letters from the Pilotage Office. (see note below) Capts Beard and Woods have left us extensive alphabetical lists of nineteenth century sailing ships and a record of over sixty Liverpool shipowners with fleet lists and biographical details of some of the personalities involved. The remainder of the collection is a mine of miscellaneous information on a wide variety of maritime subjects - American Civil War blockade runners, the 1850 Liverpool Shipbuilding Inquiry, notes about Sir Thomas Johnson, packet ships Mersey ferries and many lists of ships builts at small ports throughout the North West and much else. Some of the items were shown to members at the meeting and it was suggested that others could be displayed on future occasions.

note

In the Maritime Records Centre is the original minute book of the Liverpool Pilotage Committee 1770-1860.

CURRENT PERIODICALS available on the shelves of the Maritime Records Centre.

"Seascape" The new magazine devoted to ships and the sea.

"International Journal of Nautical Archaeology"

"Classic Boat" For the smaller vessels -steam launches - building a square - rigger on wood & etc.

"Nautical Magazine", "Sea Breezes", "Marine News" (WSS), "The Lifeboat"

"Mariners Mirrors", "Ships Monthly", "Nobby", "Topsail" "Wooden Boat"

"Sea Heritage" Journal of Sydney (NSW) Maritime Museum

"Sea History" Journal of Nat. Maritime History Soc. NY USA

"Traditional Sail Reveiw", "Windjammer". "Titanic Commutator"

"Terra et Aqua" devoted to Dredging.

"Le Chasse-Maree'", Revue D'Histoire et D'Ethnologie Maritime

LIVERPOOL SHIP REGISTERS

Seminar at Merseyside Maritime Museum

20th October 1987

A number of LNRS were invited to attend a Seminar together with museum staff archivists from Liverpool and elsewhere. There were also interested parties from afar afield as Lancaster Maritime Museum.

The Ship Register of Liverpool are the most complete of any port in the U.K., most of the others having been destroyed by fires in the early 19th century and during the "Blitz" of the 2nd W.W. (Sorry to say that some appear to have been lost through neglect.)

Initially the Ship Registers were held at the Custom House at each port to register vessels carrying emigrants to Ireland and later to the North American Colonies. In the 17th century trade to and from English colonies was restricted to English owned, built and manned vessels. After 1600 this was extended to ships built owned and manned by colonists: then pressure was put on the governments to allow ships captured during the Dutch Wars to be registered. There was no obligation on the part of owners to register their vessels, but no vessel arriving in the Colonies was permitted to trade there without first producing a certificate of registration. For recognition purposes on each certificate was detailed the dimensions of the vessel, type and place of build, the owners and the name of the master.

The Liverpool Registers are in the form of several large and heavy volumes, compiled and held in the Custom House and for the years between 1740 and 1792, are now deposited in the Maritime Museum Records Centre. Some later registers will be available in the M.R.C. in the near future.

It is interesting to note that there are many original registrations of well-known ships in the books of the Custom House here in Liverpool eg TITANIC and LUSITANIA. These can be seen at the Custom House by prior arrangement.

H.M.H.

Ship Registry

Select and ? Chronological Bibliography of Publications relating to Ship R

R. Weatherill, The Ancient Port of Whitby and its Shipping (Whitby 1908)

G. Farr, Records of Bristol Ships, 1800-1838 (Bristol Rec. Soc. XV, 1950)

R.C Jarvis, Customs Letter Books of the Port of Liverpool, 1711-1813 (Chet 3rd Series (1954)

R.C Jarvis, Liverpool Statutory Register of Merchant Ships, Trans Hist Soc Ches (CV,1953, pp 107-122)

G. Farr, Chepstow Ships (Chepstow 1954)

R.C. Jarvis, 'Cumberland Shipping in the 18c,' Trans, Cumb & West Antiq, S (LIV, new ser., 1955, pp.212-235)

M.M. Schofield, 'The Statutory Register of British Merchant Ships for Nor Lancashire', Trans Hist. Soc. Lancs. & Ches.(CX 1958, 107-125)

R. Craig, 'The Emergence of a shipowning community at Llanelly', Carms. A III, Part 1, 1959, pp. 17-26

C.R. Fay, The Channel Islands and New foundland. (Cambridge 1961)

R. Craig, 'Shipping and Shipbuilding in the Port of Chester in 18 and earl Trans. Trust. Soc. Lancs & Ches. (CXI 1964, 39-68)

R. Craig & R.C. Jarvis, Liverpool Registry of Merchant Ships (Chetham XV, 3rd Series, 1967)

J.E. Horsley, 'Shipping of the Port of Dartmouth in 19C'

G. Farr, 'Custom House Ship Registers of the West Country'

R. Craig, 'British Shipping and British North American Ship building in e 19C' Last three in South West and the Sea (ed.H.E.S. Fisher, Exeter 1968)

F. Neal, 'Liverpool Shipping in Early 19C', Liverpool and Merseyside (ed. J.R. Harris), (London, 1969, pp 147-181)

R.C. Jarvis, 'Eighteenth Century London Shipping', Studies in London Hist (ed. A.C.J. Hollaender and W. Kellaway) (London 1969, pp 403-425)

R.C. Jarvis, 'Eighteenth Century Dorset Shipping', Pncs Dorset Nat. Hist Soc (XCII, 1970, pp 250-258)

G. Farr, 'Custom House Ship Registers', Mariners Mirror (LV, 1969, pp. 3-

D.F. Murch, 'Trading Vessels of Salcombe Haven 1820 - 1890'

C.H. Ward Jackson, 'The Ships of the Port of Fowley at turn of 18C'

R.C Jarvis, 'British Ship Registry : the Quantification of Source Materia last three Ports & Shipping in the South West ed. H.E.S. Fisher, Exeter,

R.C. Jarvis, 'Ship Registry to 1707', Maritime History (1, 1971, pp 29-45)

'Ship Registry 1707-86', Maritime History (2, 1972, pp 151-167)

'Ship Registry 1786', Maritime History (4, 1974, pp 12-30)

S.R. Palmer, 'Investors in London Shipping, 1820-1850', Maritime History (2, 1972, pp 46-68)

A.M. Northway, 'Devon Fishing Vessels and their Ownership, 1760-1880', Transport and Shipowning in the West Country (ed. HES Fisher, 1973, pp 23-31)

G. Farr, The Ship Registers of the Port of Hayle (N.M.M. Monograms 20, 1975)

G. Farr, 'The Statutory Ship Registers of the Welsh Ports' Maritime Wales 1976, pp 47-50

I.D. Merry, Shipping and Trade of the River Tamar (N.M.M. Monograms, 46, 1980) Pts. 1 & 2.

C.H. Ward Jackson, Stephens of Fowey (N.M.M. Monograms 43, 1980)

I.D. Merry, The Westcotts and their times (N.M.M. Monograms 25, 1977)

J. Redfearn, 'Trevaunance Cove:the Harbour and its Shipping, 1632 to Recent Times'

T. Pawlyn, 'Shipping of the port of Penzance, 1786-1823' Both in British Shipping and Seamen, 1630-1960 (ed. H.E.S Fisher 1984)

R. Craig, 'Carmathenshire Shipping in the 1840's Carms Antiq (XXI, 1985, pp49-57)

C.H. Ward Jackson, Ships and Shipbuilders of a West-Country Seaport : Fowey 1786-1930

A.G. Jamieson (ed), A People of the Sea : the Maritime History of the Channel Islands (1986)

S. Campbell-Jones, 'Shipbuilding at New Quay, Cardiganshire, 1779-1878' Ceredigion Circa 1986

R. Craig, 'The 1860's at Llanelly : a dynamic decade for trade and shipping' Carms.Antiq XXIII, 1987-8, forthcoming.

June Meeting. Talk by Kate Lomas

"Food at Sea".

Miss Lomas had brought a wealth of artefacts in the form of a large number of actual menus of the meals served on the great liners during the twenties and thirties and also in the post- 2nd W.W. period of the great passenger ships up till the demise of the great passenger in favour of the air-liners of the present day.

These were supplemented by the very many post cards and other pictures and photographs of the great liners, particularly her own Cunard Liners.

Her talk included the beginning of ocean travel when passengers were expected to provide their own food! and the horrerdous results often pertaining to this system.

However once Samuel Cunard started what was the first "Liner" services as people came to know them in 1840, food was provided on an increasingly lavish scale of which Miss Lomas gave many examples, including some on the bizarre requests made by millionaire passengers in the 20's and 30's.

She also went to great trouble to give impression of the ladies fashions of the period: hats, boards, jewellery and of course the long cigarette holders. Members who had heard the talk on previous occasions at other societies, were amazed at the depth of her memories and the number of anecdotes and incidents she recalled, in her own inimicable way and sometimes racy way. Altogether a memorable evening and greatly enjoyed by an unusually large appreciative audience.

Alan Clayton.

The first ever grain cargo from the Great Lakes of Britain.

Journal of W. Kernaghan of Chicago, passenger on the schooner. "Dean Richmond" with grain for Liverpool, 367 tons. Register in 1856.

July 17th	Left Chicago 7 pm., wind N.N.W. with 5000 bushels of wheat.
18th	Arrd. Milwarkie (90 miles), at 5 am. taking in 5000 bushels of wheat.
19th	Sailed 4 pm., light wind from E.S.E.
20th	Wind light from E.S.E.
21st	ditto, made S. Mardoton Island 1 am Wind shifting W., made lightship 7 pm.
22nd	Wind N.W. Passed through straits of Mackinall, entering Lake Huron 5 am making Sheboygan light 8 am. Passed 40 mile point. Calm.
23rd	Reached Thunder Bay Islands 8 am. Breeze freshening. Made Point Aux Barques at 5 pm
24th	Noon. Light breeze S.E. ahead
25th	Breeze S.E. at 8 am., passed Forest Ville.
26th	Took tug "Julia Morton" at entrance of St. Clair flats at 3pm., schooner "Line Yankee" struck us, 8 pm. reached Detroit.
27th	Left Detroit 4 pm. archoring at 8 off Bar Point entrance to Lake Erie.
28th	Wind. N.W. sailed with 5 vessels, passing Pt. Play 9pm.
29th	Wind SW, fresh breeze, made Port Colborne entrance to Wellard Canal, 8 pm. tied up for night.
30th	Towed to Allenburg
31st	To Thorold and 12th Lock.
Aug. 1st	Reached St Catherine at noon and end of canal 4 pm
2nd	Sailed at noon, light breeze from NW, entering Lake Ontario, passed Niagara Light 6pm.
3rd	Made Longpoint Light 7 am, reaching the Ducks 4 pm. Wind from E., beat to Delloos
4th	Passed Delloos 4 am. passed Tippet's Light 8 pm., entering St. Lawerence, dead beat to Cape Vincent.

5th	Anchored 1 am. Beat down to Clayton Anchored 8 p.m.
6th/7th	Lying at Clayton
8th	8 am, steamer took us in tow, 6 p.m. reached Dixons Larding
9th	Discharging grain into steamer to go through canal.
10th	Surday
11th	Discharging grain to 9 ft. of water. 9 am. towed to Cornwall Canal and out 4 pm. without trouble.
12th	Steamer towed us to Beauharnois Canal at 10 pm. and out in 8 hours.
13th	Towed to Lachine Canal and through it to Montrael, at quay at noon.
14th	Taking in wheat discharged at 1st canal, 3 pm. took steam-tug for Quebec.
15th	Towing to Quebec reached it 3 pm.
16th	Discharging wheat to put vessel on slip
17th	Surday
18th	On slip, examined vessel, Caulked forefoot
19th	Hauled off slip
20th	Wind foul
21st	ditto
22nd	Wind still foul, started for Liverpool, reaching Gross Island same tide, a feat never performed in one before; a dead beat, passed every vessel, the nearest to us 12 miles astern.
23rd	Light winds ahead, passed all vessels, reached South Traverse 7 pm.
24th	Surday, light winds ahead, beat to Kamouraska
25th	Wind ahead, made Green Island 12 pm. Saw ship "Acme", of Glasgow, ashore at Bic Light at noon where we discharged pilot.
26th	Strong breeze, close hauled made Cape de Mont Light 9 am. heavy sea took in gaff topsails, reefed mainsail, wind North.
27th	Noon passed S.W. Point Lighthouse of Anticosti, passing 2 barques, one supposed the "Linden".

28th	2 am. passed E. Point Light of Anticosti, wind NW, Run for Straits of Belle Isle making Cape Whittle, Labrador, 5 pm.
29th	Passed an Iceberg. Made Point Ferrol, noon. Anchored 6 pm. in Forteau Bay, passing 3 ice-bergs, 1 aground in 32 fathoms.
30th	No winds. Visited fishing establishment, caught 2 barrels of cod in 2 hours.
31st	Weighed anchor at 6 am. wind S.W. foggy, cleared up at noon passed N.E. point of Belle Isle 8 pm. saw 9 Icebergs, 7. squally, took in gaff topsails, flying jib and mainsail.
1st Sept	Set mainsail, wind N.W. temp 42 deg. at 4 pm. in lat. 52.28, long. 53.28 gale increasing, 3 reefs in mainsail.
2nd	Heavy gale and sea, took in mainsail and jib, doubled reefed foresail, lowered topmasts.
3rd	Scudding before gale, under double reefed foresail and forestaysail.
4th	Scudding
5th	Calm, heavy seas, ship rolling much.
6th	ditto
7th	Ship rolling, 4 pm. breeze from SW, making 9 knots.
8th	Stiff breeze making 10 knots
9th	Strong breeze, with squalls from N.W., at times logging 13 knots. Saw the 1st vessel since leaving the St Lawrence.
10th	Wind, N.E. very light, topmasts up, and set gaff topsails, 9 am calm.
11th	Calm
12th	9½ am. Breeze sprung up from S.W running 6 knots.
13th	Breeze from S.W: passed 2 barques homeward bound, 8 am. saw screw steamship standing W. 1 am. passed American steam paddle ship going W., red funnel black top. (Cunard Liner?)
14th	Sunday, breeze from S.W. passed schooner homeward bound.

15th Breeze S.W.

16th 6 am. saw old Ireland. 2 pm. Wird N.W. Off Kinsale Light.

17th 2 am. off Tuskar Light, reaching Liverpool same night.

Charges and ship cargo in canals		£32.
Towage in St Lawrence		£32.
	Total	£64

No port charges, light dues, or pilotage on Lakes.

Canals navigable by vessels 145 ft. long x 26 ft. beam drawing 9½ ft.

Dean Richmond. Keel 135 ft. overall 145 ft, beam 26 ft.2". hold 11ft 9 ins, draught empty 5ft - 150 tons 7ft. 350 tons - 9ft. 6 in. 500 tons 10 ft.

Mainmast 90ft. 25 in. dia. F/lop 60ft Foremast 87 ft. 25 ins. dia. M/Topmast 60ft. 13 ins. dia.

Mainboom 66 ft. dia. 19ins, gaff. 36ft. Bowsprit 22 ft. 20 ins.dia Jibboom 60 ft. 15 ins dia

Centreboard 25 ft.x 12ft. 7 ins.

Incidental Charges on ship and cargo.

Towage	Wellard Canal	$35
Towage	between St Lawrence Canal	$50
Towage	Thro' 2 Canal	$06
Towage	Thro' 2 Canals	$09
Towage	Thro' 3 Canals	$09
Pilotage	Montreal-Quebec	$60
Pilotage	Quebec to Sea.	$30
		$199 = £39 1bs

Tolls on ship and cargo $160 = £32

The vessel offered for sale built Cleveland Ohio 1856 - English price offered £2,300.
Withdrawn at auction by Creesey & Co., being worth over £3,000

Distances	Miles
Chicago to Quebec	1600
Quebec to Cape Race	860
Cape Race to Cape Clear	1713
Cape Race to Liverpool	2010
New York to Cape Race	1010
New York to Liverpool	3020

THE DEVELOPMENT OF BUOYAGE SYSTEMS BY A J BLACKLER

THE BEGINNINGS

Lighthouses and beacons for aiding navigation at sea have been in existence since about 331 B.C. when the Pharos of Alexandria was first built. In Britain there can be found traces of a Roman lighthouse at Dover. Since those times lighthouses and beacons have been developed and modernised as new technology and forms and they may be identified by reference to the Admiralty List of Lights or similar books.

Buoys, by which is meant floating objects anchored to the seabed in reasonably shallow water are too numerous to list and it would also be impractical to give their positions as they are designed to be portable which allows them to be moved to suit the changes in the sea bed or for any other good purpose.

Buoys have been in existence in a variety of forms for a great number of years but an International System of Buoyage has only very recently been introduced and even this is not completely unanimous in its style. They came generally into use in the Maas in the late 12th century; before the time of Columbus' discovery of America. In Britain they were regulated under a charter given by Henry VIII to the Corporation of Trinity House in the Parish of St. Clement, Deptford, Strond 1514. They were first laid in the River Thames about 1538 and in most of the principal ports and harbours shortly afterwards.

In England and Wales buoyage is maintained by Trinity House, in Scotland by the Northern Lights Commissioners and in Ireland the Irish Lighthouse Commissioners perform the same service. Other countries have similar services either nationally or locally based.

Early buoys consisted of baulks of timber or barrels usually surmounted by a staff or pole and moored in position. Modern versions of such types can still be found in many places but they are often painted piles surmounted with modern lights and topmarks. Metal buoys started to replace wooden ones when iron ships were replacing wooden ones, and were found to be more efficient.

CONFUSING SYSTEM

Each authority for buoyage its own system which must have been very confusing for the navigators on vessels and to confound them even more not all areas within an Authorities jurisdiction conformed to the rules of that Authority. The notable exception to the English system operated by Trinity House was Liverpool which used the same system as that used by the Commissioners for Northern Lights. It is often said these days that America has always differed from this side of the Atlantic because they wanted the same scheme as Liverpool to avoid confusion for the many ships that sailed with emigrants from Liverpool to the States last century. True or not the United States did have the same colour scheme until recently.

When the current systems were adopted the American continent adopted a different colour system for port and starboard hand buoys which retained some of their original concepts. Consequently to this day the world is still not standardised and confusion still reigns amongst seafarers even though the systems now in use are very simple and easy to understand.

As recently as 1976 there were more than 30 different buoyage systems in use worldwide, many having rules in conflict with one another. Now there are just System A and System B for Region A Region B respectively.

At least all systems for many years did have one thing in common; they were and still are, all based on a vessel approaching a channel from seaward. Confusion arises when the channels are at sea away from the land. In that case they were based on the main stream of flood tide. As this was in some places difficult to determine, and for islands it was a question of where did the flood tides meet, it was difficult for the mariner to determine on which hand he should leave a buoy. Now the rule is that the buoyage systems are laid according to the vessels proceeding in the general direction of buoyage which is marked on the charts using a simple symbol, an arrow with a dot on each side.

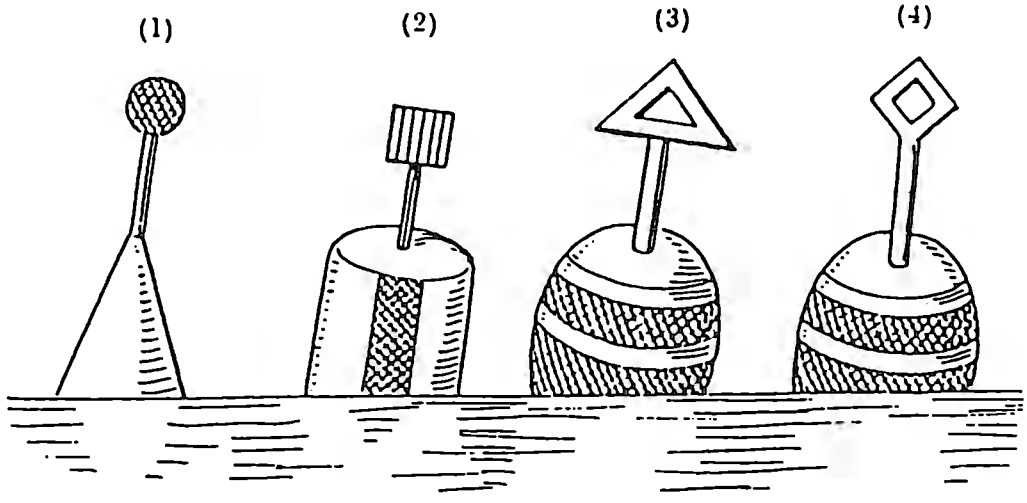


Fig.1.

THOMAS WHITTAKER MERCHANT AND SHIPOWNER

Thomas Whittaker was born in 1720, the second eldest son of Roger Whittaker Timber Merchant of Betley Staffordshire. Little is known of his early life but it is assumed he worked with his father throughout his youth learning his trade for by 1754 he was living in Liverpool where he was in partnership with William Pownall (a future Mayor of Liverpool) and Thomas Rimmer owners of the newly launched "Gorrell" - a hagboat sterned vessel of 200 T.B. employed in the Baltic Trade importing timer from Riga.

As yet it is not clear how Thomas Whittaker came to Liverpool but location of his marriage may eventually provide the solution. In 1756 he was part owner of the snows "John" (80 T.B.) and "Pownall" (80 T.B.)

By 1761 he was in partnership with John Gorrell a merchant and shipowner and in the same year, following John Gorrell's death, he built the "Hercules" with William Pownall (a square sterned ship of 500 T.B.)

In 1767 his first entry appears in Gore's Local Directory showing him to be a Merchant with premises in Mersey Street and two years later resident in Park Lane.

By 1774 his son Thomas Jnr. had entered into the business and their address appears as Tabley Street, Park Lane. In 1776 Thomas Whittaker Snr. and Jnr. had acquired sufficient capital to purchase their first new ship outright. This was the "Mersey" a brand new ship built in Archangel and made of pine which although not as durable (or expensive!) as oak, was very popular with the crews due to the light and airy atmosphere below decks and being built in the style of a frigate it was ideal for long voyages across the Atlantic. It was very unusual at the time for a ship to be owned solely by a father and son as most ships were owned by a consortium of six or more people in order to spread the financial burden if the vessel was lost (which was not uncommon!).

The "Mersey" was sailed from Archangel in 1776 probably via Liverpool to London where her portrait was commissioned from Francis Holman a fashionable marine painter of the day and presumably cruised on the Thames to impress his London friends as at this time Thomas Whittaker began describing himself as "Merchant of Liverpool and London".

(Possibly he or his son was the Thomas Whittaker factor of Packers Court, Coleman Street who appears in Baldwins Directory for 1768/70, however London business was transacted, on his behalf, at this time by George Laverick a biscuit baker of Wapping.)

Shortly after the portrait was painted the "Mersey" returned to Liverpool where she was pierced for 28 carriage guns used under contract to the Board of Ordnance to carry victualls to the British Army in Philadelpia. (Convoys of merchantmen loaded with suplies were gathered at Cork and escorted across the Atlantic by larger armed merchantmen, often Liverpool based and carrying letters of marque. New premises were required for the victualling contracts and these were aquired at 166 Dale Street Liverpool and were presumably used throughout the war. The "Sisters" another Archangel-built vessel (600 T.B.) was also purchased at this time to assist in the contract work.

Also around this time a partnership was struck up with Samuel Fearon Jnr. shipwright but it is not known if any ships were built with his collboration.

In 1778 yet another Archangel-built vessel was purchased. This was the "Hercules" confirmed by Lloyds as being of 700 T.B. - although listed in contemporary lists as being of 1200 T.B. (R Stewart-Brown's book "Liverpool Ships in the 18th Century" confuses this ship with the earlier "Hercules" built in 1761) This vessel was also used as an armed victualler and armed with 20 9-pounder cannon.

The victualling contracts during the American war must have provided Thomas Whittaker and Son with their most lucrative trading years as Thomas Snr. purchased a large moated manor house at Blakenhall near Barton-under-Needwood Staffs. where he presumably retired in the 1780's and although no further ships are known to have been built or purchased Thomas Jnr. also resident at Blakenhall held part shares in the "Ann","Benson" and "Manley" all Liverpool ships.

Thomas Whittaker died whilst staying in Buxton in 1792 and a small plaque to his memory was erected in Barton-under-Needwood church. His will gave the bulk of his estate to Thomas Jnr. to whom in his own words " I have already given a considerable fortune"

Lancaster Maritime Museum

Lancaster Quayside owes its development to the great burst of overseas trade which occurred in the 18th century. In the centre of this waterfront the old Custom House - now the Lancaster Maritime Museum - tells the story of the town's growth in wealth and importance based on commerce with the West Indies, North America and the continent.

The Custom House itself, a fine Palladian building of 1764 designed by Richard Gillow, has been restored to its original condition. Within what is an attraction in its own right, displays tell of the Lancaster involvement in slavery, the nature of trade at this period and of the activities of the customs and port officials.

The local fishing industry is a major theme, based particularly on Morecambe's famous shrimping activities. Between 1900 and 1930 up to 200 shrimp boats worked from the town. In addition, salmon fishermen, cocklers, mussellers and many more formed an important element in the local economy now almost completely gone.

The subject of the Bay's natural resources is continued into the new extension (opened in May this year) in the top floor of the adjoining 18th century warehouse and relate to the area's physical development and ecology. Other subjects treated here include the Lancaster Canal built from 1792, and the fast packet boats which transported passengers between Preston and Kendal until 1846; the original use of the building as a warehouse in the late 18th century; the role of the tidal Morecambe Sands as a highway between Furness and the South from very early times; and the present-day Morecambe Bay gas field.

In all of these areas, great use has been made of modern display techniques, graphic design, period reconstructions, sound points, audio-visual programmes and even smell. All of this contributes to a rich educational and entertaining experience.

The Museum has recently moved relevant objects and records from the City Museum (of which it is a part) down to Saint George's Quay now that adequate storage has become available. These relate to many aspects of the area's maritime history, but the size of the document collection is not large. Since the establishment of the Maritime Museum in 1985 a determined effort has been made to develop a documentary resource, and through collecting and photocopying from various sources this is gradually being achieved. The Lancaster Reference Library is very useful for anyone interested in Lancaster's maritime past.

Anyone wishing to know more about the records in the Museum's possession, including the photographic material, is advised to contact the Keeper, Lancaster Maritime Museum, Custom House, St George's Quay, Lancaster (0524 64637). Otherwise, the Museum is open daily, except over Christmas, from 2-5pm November to March, and 11am-5pm April to October.

Ship Model Testing and Advances in Ship Hydrodynamics

A. Millward

In the process of designing a new ship, particularly when predicting the hull resistance and propulsion characteristics, the naval architect is very dependent on the results of tests on models of his proposed design. The standard method is to tow a model of the ship through a tank of water or towing tank. An alternative method was described, known as a recirculating water channel, where the model is held stationary and the water is moved past it. The advantages of a water channel were described and pictures shown of models being tested in the channel at Liverpool University.

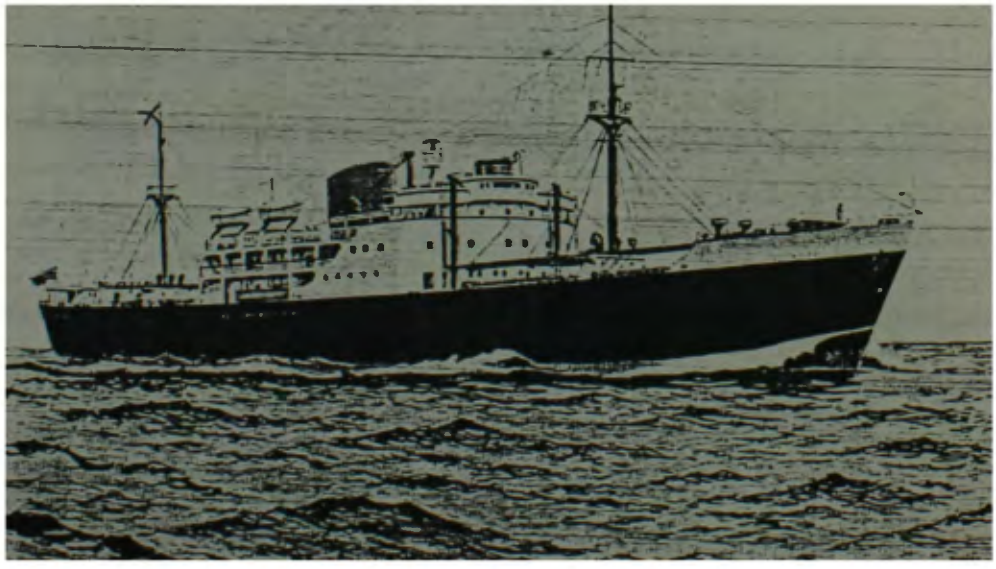
Several projects related to the water channel were then described. The first project concerned the lateral stability of high speed vessels such as small warships where it has been found that with some newer designs, which have a high centre of gravity, the ship may heel over at high speeds rather than stay upright. This also affects the steering and is being investigated with measurements of the pressure distribution around the hull in the water channel.

The second project concerned the effect of water depth on high speed ships where it has been found that at lower speeds the resistance is increased in shallow water while at high speeds the resistance can actually be lower than in deep water. This effect is mainly due to changes in the wave pattern and resistance. A method of predicting this effect has been developed from theory and from model tests.

At the lower speeds where the model or ship resistance is increased it has been found that the hull also tends to squat or sink lower into the water. Diagrams were shown to illustrate how rapidly this squat effect increases with speed in shallow water. It was demonstrated that this effect, together with the bigger bow wave in shalow water, could have been a major contribution to the sinking of the 'Herald of Free Enterprise' ferry - a factor that was suggested to the Board of Inquiry and subsequently confirmed by their report.

The last project described some work on the effect of water depth on the performance of a sailing yacht. It was shown that the wave resistance of a sailing yacht was also increased so that for sailing downwind shallow water should be avoided. However when sailing to windward the induced resistance and leeway angle were changed, because of effects on the keel, so that in some conditions an advantage could be gained by sailing in shallow water.

HULL UNDER TEST AT LIVERPOOL UNIVERSITY



R.M.S. "ESCALANTE" 7,791 TONS GROSS
Cargo/Passenger Service between United Kingdom and the West Indies.

FROM SHIPPING WORLD 1888 SELECTED BY A.J.B.

THE APPROACHES TO THE MERSEY.

The future of the Manchester Canal, and its effect upon Birkenhead and the adjacnet city, are important considerations. While engineers and contractors can prove beyond doubt the practicability of making the canal, the remunrative power of the enterprise have yet to be solved. It remains to be seen whether the great and small steam vessels which do so much of the carrying trade of the world will utilise the thirty seven miles of waterway now being provided for them, whence railways can rapidly distribute them all over the counrty. With such gigantic resources at command , it does not appear probable that the the railway companies will allow business to be taken from them without a struggle for supremacy. They can reduce their rates for the carriage of goods considerably below the Canal Company's standard without being seriously distressed, and the knowledge that they have the power to do this, protection, have prevented many capitalists from taking any financial responsibility in the great undertaking.

But it is best for Liverpool to be wise in time : the most satisfactory methods of averting the impending evils referred to should be carefully considered and adopted. There are two ways of recifying existing errors. One is by sufficiently modifying the port charges of Liverpool, so as to retain the trade which otherwise may find an opening elsewhere; and the other is simply an engineering question in reference to the best means of improving the approaches to the Mersey, so as to enable ships to enter Liverpool at all states of the tide.

One who seems capable of judging the merits of the case, has said that if the money spent in improving the great passenger steamships had been devoted to the removal of the Mersey bar, it would have done towards shortening the time occupied on the passage across the Atlantic than all that has been obtained by increased speed, and this is by no means unworthy of beleif when we consider the amount of time lost by steamers while waiting outside the bar for sufficient water to enable them to cross it.

The necessity for improving the approaches to the Mersey is clearly obvious form the follow well-known facts. The largest tonnage of manufactured goods in the country crosses the ridge of sand we have referred to. The passenger traffic has gone on increasing year by year until it has now assumed gigantic proportions. Docks, railways, warehouses, and other buildings, have absorbed many millions sterling. The dimensions of ocean of 7,000 or 8,000 tons and costing over £30,000 each, and every year additional capital is invested in new vessels having all the lastest improvements their speed so as to reduce the passage to New York by a few hours.

Notwithstanding this, a steamer which has made the "fastest voyage on record" to the Bell Buoy, has to lie idly for many hours in the channel before the tide will allow her to cross the bar and get safelt into port. Were the removal of this evil an undertaking which could be pronounced impossible from a commercial point of view, nothing more need be said; but when engineers of the highest reputation in this branch of the profession have declared not only that the difficulty can be overcome at comparatively moderate cost, but have shown how the work can be executed, it appears all the more surprising that such an obstacle should have been allowed to remain so long in its present conditions.

The desired improvement consists of an excavation in the main channel of about two and a half miles in length, and of sufficient depth to enable ships to pass through it at all times; and although various methods of accomplishing this have been proposed no definite opinion of any value can be given concerning them unless it is based upon a careful survey of the surrounding circumstances, and also of the experience which their authors have had in similar works. Dredging has been proposed as amore economical means of reducing the bar than any attempt which can be made to regulate the channel, but it is obvious that this kind of work must be continuous, and therefore costly, as a season's operations may be undone during one storm, and the depth of water greatly reduced by shifting sand, which would again require to be taken away.

A vast amount of valuable experience has been gained from the treatment of the outlets of various rivers which discharge on sandy coasts, and although at times carrying large quantities of alluvial matters have no bars. The most notable examples of this discription in England are the Thames, the Seven, and the Humber, other river in this country. In this instance, not only is the relative size of its drainage area very great, but natural projections at the mouth of the Humbdr act much in the same way as most beneficial manner. Those walls have also been proposed for the estuary of the Mersey with apparently very good reason, but the most suitable for directing the clear at all times.

These are questions which engineers can alone decide. The men are at hand who can advise judicioulsy, and if the scheme and its advantages can be put clearly before the public, no doubt the necessary means will be forthcoming for its accomplishment. And if, in addition to this, the dock and harbour dues are reduced, it is most probable that Liverpool will, in spite or powerful opposition retain the trade she has so long enjoyed.

TALK (WITH SLIDES) GIVEN BY MR R. NORFOLK

LIVERPOOL NAUTICAL RESEARCH SOCIETY

THURSDAY, 17th SEPTEMBER 1987

"THE MERSEY ESTUARY & APPROACH CHANNELS"

Mr Norfolk commenced the lecture by showing a slide of the geographical features to be mentioned during the course of his talk.

Members were informed the Estuary and approach channels are inter-dependent to the extent that anything done to affect the natural equlibrium of one (the works of man for instance) could have repercussions on the other.

In 1813 the most important of the earlier charts was made by Captain Thomas - it was the first authoritive Admiralty Chart of Liverpool Bay.

The Rock & Formby Channels (the main approach channels) continued to deteriorate causing anxiety to the Citizens of Liverpool - ships could not find a safe passage into the port. This resulted in Lt. Denham's survey of 1833 for the Admiralty, which discovered New Channel which became the main approach to the port instead of Formby & Rock channels. To mark the importance to Liverpool of the find of this new channel Lt. Denham was given the Freedom of the City.

In 1890 there was only 11 to 12 feet of water on the Bar at low water and there was an increasing demand for more water over the Bar to accommodate the increasing draft of shipping and to reduce delay waiting for the rising tide to provide sailing depth. Furthermore, ships were in the planning stage which could use New York but could not be accommodated in Liverpool without delay at the Bar. In this year dredging commerced to maintain a depth of 30 ft over the Bar at low water which seemingly solved the problems. However, there was trouble ahead. Over the years river walls had been constructed along both sides of the Narrows to reclaim forshore for the construction of docks at Liverpool, the promenade at Wallasey, etc., and this, together with the removal of the Bar, served to increase discharge of velocities.

The Narrows is a single channel about 6 miles in length and only 3500 feet wide at its narrowest point opposite the Pier Head where the depth at low water is about 60 feet. The Upper Estuary acts as a gigantic tidal reservoir and on the turn of the tide this mass of water is released and pours back to the sea through the constriction of the Narrows, forming a channel through sandbanks to deep water. On an ordinary spring tide it is reckoned the volume of water passing New Brighton is about 600 million cu.ft. This energy has been harnessed to scour the approaches to the port for a distance out to sea of 12 miles.

The large capacity of the Estuary is essential to the scouring process and any loss of capacity is a matter of some concern. Unfortunately, this is happening naturally to some degree, but mostly due to mad-made works.

The capacity of the Upper Estuary has deteriorated between 1861 & 1961 by about 10½%. The Manchester Ship Canal, engineering works at Otterspool Promenade, the Cast Iron Shore, Tranmere, Bromborough, etc., is 1½% of the total loss. A meandering Channel serves an important function in the maintenance of esturial capacity by keeping the bed material mobile and preventing consolidation but the low water channel became stabilised due to slag tipping at the Runcorn Bend, the closure of the River Weaver by the Manchester Ship Canal and the accretion of the Frodsham Marshes.

A second cause of deterioration in the esturial capacity is the Saline Density Current. Salt water in Liverpool Bay is heavier than river water and field observations have shown that the resulting density currents are sufficiently strong to produce a nett landward drift of water at the lower levels, carrying with sand and silt in suspension from Liverpool Bay. Density currents have always existed so why should they be invoked now to explain relatively recent changes? An explanation is that the construction of training banks along the approach channel in Liverpool Bay has led to changes in the circulation pattern and an increase in the amount of material arriving at the entrance to the Estuary to be carried upstream by these currents.

About 1900 it was found that due to walling-in of the Narrows for dock construction and the deepening of the Bar by dredging, the discharge velocities had increased, causing a secondary channel through Burbo Bank to become deeper and an incipent break-through at Taylor's Bank with the possibility of three indifferent approach channels instead of one good deep one. A very serious situation confronted the Port and unless bold measures were taken the whole of the enterprise built upon the Mersey, and those dependent in the hinterland, were in jeopardy.

The Dock Board Engineer-in-Chief had to take decisions upon which depended the future of the great docks being planned. The priority need was to stablise the face of Taylor's Bank and this was achieved by revetting the face with stones over a length of 2½ miles maintaining the flow along the main channel. The LEVIATHAN was built (10,000 tons cap) three times the size of other dredgers, to keep the Channel open.

Even after the Revetment was built, and increased amounts of dredging carried out, it did not result in a deeper channel and it was obvious that something drastic had to be done to maintain the improve the Channel for the AQUITANIA and other large ships to follow. The idea of a training bank was devised. The training bank is dumped limestone obtained from North Wales & Anglesey quarries, stone between 5/100 lbs in weight and conveyed directly

by the Board's own fleet of self-propelled hopper barges.

As a first step training banks for the Crosby Channel were built to direct the discharge from the Narrows and harness the energy to scour the Crosby Channel, which since the deepening of the Bar had shown increasing shoaling. By 1930 it was found that the alignment of the training banks was critical to obtaining the desired results and had to be determined scientifically rather than by intuition and observation alone. A working model of the Mersey was, therefore, constructed which yielded important information assisting in the alignment of the various training banks.

The construction of the training banks and the aforementioned increase inmaterial carried up-stream by the saline density current, together with the reduced meanderings of the low water channel, largly account for the continuous decline in Upper Estuary capacity. The training banks did achieve the object of preventing further erosion of Taylor's Bank, arresting the formation of a multi-channel outlet and producing a scour of the main sea channel over a distance of 12 miles. The consequential detrimental effect on the Estuary could not have been foreseen from the information to civil engineers 50 years ago.

The adverse effects of the training banks should not necessarily be taken as a criticism of the works themselves, particularly in view of the gravity of the situation which faced the Port at the time, and the urgent need of a remedy. The channel today is maintained at an adequate depth to meet current shipping requirements.

New dredging techiques use suction trailer dredgers which skim off bed material in layers, preserving the streamline flow over the river and reducing the amount of material to be removed to achieve a result, help to keep the channel clear.

The immensity of the task of engineering 18 miles of training banks is hidden from view (as, indeed, is much else of dock & harbour engineering) except at low waters when the lines of the training banks are just visible at each side of the buoyed channel.

This estuary is a great natural gift, particularly to Liverpool, also, indeed to the realm; had the Mersey Estuary and deep approaches been denied to this Country during the last War, crucial food, materials and the very means of waging that War would have been withheld.

In Mr Norfolk's view the Mersey Estuary is a priceless asset which should be safeguarded.

- - - - - - - - - - - - -

William Tinkler (1859-1901) - Master Mariner - by Kenneth A Tinkler.

While researching my family history I came across an otherwise unknown to me relation, William Tinkler, a cousin of my grandfather.

Searching through the International Genealogical Index (I.G.I.) - see notes below - for baptisms I was made aware that my great grandfather John Tinkler (1815-1874) had two brothers and two sisters, all of whom I later discovered, came to Liverpool from Westmorland between 1840 and 1850.

From Gores Liverpool Directories it was noted that great grandfather's youngest brother, James was listed at an address in Brighton-le-Sands a sea-front area of Waterloo, and in later directories a William Tinker - Mariner - was listed at another address in the same Liverpool suburb.

To find out more about this branch of the family, a visit was made to Crosby Library where the Reference Librarian produced a copy of the "Crosby Herald" dated 14th of September, 1901 in which an article told of the sudden death of William at the comparatively early age of 42 years:

> "the death of Captain William Tinkler of Worthing Street, which occured with painful suddeness at Dartmouth on Sunday, has occasioned a painful shock to the deceased gentlemans many friends in the neighbourhood.
>
> The late Captain was in command of the "S.S. Naranja". and his boat having sustained damage on the voyage from one of the Mediterranean ports to London put into Dartmouth for repairs. He had complained of feeling unwell on Sunday and while conversing with a friend suddenly expired. The deceased was widely known in Brighton-le-Sands, aged only 42 years he leaves a Widow and four children, the youngest only nine months old. The interment took place on Tuesday at St Lukes Church, Great Crosby in the presence of a large gathering of sorrowing friends. The Reverend Winslow, Vicar of St. Nicholas was the Officiating Minister."

Having learned from the article where Williams was buried, a visit was made to St. Lukes Churchyard and after some searching the grave was discovered. A very important find in the context of my family history, for the headstone listed nine members of the family history who had died from as early as 1867 right up to 1971, including James Tinkler, who could now be clearly seen to be Captain William's father.

Realising that someone, and hopefully a surviving relative, had attended to the funeral arrangements for the last burial in 1971, a request was sent off to St. Catherine's House, London for a copy of the last named deceased's Death Certificate. this gave, as expected the name and address of the informant of the death, which turned out to be another William Tinkler, this time Captain William's son. A letter was despatched to William only to discover that in the meantime he too had died. However, it was learned that William had a son living in the Merseyside area, so a letter was sent to the first Tinkler in the telephone directory with a W in the initial, and by that means contact was made with Captain William's grandson and his family.

He has one or two of his grandfather's sea going papers and journals and a very fine head and shoulders portraits of William in First Officers uniform.

A photograph of one of the ships on which William served as 3rd Mate in 1892, the S.S. SARNIA, was obtained from the Historic Photographs Department, National Maritime Museum, Greenwich, and a plan drawing of the S.S. CORINTHIA, previously the AUTHOR, on which William served as 1st Mate in 1894, was obtained from the Tyne and Wear Museums Service, the area in which the vessel was built, all other known sources having been exhausted.

From the Captains Register held at the Guildhall Library in London, the names and dates of ships upon which William Tinkler served was obtained together with his Certificate number. With this information it was possible to obtain from the National Maritime Museum, Documentation and Research Division, a photo-copy of William's Application for a Mates Certificate. The Application Form recorded that William began his apprenticship at sea on the 21st of October, 1874, aboard the iron sailing barque MARAVILLA on the 20th of July, 1879.

A visit to the Maritime Records Centre at the Merseyside Maritime Museum unearthed full details of both vessels including the owners - G.H. Fletcher and Company of Liverpool - at the time the young William was aboard. On visiting the Liverpool Record Office/Local History Department (4th Floor), Central Library, William Brown Street, to see if they held th Crew Lists and Agreements for these vessels, a cards indexed was produced by the staff which quickly showed that no record was held there for either ship.

A letter of enquiry was then sent to the Memorial University, St. John, Newfoundland, who replied that the October, 1874 voyage must have ended in 1875, in which case the Crew List would be held by the National Maritime Musuem in London. The University did however have the List for the MARAVILLA and the 1879 voyage, but they required $20 minimum research fee plus $0.30 per page copied. I "guesstimated" that their charges could be as high as $25. My bank informed me that they would be charging £7.50 to undertake the transaction and that at current exchange rates $25 is the equivalent of £11.88 - a total of £19.38, a sum way outside my shoestring budget, so a copy of the Crew list for the October, 1874 voyage of the Victoria Nyanza was obtained from the National Maritime Museum of a cost of £3.99

The Crew List and Articles of Agreement proved to be very interesting set of documents, especially to me as they represented an entirely new field of research which I had not entered before, giving as they do, a wide variety of information about the voyage, the crew, the Master, the trades employed on board ship, the type and quantity of food served to the crew, the wages paid, discipline reports on erring crew members, and records of crew lost overboard and at overseas ports through illness. They reveal that the young William's first voyage to sea had taken him from Liverpool to Calcutta and New York before returning to Liverpool on the 12th of October, 1875.

Efforts are under way to try and obtain a plan drawing of the Victoria Nyanza which records in the Merseyside Maritime Museum show was built by Harland & Wolff, Belfast, in 1863 for J. Prowse & Company of Liverpool who subsequently sold it to G.H. Fletcher & Company.

I am indebted way to our Editor, not only his advice and quidance as to the whereabouts of the many maritime records available, but also his words of encouragement.

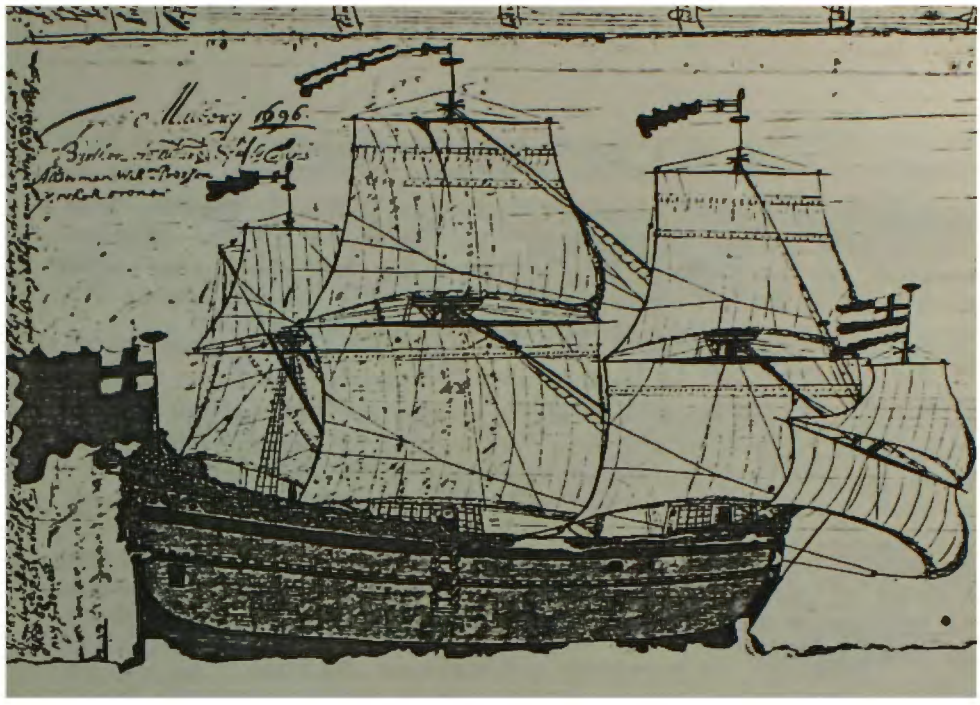
Editors Notes. Graeme Cubbin currently compiling a Fleet List of T & J Harrison Limited was very interested in the information on the Author.
The I.G.I is to be found in the Liverpool Record Office, Central Library, William Brown Street.
The Girobank will supply overseas currency cheques for £1 irrespective of amount.

BULLETIN Notes and Queries

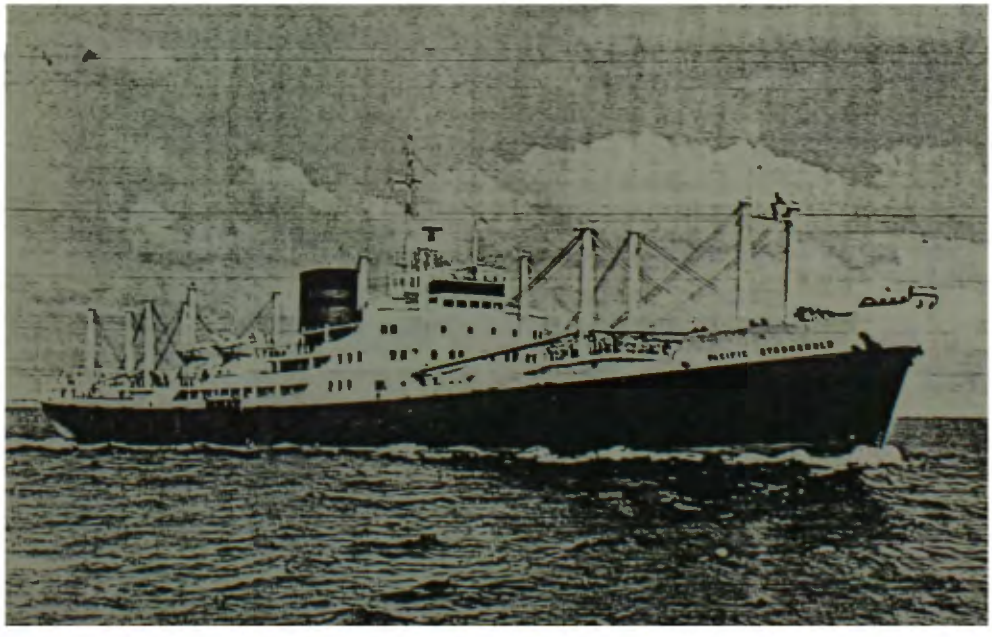
September '87 Tr. Ho. give notice that they are discontinuing the operation of the lighthouse at Moelfre.

Ballincolling & Liverpool Gunpowder Mills Co Co Cork Eire.

Operating from about 1970 to 1720 perhaps even later. Seem to be owned by Sir John Tobin with strong connections at Liverpool. Has any person any information about this firm.?



Friends of Merseyside Maritime Museum have just issued their latest Xmas Card. This time the picture on the front is that of the "Mulberry" dated 1696. The picture was painted by Bryan Blundell, Mayor of Liverpool 1721 & 1728, who master of the ship from 1696 to 1702. The "Mulberry", a full-rigged ship of about 150 tons, was the first vessel to enter Livrpool's first dock in 1715. In 1696 the ship was owned by Aldermen William Preeson, Bryan's uncle. In many publications it is said that Bryan owned the "MULBERRY". He certainly had a share in the vessel when he was master, but she is not mentioned among the ten vessels he operated from 1714 to 1752.



PACIFIC STRONGHOLD

Mersey & General Notes. by N.R.P.

SPORT ROVER is a small steamer of 900 tons, built in Danzing Free City in 1929 and now in Falmouth. She was built for the coastal passenger service between Oslo and Sandnes, near Stavanger. After being laid up for five years at Harlingen as a casino, she is being fitted out to make cruises form Barbadoes, with 45 passengers.

The four-funnelled MAURETANIA was scrapped in 1935 and her 3-tone whistle was secured by a Cornish collector. It weighs half a ton and at present is installed at the Royal Naval Air Station at Culdrose (Helston). This gentleman also has SNAEFELL's whistle.

One Persian Gulf shipping casualty has been the motorship RASHIDAH ex QATAR ex CHEVIOT PRINCE ex MENDIP PRINCE (1970) which once used the Manchester Ship Canal. She was machine-gunned, set on fire and towed to Kuwait.

The "wooden walls" FOUDROYANT, built at Bombay in 1817, which has lain in Portsmouth harbour for many years has been transported to Hartlepool as deck cargo on GOLIATH PACIFIC. She is being restored by the same workmen who transformed WARRIOR.

Noticing a recent name change reminds me of a Crosby Channel collision in fog. In 1961, Zillah S.S. Co's FRESHFIELD was sunk by a Guinness ship. After raising, and being refitted in Holland, she went out to the Cayman Islands as JOIKA, later ARNHOLT and now her name is BYRDING.

The West German 194 ton fishery support and research ship ANTON DOHRN which has worked in arctic waters, has been purchased by the British "Marr" concern. In August she was in August ready to come to Britain and may be used in the Falklands. The writer has a booklet about these Federal German vessels, with plans suitable for model making. The others are SEEFALKE, MEERKATZE, WALTHER HERWIG and FRITHJOF.

Name changes :-

MANCHESTER PRINCE ex NJORD (1981)
CINCINNATUS ex BARON KINNAIRD (bulker) (1981)
VICTORIA ex CHATILLY (1965)

To Breakers :-

SUNNY ex STONEGATE (tkr) (1961)
GUNUNG DJATI ex EMPIRE ORWELL ex PRETORIA (1936)

Isle of Man winter sailings 1987-88 will be :-

Heysham to Douglas, weekdays 0100, 1430 (Fri 1630)
Douglas to Heysham, weekdays 0830, Sundays 1730.
Bus connection Heysham/Lancaster.

With the lengthened ACL container ship ATLANTIC CONVEYOR returned to service, and piloted into the Mersey by our member John Temple, it is noticed that some former generation ships have gone to breakers. These are ATLANTIC SAGA built in Sweden 1976, ATLANTIC SONG built in Dunkirk 1967, ATLANTIC STAR also built in Dunkirk 1967, and ATLANTIC SERVICE ex ATLANTIC SPAN built in Emden 1967.

In the Persian Gulf troubles, HM ships ANDROMEDA and BRAZEN were already on patrol there when Iran stepped up the conflict, not only against Iraq, but against international shipping. With mines being laid Britain sent out the four minehunters BROCKLESBURY, BICESTER, HURWORTH, BRECON with their depot ship ABDIEL. The Belgians sent out two of their minehunters BOVESSE and BREYDEL.

The paddler WAVERLEY will be in service next year, following doubts caused by her boiler trouble. The former Portsmouth ferry SOUTHSEA was chartered to complete WAVERLEY's 1987 programme on the Clyde. Her deficiency is that she has no adequate catering facilities. BALMORAL successfully completed her cruising programme on the south coast.

One of the casualties of the severe storm on 16th October across the southern part of Britain was the Sealink ferry HENGIST. With no passengers aboard, she was blown ashore south of Folkestone Harbour and received bottom damage. Her stern was shored up with sand and a channel was excavated to assist refloating, which was carried out by SALVAGEMAN and SEAMAN of United Towing Co. She was towed to Dover.

HERALD OF FREE ENTERPRISE (her name changed to FLUSHING RANGE) and GAELIC FERRY were being towed to Taiwan breakers by tugs MARKUSTURM and FAIRPLAY IX when they broke adrift in Biscay. They were reconnected at 45N 5W towed separately, and not in tandem as had been the case.

Lloyds List has reported that Mr Sherwood of Sealink plans to buy French Sealink ships, which are on offer in view of the Channel Tunnel's projected opening in 1993. The fleet of cross channel ferries operated by Sealink would then be six - PRIDE OF DOVER, PRIDE OF CALAIS, CHAMPS ELYSEES, COTE D'AZUR, ST CHRISTOPHER and ST ANSELM.

During the autumn, MERSEY MAMMOTH, the M.D. & H.Co's floating crane, has been to Belfast to help instal a new crane at Harland and Wolff's yard.

The floating hotel complex BIBBY RESOLUTION, having been used to accommodate servicemen in the Falklands, will shortly be loaded on board SUPER SERVANT IV for transport to New York. Here she will join BIBBY VENTURE at Rikers Island as a floating prison, accommodating 846 prisoners.

Commodore Greenfield addressing the Nautical Institute in London said - "If the country's deep sea merchant fleet is not to disappear altogether, British Government must act now to make the British flag more attractive to shipowners. Government policies have been devastating in their effect on the Merchant Navy. In 1978 we had 1000 deep sea traders now only 150. The Department of Transport attitude to the shipping industry is dangerous and wrongly conceived."

LIVERPOOL NAUTICAL RESEARCH SOCIETY

ACCOUNTS FOR THE YEAR ENDED 30th APRIL 1987

INCOME AND EXPENDITURE ACCOUNT

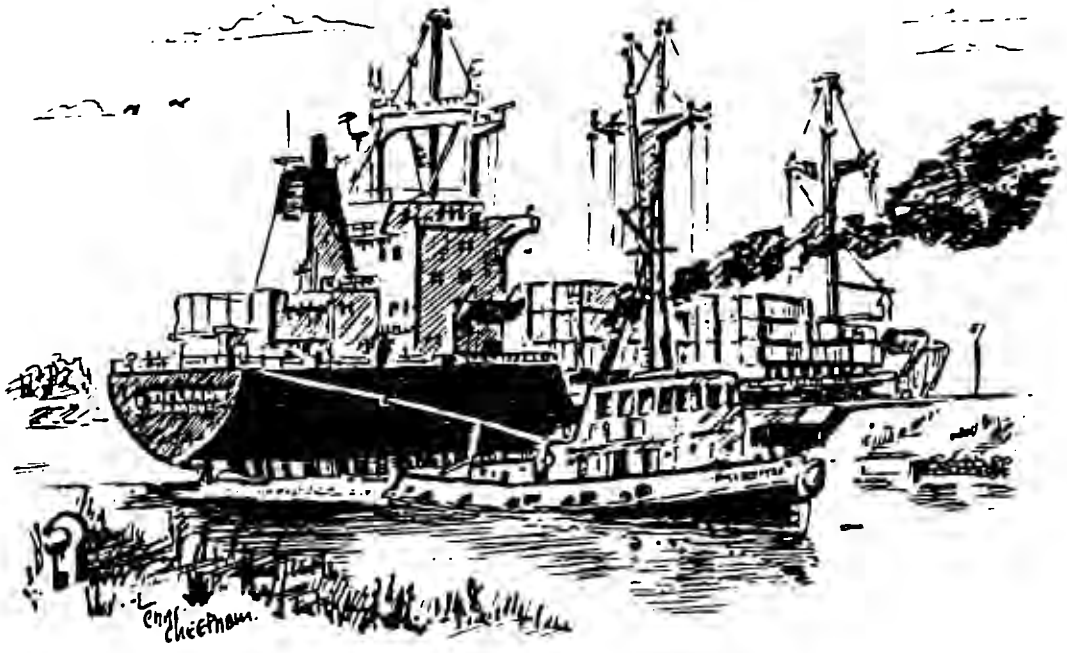
1985/6	EXPENDITURE	1986/7	1985/6	INCOME	1986/7
18.66	BANK CHARGES	27.22	284.50	SUBSCRIPTIONS	430.46
281.98	THE BULLETIN	177.17	10.00	DONATIONS	-
35.72	SUNDRY PRINTING	21.63	-	SALE OF LIFEBOAT BOOKS	147.60
56.78	POSTAGES	41.17	31.50	CHRISTMAS SOCIAL	12.20
35.26	CHRISTMAS SOCIAL	20.00	-	SALE OF COFFEE	10.07
			50.00	TRANSFERRED FROM DEPOSIT A/c	-
-	BALANCE	313.14	52.40	BALANCE	[illegible]
£ 428.40		£ 600.33	£ 428.40		£ 600.33

BALANCE SHEET

1985/6		1986/7	1985/6		1986
73.02	BANK BALANCE CURRENT A/c 30.4.87	194.77	125.42	BANK BALANCE CURRENT A/c 31.3.86	73.[illegible]
561.21	BANK BALANCE DEPOSIT A/c 30.4.87	800.00	562.12	BANK BALANCE DEPOSIT A/c 31.3.86	561.[illegible]
50.00	TRANSFERRED TO CURRENT ACCOUNT	-	49.09	DEPOSIT A/c INTEREST	47.[illegible]
52.40	BALANCE EXPENSES/INCOME	-	-	BALANCE INCOME/EXPENSES	313.[illegible]
£736.63		£ 994.77	£ 736.33		£ 994.[illegible]

HONORARY TREASURER

30th APRIL 1987



C/S TIELBANK being swung at Stanlow, outward bound for New Orleans, by MSC Tugs Sabre and Sceptre. Sept. 1980