LIVERPOOL NAUTICAL RESEARCH SOCIETY

(FOUNDED 1938)

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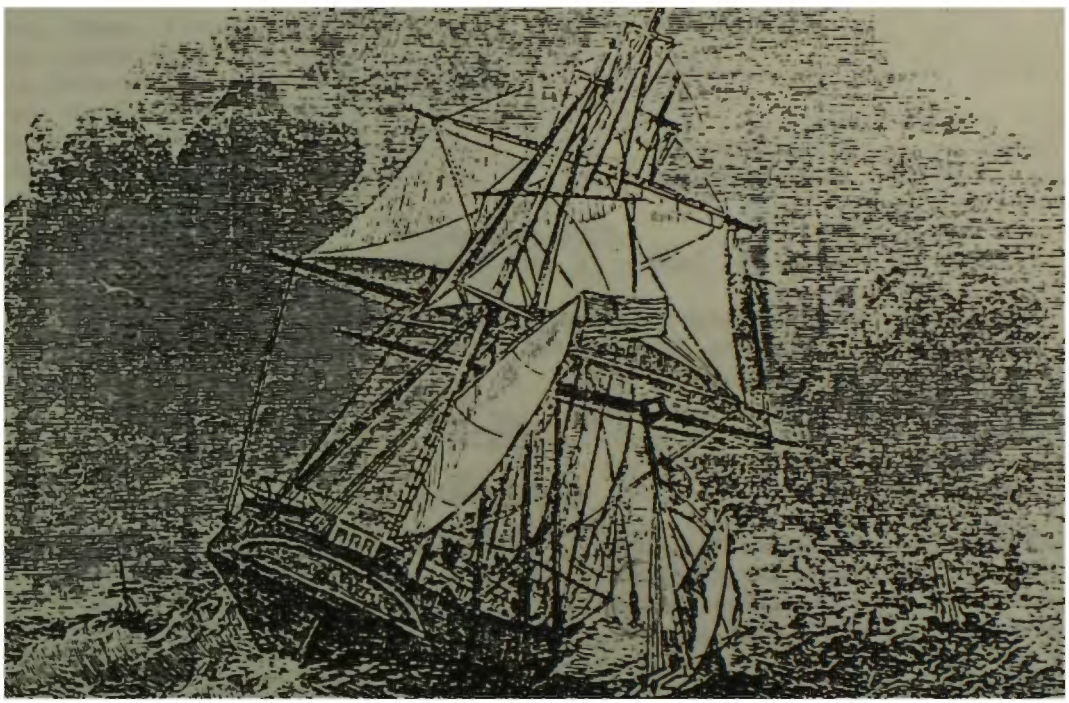
Summer 1989

BULLETIN



HOISTING PILOT ON BOARD IN HEAVY WEATHER.

CONTENTS

LIVERPOOL NAUTICAL RESEARCH SOCIETY

--ooOoo--

Society Notes

The Council were extremely sorry to learn that Diana Hirst, our hon Sec for the past two years has resigned. They wish every member to know of the excellent work Diana has carried out at a time when the Society was undergoing considerable change.

New Secretary
A couple of members caught John Tebay in a weak moment at the bar of a hostelry in the Albert Dock ("The Wharf") and with gentle persuasion got his agreement to his nomination as hon Sec. It is believed that his arm will have recovered somewhat before the new Season starts.

Would all members please note that subscriptions are now due!!

Friends of the Mersey Ferries
The Friends had a very successful outing on the WOODCHURCH 25th June. The trip included ranging the Mersey between New Brighton and Eastham and a trip through the North Docks. So many people had to be refused tickets that a further trip has been arranged for 23rd September. Tickets from the Shop, Seacombe Ferry.

ASPECTS OF THE WAR
BETWEEN THE NORTHERN AND SOUTHERN STATES OF AMERICA 1861-1865

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by Alan McClelland

In the 1960's I became interested in Liverpool's links with the Confederacy, having been asked to devil out material for a friend of mine then working for Granada Television. Details of my enquiries were published in "History Today", Vol XIV, No. 12, December, 1964 - Letters, and in the "Liverpool Daily Post" sometime in January, 1965. At that time I was investigating the activities of the Liverpool branch of Messrs. Fraser, Trenholm & Co. With the assistance of my late uncle, Rodda John of Lexington, Mass., I acquired a quantity of research papers which I was unable to discipline properly for a number of reasons and I contributed them to Mrs. Ethel Trenholm Seabrook Nepreux's preparations for "George Alfred Trenholm and the Company That Went to War 1861-65", published in Charleston S.C. in 1963.

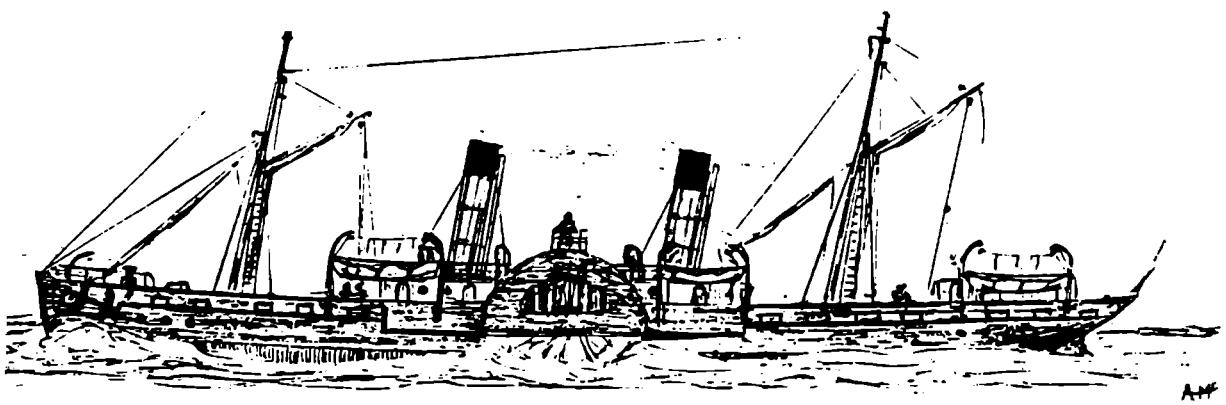
My main interest in the so-called American Civil War was - and indeed remains - in the shipping arrangements made by the Confederacy during the war between the states. Unfortunately, the underlying causes of the conflict remain clouded by emotion: in the 1960's the grandson or son of a servant of Fraser, Trenholm & Co. told my late father that his forebear had burned the company's records on instructions and that "there were matters which were best left unenquired into, because of the upset caused by the "Alabama Claims". Nowadays there is a tendency to elevate one issue of the controversy between North and South beyond all others - that of slavery.

The great British Free Traders, Cobden and Bright, might well agree at the time that "...the whole question is one of slavery" in viewing the conflict between Confederacy and Union, and this undoubtedly caught the imaginations of many people in Britain, including tha Rathbones and their followers in Liverpool. However, there were other issues including the imposition of tariffs by the United States Government which could adversely affect trade between Liverpool and the cotton growing states; an awareness of the fundamental differences between the largely agricultural South and the increasingly industrialised North which caused large numbers of small farmers, the overwhelming majority of whom were non-slaveowning, to take the field as soon as th Confederacy issued a call to arms in 1861; and the great concern in the South over states rights. The significance of the latter matter is perhaps best illustrated by the reaction of Robert E Lee when asked to become Commander-in-Chief of the U S Army in 1861: "If Virginia stands by the old Union so will I. But if she seccedes ....I will follow my native state with the sword, and, if need be, with my life."

So far as the slavery issue is concerned, it is surely significant that Abraham Lincoln was not an abolitionist. His attitude was that, up to the outbreak of war, he would protect the rights of slavery in the states where it existed, but would not agree to its extension. In his advocacy of the maintenance of the Union, he averred as had Washington before him, that "A house divided against itself cannot stand", but he hoped for a gradual disappearance of the "peculiar institution".

To return to Liverpool's links with the Confederacy, it needs to be borne in mind that for many people the American Civil War was not a civil war in the ordinary sense of the term. In a straightforward civil war, such as we had in England in the seventeenth century, two political factions fight for control of a country: in the American conflict of 1861-65 the Confederacy was a geographically defined area, only asking to be left alone. The Union set out to conquer and re-annexe it. In numbers of British, let alone Liverpool, minds the main cause of the war was constitutional, and as a consequence of Lincoln's attitudes, decreasingly concerned with slavery. In fact slavery continued to exist within the Union and to be protected by its government. Not for over a year after the outbreak of hostilities was there evidence of any determination on the part of the Administration to attack the 'institution'. Incidentally by 1864 Judah Philip Benjamin, Secretary of State to the Confederacy, had persuaded President Jefferson Davis to accept emancipation as a reward for those slaves who would take up arms in the service of the South!

James Duwoodie Bulloch, the Confederate naval agent responsible for ordering the cruiser 'ALABAMA', must have been well aware of the differences in British attitudes. He would know that no matter how much she wished to remain neutral, Britain desired also to protect her trade with the Southern states as much as she could. Traditionally the United States had always argued (in the War of 1812 for example) that to be recognised as such a blockade had to be practically effective, and throughout the War of 1861-65 the Union could not succeed in meeting this requirement completely. Any activity which distracted attention from attempts to impose a blockade could only serve to emphasise the point. Although there were undoubtely those in Liverpool who took a short view and looked for quick war profits in blockade running, others no doubt viewed with approval any developments which would help to demonstate that the blockade of Southern ports was essentially useless because attempts to impose it left Northern international seaborne commerce at risk. Twenty odd years on I am left with a number of intriguing loose ends. How did James Dunwoodie Bulloch's son come to die in a shooting incident in the U S A in the 1870's (a fact commemorated on a plaque in Salisbury House, which accomodated Childwall Church of England Primary School)? Just how much can be traced of the activities of Jones, Quiggin and Co. who built 17 blockade runners between 1862 and 1865,(the 'BANSHEE' was said to be the first steel ship to cross the Atlantic), and who have been credited with providing the first examples of 'series production' in shipbuilding? Did David Herbert LLewellyn, the British surgeon engaged by Raphael Semmes for the 'ALABAMA' ex 'ENRICA' (in spite of the Foreign Enlistment Act!) have any Liverpool or Liverpool Welsh connections, and did he leave any record of his service? Semmes recorded that Llewellyn was 'poised to work, but the table and patient had been swept away by an 11 inch shell, which during the battle with the U S S 'Kearsage' opened an aperture that was fast filling the ship! Finally, what was the real extent of backing in Liverpool for a steamship line between this port and those of the South, mooted in 1861 apparently before hostilities commenced?



MAKING A DASH FOR IT!

THE BIRKENHEAD IRONWORKS & CSS ALABAMA TRUST

The Trust, formed in 1987, has full charitable status. Perhaps the greatest single motivator leading to the formation of the Trust was the threat to fill in No. 4 Dock at Cammell Laird's Birkenhead yard. The group of local historians who successfully won a grade II listing for the Dock subsequently went on to form the nucleus of the present body. Having secured the Dock and recognising that it was the intention of the Wirral Borough Council to develop a Heritage Trail along the Wirral waterfront, it seemed obvious to put the Dock to use as part of that development - ship-building, after all, was the reason (so some might say) that Birkenhead had grown into a thriving town from a mere hamlet on a woody headland - and of course to connect it in some way with what was possibly the most famous vessel that was ever built in the Birkenhead yard, the CSS *"Alabama"*, which was fitted out in the Dock.

Working with Wirral Borough Council since the outset, the Trust set itself four main objectives :-

1) to build a full-sized replica of the CSS *"Alabama"* in Birkenhead.
2) to establish an interpretive museum in No. 4 Dock, which would tell the story of shipbuilding on the Mersey in general, but in Birkenhead inparticular, and to tell the story of the *"Alabama"* and its connection with Merseyside in the American Civil War.
3) to work towards the retrieval of the wreck of the *"Alabama"* and artifacts from it for permanent display in the above mentioned museum.
4) to build a full-sized sailing replica of the vessel to be used as youth sail-training vessel based at Birkenhead.

In November 1988 progress of the static replica project had developed to such a point that Wirral Borough Council took over the management. It is expected that the replica will be completed by mid-1991, and that it will be positioned in the old floating roadway alongside Woodside Ferry Terminus where it will be the focal point of the proposed Heritage Trail and clearly visible from any point of the River. The project has the full backing of the Merseyside Development Corporation.

Ownership and the right to dive on the wreck of the *"Alabama"* is currently the subject of discussions between the French, U.S and British Governments, as the vessel sank some 8 miles off the French coast near Cherbourg, in the then International waters - but that is not the case today. The Trust is working towards the realisation of a tri-partite agreement on the vessel and artifacts in the hope that some day we can all share them. However the matter is complex and emotional: an American vessel in French waters and a predominately British crew. The Cherbourg authorities see the final resting place of the remains as being their Museum and there are some in the USA who say that she should 'come home'. But that will be for Governments to decide, and we understand that an agreement should not be too long in coming.

Merseyside has a rich and interesting maritime history, many aspects of which are relatively unexplored. The papers in this volume deal with Liverpool's overseas and coasting trades, the development of Liverpool's docks, shipbuilding on the Mersey and shipping and trading connections between Liverpool and North Wales. They are written by experts in the maritime field each of whom presents new material of interest to professional and amateur maritime enthusiasts.

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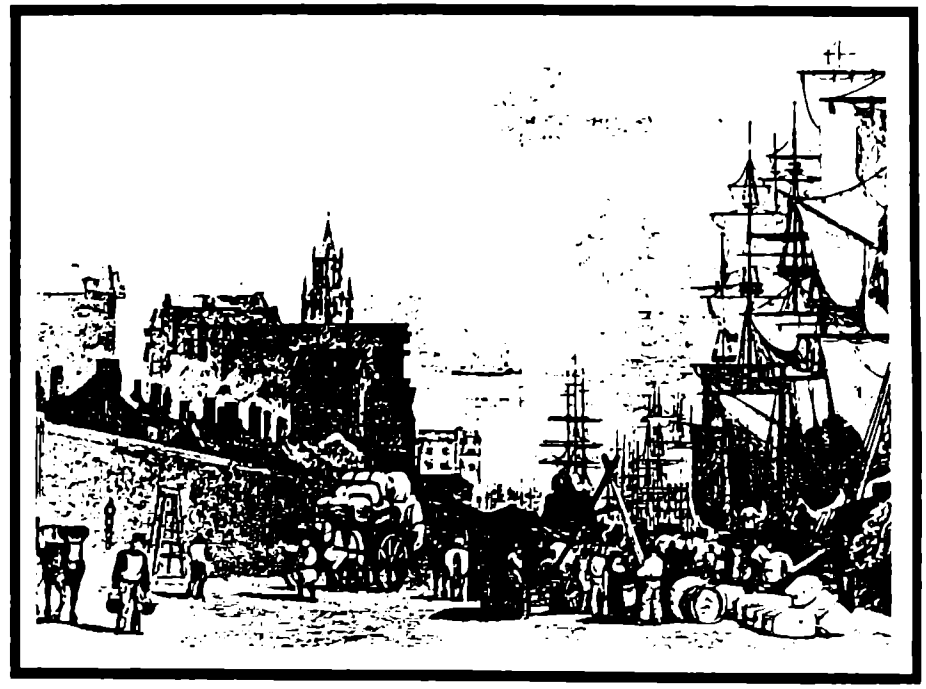
Liverpool Shipping, Trade and Industry

edited by Valerie Burton



Essays On The Maritime History Of Merseyside 1780-1860

by David M. Williams, Valerie Burton, Aled Eames, Michael Stammers, Nancy Ritchie-Noakes and Michael Clarke.

JOHN ERICSSON & LAIRDS

The centenary in 1989 of the death of John Ericsson, (b. 1803), the famous Swedish/American engineer is perhaps a fitting time to recount a little about his work on Merseyside. He of course first gained renown at the Rainhill trials of 1829 with his locomotive NOVELTY in competition with Stephenson's ROCKET, but his part in the development of iron screw steamships is worthy of special attention, because of his connections with Lairds. When we look at some of their "firsts", it is tempting to think that they may have "sparked off" one another in their work, but the parallels are probably no more than the chance result of their inventive ways of thinking.

The Laird family, Scots who hailed from Greenock, were ropemakers. Their first contact with Merseyside was made when William Laird came to Liverpool in 1810, with the task of building up an order book for the family firm.

William seems to have been attracted to Birkenhead when it was no more than a little fishing village with less than a hundred inhabitants. His eldest son John (1805-1874) joined his father at an early age and by 1824 they had erected their Birkenhead Iron Works, where they started building ships in 1828. The firm was one of the earliest English shipbuilders to turn their attention seriously to the use of iron as a ship construction material, and Ericsson certainly shared their belief in the "new" material.

In 1829 Lairds built lighters of iron for service on the River Shannon in Ireland, and at about that time John's younger brother MacGregor (1808-1861) joined them. He soon however became more interested in the development of trade with West Africa, with the parallel idealistic aim of counteracting the slave trade. Lairds' first iron steamer - possibly the first of the type to make an ocean voyage - was built in 1832 in connection with these aims. She was p.s. ALBURKAH of 35 tons, 70'x13'x6.5', 16 HP, one of two paddle steamers that, together with the brig COLUMBINE of 176 tons, built in Douglas in 1826, left in 1832 with MacGregor on an expedition under Richard Lander, one of the two brothers who had explored the Niger.

After his return, MacGregor immersed himself in shipping, with wide interest in services on the Atlantic and to Africa. Tropical disease had played havic with the expedition, and MacGregor never fully recovered from the effects. Their experiences however eventually led to the forming of the Elder Dempster Line, and to the founding in Liverpool of the world's first school of tropical medicine. In the Elder family were also pioneer Clydesiders, a "first" being their compound engine in Barclay & Curle's s.s. BRANDON of 1854, a great breakthrough in marine engineering.

In 1833, by which time John had taken control of the firm, Lairds built the iron p.s LADY LANDSDOWNE (133'x17'x9'6", 148 tons, 90 HP) for use in the Shannon service of the City of Dublin Steam Packet Co. She was pre-fabricated, shipped from Liverpool in parts and assembled on Lough Derg. *(See details in NN&Q Vol. 11 New Series, p.33, on the exploration of her wreck, discovered in the lough in 1967).*

Ericsson's cooperation with Lairds probably commenced in 1831, when they manufactured and/or set up for him a type of steam turbine driven pump. This he patented in February 1832, one half interest being assigned to Lairds.

The principle of pre-fabrication was used once again by Lairds in 1834 when they despatched to Savannah, USA, the iron p.s. JOHN RANDOLPH in parts for assembly in America. She may have been the first iron steamer in the US.

A sailing announcement of the Langtry Line of 1835 gives details of their Liverpool-Belfast service, using the "Superior and fast sailing steam packets p.s. FALCON and CORSAIR". Ericsson's "centrifugal fan blower" had been fitted

in 1832 (possibly by Lairds) to CORSAIR, 120'x20', 100 HP, built 1828 by John & Charles Wood in Port Glasgow.

By 1833, Ericsson had finalised the design of his "caloric" engine, which created a sensation in London when lectures on it were given by Michael Faraday and others. In effect he was striving towards the same ends as the previous pioneers in this field: Sir George Cayley (1773-1857), the aeronautical genius who first formulated the idea c. 1807, and then the Scottish reverend Robert Stirling (1790-1879), who had started his practical work on an engine in 1816. Now the Swedish shipbuilding firm Kockums, no longer active in traditional shipbuilding, have recently perfected their version of the engine for submarine use.

Ericsson had also started his experiments with screw propellers in 1833. Both his and Francis Pettit Smith's British patents for screw propellers were taken out in 1836, Smith's gaining a slightly earlier date.

In that year, Ericsson was still operating in London, where he was in partnership with Braithwaite, and they set about to apply his propeller to a vessel. One of his assistants there was Charles Fox, whose family surname is now world-famous in the civil engineering field. Ericsson's iron s.s. FRANCIS B.OGDEN, 45'x8'x3', was built by Gulliver's, Wapping, but she was named after the US Consul in Liverpool. She had co-axial, contra-rotating propellers 5'3" in diameter, Ericsson's theory being that a single propeller would not attain direct line thrust. About a century and a half later, the United States Navy re-introduced the idea in their nuclear submarines and claimed 10% increased power efficiency. FRANCIS B: OGDEN was the ship that Ericsson wished to use on the Thames in the summer of 1837 to demonstrate the new type of propulsion to the Lords of the Admiralty. Their Lordships were to be given places in a vessel being towed behind, but they declined, saying that it would be impossible to steer the ship. At about this time Ericsson's partnership went bankrupt, and this perhaps brought back him back to Merseyside.

His 1836 design of engine, of 50 HP, was probably the one adopted in 1838 for the 63'x 10', 30 ton, iron s.s. ROBERT F. STOCKTON, called after the US Lieutenant of that name, one of his stoutest supporters. He had privately ordered the ship from Lairds, and she was destined for duty on the Delaware and Raritan Canal in the USA. She was launched at Lairds on 7 July, and her trials were carried out on the Thames on 12 Jan 1839. She afterwards crossed the Atlantic, although not under steam, but using her schooner rig sails, taking 46 days for the voyage. In her hold was stowed her engine, probably the first direct-acting screw-propeller engine ever built. In the USA, her name was changed to NEW JERSEY and she served on the Delaware river for some 25 years. She was the first commercial screw steamship in the US.

Although Ericsson had conceived his idea of the MONITOR already in 1836, we find an early "first" in the naval armament field going to Lairds when their iron paddle steamer NEMESIS, 169'x29'x10.3', 660 tons, 120 HP, built in 1839, was commissioned as one of the early gun-vessels of the East India Co. and took part in the Opium War of 1840/1. Ericsson had to wait until the American Civil War before he could see his idea embodied. By that time, he had already been settled in America for over twenty years. His contacts with Merseyside were short-lived, because he was impatient to see his ideas put more quickly into practice. Apparently believing the English to be too conservative, he had already left the country for good at the end of 1839.

When Ericsson's body was finally returned to Sweden in great pomp aboard the US armed cruiser BALTIMORE, the Royal Palace in Stockholm flew flags at half-mast in his honour, the first time ever that such a gesture had been granted to somebody not of the Swedish royal family.

LIVERPOOL NAUTICAL RESEARCH SOCIETY
51st ANNUAL GENERAL MEETING
Thursday, 18th May 1989

Present Mr. A.S. Davidson *(Chairman)*, Jas. E. Cowden *(Vice-Chairman)*
Mrs D.M. Hirst *(Secretary)*, Mr. K.W. Witter *(Treasurer)*
Dr. A.H. Rowson *(Archivist)* Mrs. E.M. Summerfield, Mr. N.R. Pugh
Mr. K. Stuttard *(Meetings Sec)*, Mr. J.O.C. Duffy and 15 members.

1) Apologies: Messrs H.M. Hignett *(Editor)*, J.E. Lingwood, A.J. Scarth and M.K. Stammers

2) The Minutes of the 50th A.G.M. *(published in the BULLETIN Vol 32 No 1)* were taken as read and agreed

3) Chairman's Report

The Chairman spoke to the minutes (circulated) of the Council meeting held at 6pm on 20th April 1989, summarising the Council's Activities during the 1988/89 session. (Confirmed at the Council Meeting at 6.30 pm prior to the AGM, with one amendment; item 7a. "Curator" to read "Keeper").

Members unanimously endorsed Council's proposal that Mrs. E.M. Summerfield, and Mr. N.R. Pugh be accorded Life Membership, and that the curatorial staff of the Maritime Museum be granted Honorary Membership.

Members noted the marketing report on "Transactions" and that approximately 250 copies had been sold. As the outlay was within expectations, it was unanimously agreed that the price be held for a year when a substantial reduction be considered.

Members unanimously agreed that the current scale of subscriptions be maintained.

Future Meetings. It was agreed that meetings continue to be held at 7 pm at William Brown Street, on the third Thursday of the month, September to May, except the Xmas Social which would be held this year on 14th December; and the January and February meetings which would be at the Maritime Museum at 12 noon for 12.30 pm appropriate Museum accommodation having been reserved.

Matters Arising: Mr. K. Stuttard reported that a joint meeting with the "Friends" is being planned for March, when it might be neccessary to amend the March date given above; details to be given in the forthcoming printed Programme.

BULLETIN: In the absence of the Editor, Dr. Rowson outlined the current practice of producing the present type of quarterly publication. This appeared to be very economical and seemed well suited to the needs of the Society. He thought that minor inconsistencies should be capable of improvement and welcomed the suggestion of a small sub-committee to provide ideas and constructive appraisal. With this addition it was agreed to continue along the same general lines.

4) Treasurer's Report: Mr. K.W. Witter presented his report, copies of which were circulated. With a reserve of about £1,000 the financial position appears healthy, particularly in view of having published the Anniversary copy of "Transactions" as part of the year's expenditure.

The Report was unanimously accepted following a proposal from Mr J. Cowden, seconded by Mr. J. Duffy

5) **Election of Officers**

President: Arising from the vacancy following the retirement of the Rev. R.A. Evans, it was agreed that Mr. M.K. Stammers, Keeper of the Maritime Museum be formally invited to succeed as President.

Hon. Secretary: Arising from the vacancy due to the resignation of Mrs Diana Hirst it was unanimously agreed that Mr. John Tebay be elected (proposed by Mrs D. Hirst and seconded by Mr G. Hirst).

Members were most appreciative of all the very hard work undertaken by Mrs Hirst over the past two and a half years, and a sincere vote of thanks is hereby recorded (proposed by Mr. G. Loram, seconded by Mr. A. McClelland). On behalf of those present the Chairman also thanked her for continuing to supervise the sale of "Transactions".

Member of Council: Arising from the resignation of Mr. Noel Jones, Mr. A.H. McClelland was unanimously elected. (proposed Dr. A.H. Rowson seconded Mr. Stuttard).

Mr. G. Hirst proposed that the remaining incumbents continue in office for the coming year. This was seconded by Mr. Duffy and passed unanimously.

6) Other business: a: there was strong support for Dr Rowson's suggestion that further 'excursions' be planned.

b: Mr. Lloyd gave a brief outline of an invaluable item of research by one of our members, Mr. D. Head, in collating particulars of over 4,000 shipwrecks in the Liverpool approaches since about 1762. Mr. Lloyd also exhibited photographs and sketch-plans of a most interesting 19th century wreck of a wooden vessel (barque?) buried in the sands near Ainsdale, and temporarily uncovered by tides last October.

The Chairman thanked Mr. Lloyd for his most interesting impromptu contribution, and the meeting adjourned at 8 pm.

LIVERPOOL NAUTICAL RESEARCH SOCIETY
ACCOUNTS FOR THE YEAR ENDED 30th APRIL 1989

INCOME & EXPENDITURE ACCOUNT

1987/8	EXPENDITURE	1988/9	1987/8	INCOME	1988/9
110.00	"THE BULLETIN"	84.30	383.02	SUBSCRIPTIONS	369.03
15.90	SUNDRY PRINTING	--	25.10	XMAS SOCIAL	26.00
50.65	POSTAGES	66.83	29.84	COFFEE/REFRESHT's	24.30
11.96	XMAS SOCIAL	10.00	-----	SALE OF 50th Ann	
100.00	TRANSACTIONS 1988	1580.40		TRANSACTIONS	863.34
10.00	SPEAKERS' EXPENSES	---	100.00	ADV. REVENUE	323.50
10.00	MISCELLANEOUS	22.04	26.67	MISCELLANEOUS	---
256.12	BALANCE	---	---	BALANCE	157.40
564.63		1763.57	564.63		1763.57

BALANCE SHEET

1987/8		1988/9	1987/8		1988/9
450.89	CURRENT A/C BALANCE 30/4/89	193.49	194.77	CURRENT A/C BALANCE 30/4/88	450.89
819.92	DEPOSIT A/C BALANCE 30/4/89	933.92	800.00	DEPOSIT A/C BALANCE 30/4/88	819.92.
			19.92	DEPOSIT A/C INTEREST	14.00
			256.12	BALANCE INCOME/EXPEND	--
	BALANCE Exp/Inc	157.40			
1270.81		1284.81	1270.81		1284.81

Hon Treasurer

30th April 1989

SOME ASPECTS OF THE HISTORY OF THE LIVERPOOL PILOT SERVICE

by JOHN TEBAY

"The entrance to the Port of Liverpool is very dangerous without a skilful pilot and many ships and lives have, of late years, been lost owing to the negligence and ignorance of persons taking them to conduct ships into and out of the said port". The preamble to the first Act of Parliament on pilotage at Liverpool tells us that, in January 1765, the "Mayor, Bailiffs, Common Councilmen, Merchants and Captains" met at the Exchange to consider forming a pilot service since "A proper regulation of the pilots at the said port and the ascertaining of their rates and prices would tend greatly to promote and encourage trade and navigation, and be a public utility".

They may have been fishermen, but more likely they were small traders carrying goods from the growing port with, from mid-17th century, an important entrepot trade based on traffic from the West Indies and North America There were a small number of traders providing a fast packet service between Liverpool and Irish Sea ports and possibly engaged in smuggling via the Isle of Man. In slack times of they would be able to offer pilotage services off the entrances to the Mersey, eventually plying for ships off the Welsh coast as far away as Anglesey, some 70 miles from Liverpool.

No doubt these unofficial pilots charged fees according to the conditions prevailing: in favourable sailing conditions and with other mariners in the area, their fees would be much reduced. In stormy weather when the stranger was in urgent need of assistance, charges negotiated would be higher: possibly extortionate. And there was no recognised pilot station.

Thus in 1764 a winter of severe gales saw some 18 ships stranded at the mouths of the Mersey with the loss of 75 lives and £18,000 in revenue duty alone. In the year of the losses, 74 vessels left for West Africa and 141 for North America. Apart from the tragedy in terms of human life, the threat to the newly expanding sea trade gave great concern to the town fathers. They had recently financed an improvement of the port facilities with the construction of walls across the haven forming the first wet dock in Britain. And the slave trade was about to commence.

To read now the 26 Regulations of the first Pilotage Act (1766), followed some five years later by 22 local pilotage by-laws is interesting in that many clauses were to apply in principle over the ensuing two centuries: subsequent Pilotage Acts up-dating an original theme.

The regulations ordered punishments for specific offences, controlling the independent nature of pilots and pilotage, and stipulating charges to be made for services rendered, no more and no less. The earnings of the pilots were to be "pooled" in a way that would allow a fair share of the work of the particular pilot boat. A pooling system was to continue for the next 222 years. The system encouraged the pilots to attend their station in all weathers on the basis of no ships-no money! It also encouraged the construction of pilotage craft of the highest sea-keeping qualities.

Let us look at the small port of Liverpool in those days. There were perhaps 200 sea-going vessels in mid-18th century; only a few able to carry more than 250 tons. In 1720 the population was little more than 10.000, residing in about 2,000 houses. By 1753 the population was 22,000 and a decade later over 30,000.

So where did the 50 men who were first licenced come from? and what kind of work did they do?

We know that they all seemed to have lived around or near the "Pool". From the will of one, Thomas Harrison, we learn that he occupied two houses on the dockside on lease from the Town Council. These men may have been fishermen but is also likely that they were owners of the small, fast packet vessels which traded to port around the Irish Sea and the Isle of Man. It is likely they were engaged in smuggling for there had been a tax on tobacco for nearly a century when the Liverpool Pilot Service was first mooted. (The Isle of Man seems to have been an "Off-Shore" tax haven in those days.) Such men would know every entrance into the Mersey and they would be more experienced than fishermen in handling larger vessels. In fact we know that there were active pilots as early as 1738 for three were named on a contemporary chart of Liverpool Bay; the first accurate chart of the area. By mid-18th century shipping was bringing considerable sums into the town and money was available to improve the navigation facilties in the approaches.

The approaches to the Mersey estuary were through channels piercing the sandbanks across Liverpool Bay. The early charts give some idea of the difficulties pilots faced: no proper or regular surveys; the buoyage was irregular and unofficial, probably placed by the pilots themselves and occasionally swept away by the currents, or moved by a fisherman. The ever-changing sandbanks had to be regularly noted by pilots who were expected to be able to guide sail-powered vessels through the ill-marked channels using perhaps shore marks such as a clump of trees or a church spire or a windmill - not always easily visible.

Knowledge required of pilots was extensive. We find laid down that a pilot was required to be conversant with some 2,500 square miles of pilotage waters from St Bees Head in Cumbria in the North to Anglesey in the South. They had to know the entrances to the Dee: by Chester Bar (off Prestatyn) or from the Hoyle Lake by having Bidston Mill in line with the south end of Great Hilbre: then the approaches to the Mersey, where the land behind consisted of low, feature-less sandhills giving no easily distinguished landmarks.

Navigational marks were required. The Council of Liverpool rented land on which beacons were erected. The Formby Marks in line brought a ship from a position not so far from the present day Formby Buoy between Mad Wharf Sands and Hoyle Bank. The marks at Leasowe, the Sea Lights, when seen in line led the mariner from the first sea mark (NW Buoy) between the Hoyle Bank and the Burbo Bank to Hoyle Lake.

It is chilling to think of the conditions under which a pilot boarded those days. A ship possibly having been away 6 or more months, arriving with worn and/or inadequate rigging, and weakened crews. In the strong winds and tidal currents, it would not be easy timely, to adjust sails and rigging when maneouvring along the dangerous channels.

We have a minds-eye picture of what pilotage was all about, the pilot at the wheel himself peering into the distance to pick up the marks with a crew member calling out the soundings as the ship neared shallower waters.

The illegal activities of some people affected the pilots. Whenever the Press Gangs were in the area, incoming shipping was in danger of losing crews. Those crews endeavoured to escape. In the ensuing struggles pilots were observers and later called upon to testify in court.

So the pilots operated in a kind of area between tidal marks of relatively new human activity. Trying to keep a balance between the ship and shore - in modern-day parlance, he was the interface between land and sea.

This left them with problems. And with the new Act of Parliament they were under threat of punishment whenever they steered off course by either accident or design. In one year the Pilotage Committee investigated 46 incidents leading to one dismissal, six suspensions and one reduction to a lower class. Later all such proceedings were reported in the local press. Drunkeness and negligence were punished by fines of £5 and in 1807 a pilot was fined £10 for putting a ship ashore. These sums must be reconciled with the Pilotage Committee's concept in 1766 that £100 per annum was sufficient "to encourage good men to qualify themselves for pilots". By 1826 this had increased to £136 for a journeyman pilot, with a £200 profit for the pilot-boat owner.

The discipline must have been strict and one wonders what encouraged these men to take up pilotage when we read that of the first 50 pilots licenced, one third of them were lost at sea. In fact by 1800 some 50 pilots had been lost at sea.

But incentives must have been strong when it is on record that, in bad weather, the small boarding punt was not used, but a line passed between the ship and cutter for the pilot to fasten one end under his arms and leap overboard to be hauled to his customer! With a larger vessel the yard-arm could be used to swing the pilot from vessel to vessel. But when the ships rolled it would not be easy to avoid a 'ducking'.

Even today the most dangerous part of the job is the actual transfer between pilot vessel and ship. The pilot craft were also quite vulnerable: in 1770 3 pilot boats were wrecked.

There problems too when Liverpool's 120 privateers were engaging crews. Several pilots had their licenced withdrawn for signing on such vessels.

The Liverpool Pilot Service also had it's strong points, for even in dangers, the members never avoided the saving of human life and property. Numerous awards have, over the many decades, been made to pilots and apprentices for individual valour.

In 1851 a New York pilot gained fame as master of the yacht "America" when she won the famous cup. But few know of the Liverpool pilot who was sailing master of the English schooner "Cambria" when she beat the American yacht "Dauntless" in a race from Cape Clear to New York 1870. In this instance the pilot lost six weeks share of pilotage earnings.

The history of the pilot craft is a subject unto itself. The first nine licenced boats were single-masted craft of 30 to 40 ft in length. Not all built by the same yard or to the same standards and therefore performance differed. One feature was common - a light yellow hull with white boot-topping. When, in later years, national legislation required pilot vessels to have a black hull, the yellow colour was retained in Liverpool in the form of a narrow yellow line at main-deck level.

After the loss of three boats in 1770, the Pilotage Committee required all new craft to be over 40 tons. They were to be to be manned by a master (who was also a licenced pilot and probably the owner), apprentices and 7 to 10 pilots. The last man to be boarded was the master. The remaining apprentices were left to sail the boat back to port. This boat system was to last for 86 years with some 45 boats passing through the service. In 1852 a 2-masted schooner, the *"Pioneer"*, came into service, the first of a line of larger and more graceful cutters. These concluded with the "George Holt" (No 10) of 78 tons and 100ft in length. Sold, in 1904, to trade in the Falklands, I understand her rotting hull lies there yet.

Looking at the builders of the sailing boats, one can see that most of the single-masters were built locally - a number by Thomas Royden of Liverpool - whilst the bigger vessels came mainly from the southern yards such as Ratsey in the Isle of Wight. The last schooner, the *"George Holt"* was built by Philips of Dartmouth in 1892 who, incidentally, also built the last sea-going cutter over 60 years later. (It is interesting to note that that last sea-going cutter cost the same as a present-day pilot launch. The Superintendent of Pilotage, in 1870, described the boats as *"like yachts, built in the most expensive manner possible, fit to go to any part of the world. They are double the cost of an ordinary vessel. Built by the best yacht-builders in Britain."* Of their working life he added "*I have known a pilot boat to go to sea when the mail packet did not go out and the regular channel boats did not go out". "I think the boat owners are as proud of their boats as they are of their families".*

In 1859 the newly formed Mersey Docks & Harbour Board obtained powers to take over the duties of the Pilotage Committee, and later, in 1883, to buy out the cutters from their owners. Whilst the building of a steam pilot cutter was mooted about that time, it was not until 1896 the first such cutter made it's appearance. It is interesting to note that until then the pilots believed that a sailing cutter was more maneouvrable when boarding ships in bad weather than a steam vessel would be. That says a lot for the sailing qualities of the cutters.

When the MD&HB purchased the boats, the share value of the boats far outstripped the hull value. Thus, in 1883, the actual value of the 12 schooners was £20,000; the share value approaching £90,000. By then about one third of pilot earnings went to the running of the boats and the actual ownership had widened: -

20 superannuated pilots	held 238 shares
Master pilots (who were also pilot boat masters)	held 330 "
Serving pilots	held 200 "

This situation created a great degree of disunity between the boat owners and the other journeymen pilots - needless to say, to do with the division of shares. The matter was the subject of importance evidence presented to the 1870 Parliamentary Inquiry into Pilotage. It was probably from this and with the emergence of the MD&HB that the pilots formed the Liverpool Pilots' Association in 1883, and which exists to this day.

(to be continued)

Paragraphs from 'The Shipping World' - 1889 Submitted by A J Blackler

Cattle Ships at Sea

Numerous ships engaged in this trade which have lately arrived in the Mersey report losses of cattle. This is generally caused by the violent motion of the ships in stormy weather, but it is occasionally owing to insufficient space for the animals, which causes defective ventilation. We are told that the vessels which have suffered most bring their live cargoes from Montreal, where the weather has recently been very oppressive, and this has created in great degree the losses mentioned above. At present, under the most favourable circumstances, the cattle become emaciated during the voyage, and this is particularly the case in steamers which roll excessively. As an example of what may be done occasionally in this respect, however, it may be mentioned that the Liverpool and Montreal liner OXENHOLME has just brought over 469 head of cattle without losing a single one of them. Many other vessels have arrived during the past week with fresh meat, which has now become a very important trade, occupying a large amount of cargo space in some of the finest steamers, such, for instance, as the s.s CITY OF PARIS, PAVONIA, BRITANNIC, WISCONSIN, INDIANA, MICHIGAN, etc. The total arrivals being 5,393 cattle, 1,176 sheep, and 12,527 quarters of beef, thus showing a considerable increase over the past week.

Beginning of the Emigrant Season

Five steamers of large tonnage sailed recently on one day from the Mersey. These were the Allan liner CICASSIAN, the Dominion liner OREGON, the Beaver liner LAKE SUPERIOR, for Quebec and Montreal; the Cunard steamer MARATHON, for Boston; and the National liner ENGLAND, for New York. Nearly 900 passengers went by the LAKE SUPERIOR, of whom 300 sailed under the auspices of the London Self-help Emigration Society, which is in communication with the Canadian Government, who appoint agents to look after the emigrants on their arrival. Situations have been found for everyone of the party, and although the Association has already helped large numbers to go abroad most of the emigrants are doing very well. The OREGON carried with her a large number who were sent out by the East-end Emigration Society, and also the Church Emigration Society. Other similar organisations sent by the different ships a very large number from London, Liverpool, Birmingham, and other large towns in Great Britain, the s.s. MARATHON alone taking on board 1,200 intermediate and steerage passengers. The various companies are doing all that lies in their power to make their ships comfortable, and every attention is paid to those who sail by them; whilst at the same time, the sanitary arrangements are of the most complete nature, and every suggestion for the well-being of the emigrants is at once acted upon. On another occasion, the CITY OF ROME, the CITY OF NEW YORK, the GERMANIC, and the LORD CLIVE, called about the same time at Queenstown, and embarked for America the unprecendentedly large number of 1,230 men, women and children. The emigration season has thus opened most auspiciously, and already promises to be the best ever known. Indeed, during the week just mentioned, no fewer than fourteen steamers left the Mersey, and carried with them a total of 10,223 passengers for the United States and Canada.

Liverpool Emigrant Ships

A considerable difference of opinion seems to exist between the sanitary authorities of the port of Liverpool respecting the treatment of emigrant steamers. This is chiefly owing to the fact that the flow of passengers is all in one direction, whereas the importation of cattle is entirely in the opposite direction, and thus the liners to America become entirely changed in character on the homeward voyage. After delivering their livestock in Liverpool, those vessels are detained a whole week so that they may be thoroughly cleansed, but when once at sea, with bad weather and closed hatches, the liquid impurities absorbed by the woodwork frequently become offensive, if not positively injurious. In view of this, it has been proposed that these vessels should have iron decks, and all woodwork put up for the cattle removed, and the plating of the ship cleansed by means of jets of super-heated steam before the fittings for the use of passengers are in position. This, it is said, is all the more necessary, as the cattle-stalls are not cleansed during the passage, because the manure is allowed to accumulate for the purpose of selling it to agriculturalists when the ships arrive.

BOOK REVIEW

"Cook Strait Rail Ferries (As I Knew Them) by R.D. Munro

The development and evolution of the Ferries across the turbulent and dangerous stretch of water cutting New Zealand in half is outlined in this very excellent tome. First mooted in 1862, it was to take another forty years before the first ferry sailed.

Few people outside NZ knew of the existence of the ferry service before the tragic loss of the Ferry "Wahine" in 1968 in which 50 lives lives were lost when the vessel lost power and struck rocks at the entrance to Wellington harbour 100 metres from the shore.

This is an A4 sized book of 210 pages, mostly typescript but with numerous photgrpahs and illustrations. Full list of employees past and present. Well indexed for both people and ships, with potted histories of both.

Photocopied: Paperback: Private Circulation. No price stated.
(Review copy provided by Jas. E. Cowden, (member).

Freak Ships

Notes on Lecture by Dr. Bryan Barrass, 17th November 1988

In the context of his talk it became clear that the speaker's definition of a freak ship was not that of a maritime folly with little practical purpose but of an unusual ship, unique and intended for a special purpose or to explore the possibilities of ideas to improve methods of propulsion or water-borne transportation. The only ship to which he referrred in his long list of examples which was not driven by steam or internal combustion was Noah's ARK which he described as a 3-deck cattle carrier. In an appropriate introduction to the talk the next ship mentioned was the "Great Eastern", the first ship to exceed the biblical dimensions.

The GREAT EASTERN, built 1858 by the great engineer Brunel and designed by a naval architect of almost equal fame, Scot Russell, was for 41 years the largest vessel in the World (to the end of the 19th Century). With 10 watertight bulkheads spaced at 50ft intervals and two longitudinal bulkheads 36ft apart, she was, in this respect, in advance of modern Ro-Ro ferries. She was also double-bottomed and 3ft side tanked along the bottom shell up to the waterline, anticipating the "Titanic", and probably better designed than that vessel, by over 60 years! Her propulsion machinery drove both screws and paddles - the side paddle-wheels being 58ft dia. ie the height of a modest church spire. She was the first iron ship to have a flat plate keel instead of the usual box keel of the day. The total complement of her crew was 400. Not particularly successful as a passenger ship although intended to be, her main achievement was in the laying of transocean cables for intercontinental telegraphy as the one ship in the world large enough to handle the cable drums. She was not without problems and took 3 months to launch.

The CONNECTOR of 1863 was built in three sections hinged together along the upper deck. The design was intended to eliminate hull stresses caused by a ship moving in a wave system when the peaks supporting the vessel are sometimes at the ends and sometimes at the centre of the keel length. This ship was flexible and accommodated herself to the wave system. She was employed in the Newcastle to London coal trade, and with the bow and stern sections detachable at the hinges, the powered section could be connected to another pair of cargo sections for the return voyage, thus improving the availability of expensive, highly capitalised propulsion machinery

The ADMIRAL POPOV of 1875 was a Russian battleship designed to reduce rolling and thus increase the accuracy of her guns. She was virtually circular on the waterline plane and 121ft diameter at the upper deck, draught 13ft, tonnage 3,553 tons, driven by six propellers at 8 knots. The design was reasonably successful for the purpose in mind and possessed the advantage of being navigable in shallow in-shore waters, but prone to pounding and vibration at sea.

The CLEOPATRA of 1877 was probably the first cargo ship built without loading hatches for access to the hold. Specifically designed for one purpose only ie the transport an ancient obelisk from Egypt to London. She was an iron ship of 300 tons displacement, 93ft long and 15ft dia. ie cigar-shaped, virtually built round her cargo with 10 watertight compartments, the bulkheads of which supported the cargo and held it in position. She suffered from a most alarming roll, but successfully completed her mission and can now be said to be permanently commemorated on the Embankment by Cleopatra's Needle.

The TURBINIA of 1897 made her unofficial debut that year at the Diamond Jubilee Review of the Fleet. It was a courageous, impertinent, but highly successful gesture by her owner and designer of her propulsion machinery to bring to the notice of their Lordships of the Admiralty, the outstanding performance of his newly developed steam turbine which propelled his vessel at the astonishing speed of 34 knots. The high rpm of the turbine, as compared with the relatively low rpm of the reciprocating engine, accelerated propeller design and technology. Instead of large diameter single or double propellers suitable for coupling to reciprocating engines, "Turbinia" developed her high speed from the thrust of nine propellers on three shafts.

Rotaship BUCKAU of 1924 was designed by Anton Flettner based on a concept devised by Professor Magnus. Funnels aproximately 55ft high were made to rotate at a fairly high speed in windy conditions. Lift was produced on one side and drag on the other, and speeds of up to 9½ knots were recorded in good conditions. "Buckau" had two of these funnels; a second ship BARBARA had three. The funnels were from 10ins to 13ins dia. "Barbara" was also fitted with a small diesel engine, presumbably in the nature of an auxiliary in light winds and for maneouvrability. The design suffered the disad-vantage of all wind propelled ships ie no wind - no passage making.

HOVERCRAFT of 1959 designed by Christopher Cockerill are perhaps the marine equivalent of VTOL aircraft. It rides on a pressure cushion above, rather than in, the water and might be described as an amphibian design because it performs equally well on reeded-up swamps, on sandy beaches or on any level even surface. It is not a rough sea design, but nevetheless sustains a regular cross channel ferry service.

HYDROFOIL also 1959 designed by Christopher Hook. This design like the Hovercraft settles, and the buoyancy of the hull supports the vessel when not in motion. As it gathers forward speed the angled fins projecting below the hull cause the hull to rise clear of the water and the vessel progresses much in the nature of a water skier. A number of these vessels provide a fast service between the Italian mainland and the nearby Mediterranean islands.

Supertankers VLCC and ULCC. Once the passage of oil tankers through the Suez Canal was interrupted, and passage to the Near East oil-fields via the Cape became inevitable, all reasonable restriction upon the size of crude oil tankers was lifted and a number of giant tankers were built. The largest afloat are SEAWISE GIANT - 564,000 dwt tonnes and NASSAU GIANT - 573,000 dwt tonnes. Such ships cause the vast 80,000 - 90,000 ton passenger liners of the 1930's to appear like river steamers, and there are some habitable islands scarcely much bigger.

LNG CARRIERS (1965) & LNPG CARRIERS (1988) These vessels carry liquid natural gas at -161°c and liquid natural petroleum gas at 42°c. They are immense floating refrigerators constructed with meticulous care to meet the most exacting design standard and equipped with some of the World's most advanced refrigerating plant. They also need handling with the utmost respect when in service.

RO-RO vessels 1965-1988. Designed to carry general mixed cargo, but particularly passengers, cars, lorries, containers, dangerous goods, heavy industrial plant etc. These have been much in the news recently because of their high casualty risk. Present designs can be described as suspect and significant design changes can be expected to be (and must be) introduced in newer vessels and older ones taken out of service or modified.

MP17 Ships 1984 to date. Designed and built by British Shipbuilders as a multi-purpose freighter. The type name MP17 is derived from "Multi"-purpose 17,000 tonnes, 17 knots, 17 crew. It is a "one-design" hull with standard propulsion machinery, built from pre-formed, prefabricated parts. Internally it can be fitted out in an endless variety of ways to owners' requirements with deck machinery to suit. The design has proved extremely successful and construction methods keep costs low and reduces delivery time by some 50-70%, compared with that needed for traditional methods. Nevertheless the restructuring and closure of British shipbuilding yards indicate that the once hopeful future for this design will meet with untimely end.

DISCUSSION.

A lively discussion followed noteably on "turret" ships, but with even greater interest, Dr Barrass expounded upon the wave theory and practice of bulbous bows on large ships to increase speed without increasing fuel consumption or conversely save fuel for the same speed.

L.J. Lloyd

Society News

THE latest issue of Mariners Mirror contains two items of interest to Society members.

1) Geoffry Loram, member and past Chairman, had a letter of his published on the subject of diving, a former interest of his and on which he has spoken to the LNRS.

2) In the book reviews our transactions were given an extremely good review, the names of Len Lloyd and Reg Norfolk received honourable mentions

PROGRAMME 1989-90

21st September	Bryan Barrass	Improvements in Ship Performance
19th October	A.H. Rowson	The Dock's Duke
16th November	Adrian Jervis	Harold Littledale: Man with a Mission
14th December	Xmas Social and Members Exhibitions	
18th January	D. Hollett	Brocklebanks and Jeffersons Maritime Museum 1200 for 1230
15th February	Dennis Brannigan	to be announced Maritime Museum 1200 for 1230
22nd March	A.J. Scarth	Early Steamships on the Mersey

Joint meeting with Friends in Maritime Museum Lecture Theatre 7.30 pm

19th April	A.G.M.	and	H.M. Hignett	Charles MacIver
17th May	V.M. Burton	Maritime History Group, St. Johns Newfoundland		

IMPORTANT Please Note

January, February and March meetings held at the Maritime Museum

All other meetings to held at William Brown Street 7 pm

Research Notes:

A number of members continue to carry out research for themselves and for the Society both "on their own patch" and at the Maritime Records Centre. Latest projects are: indexing of Fleet Lists published in "SEA BREEZES"; Liverpool Pilot apprentices and the apprenticeship system; Edward Bates & Co., a 19th cent. shipping company. There are several other important topics of interest for research and if any members would like to join in, we would welcome their assistance.

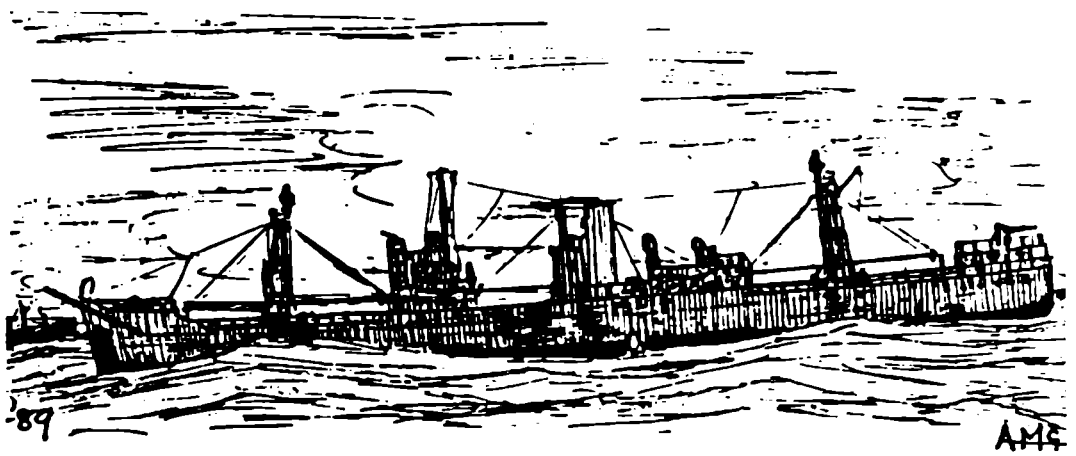
T+ J HARRISON Co LTD

LIVERPOOL NAUTICAL RESEARCH SOCIETY
(FOUNDED 1938)

Vol.33 No.2

Autumn 1989

BULLETIN



Wartime Atlantic

CONTENTS

LIVERPOOL NAUTICAL RESEARCH SOCIETY

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Society Notes

Christmas Meeting

For many years the Xmas meeting has been a social occasion and, at the same time, members used to bring items from their archives and collections for those attending the meeting to discuss, question, argue about and, in general, to have an entertaining evening. Why not bring an object, model or painting of your own, or made or drawn or owned by someone else?

We are pleased to learn that Charles Dawson, who has written a number of articles for us recently, has returned to health after a heart operation.

An index of all the Company and Fleet Lists printed in SEA BREEZES over the years has now been completed and will be published in SEA BREEZES in December.

The Editor apologises for giving the wrong name to the Harrison Liner pictured in the last issue; the ship was the INANDA, not the 'Inkosi'

--ooOoo--

The Merchant Navy at War .....

..... a time for recollection and recognition

SEPTEMBER 3RD saw the 50th Anniversary of the sinking of the Donaldson liner "Athenia". The significance of that event went far beyond the tragic loss of 112 lives. It marked the beginning of the longest continuous trial to which the officers and men of the British Merchant Navy had ever been put.

By 1945 some 24,000 officers and ratings had been lost at sea, a further 9,000 lay buried in Britain or overseas. Of those serving at sea in 1942 at the height of the U-boat offensive in the Atlantic, the Deputy Director-General of the Ministry of Transport reported, "Morale has not so far been affected, and the only thing one can say with conviction on the subject is that it is admirable and indeed wonderful." The reliability of this statement may be deduced from the fact that it was made by the person whose job it was to collect all the available facts for the information of the Cabinet, not the general public. By the end of the War the M.N. had lost proportionately more men than any of the fighting services.

Reference to the official and unofficial accounts of the M.N. at war demonstrate that the vast majority of officers and men behaved according to the best traditional standards of their service. Getting on with the job without fuss, they were resolute, practical people who, by training and experience, were willing to accept situations often of great danger as they were and make the very best of them.

Britain should never forget the achievements of her merchant seamen, without which the 2nd World War could never have been won. It is to be hoped that proper recognition will be accorded to their role in any exhibition to commemorate the Battle of the Atlantic - just one of the conflicts in which they were involved.

A.H. McClelland

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Liverpool and the "Red Duster"

It has recently been noticed that no Red Ensign has ever been hung in the Memorial Chapel of Liverpool Anglican Cathedral. This strange omission is to be rectified in November.

Members of the North West Branch of the Nautical Institute had arranged for the re-furbishment of the M.N. Memorial Books which are to be displayed in a glass case in the Memorial Chapel. Now they have commissioned a ceremonial Red Ensign to be hung permanently in the Chapel.

On Remembrance Sunday, 12th November 1989 during choral evensong the ensign will be blessed and dedicated. The Dean and Chapter hope that many M.N. personnel, active or retired, and their relatives and friends, will take the opportunity to attend the ceremony which begins at 3pm.

H. M. Yachts at Birkenhead.

By N. R. Pugh

IN THE FIRST few days of 1940, HM Yacht EVADNE berthed at Tower Quay one cold and frosty morning after a three-month patrol in the Irish Sea without a radio operator. As she came alongside an RN lorry delivered a newly-drafted operator from Devonport Barracks. This operator had once dreams of owning a yacht, but after a 17 hour dreary train journey, thoughts of yachts in sunny climes were from his mind. But to find he had the radio-room complete with bunk, wash-basin etc was some compensation, albeit the yacht was not designed for Arctic conditions.

Next day EVADNE sailed to patrol the Bar area; the tanker EL OSO had been mined about 6 miles west of the Bar and HMS WALKER passed inward carrying survivors. That night we anchored opposite the Port War Signal Station, Hightown (since demolished) in dense fog

On return to Wallasey Dock all seemed peaceful; this period was known as the 'Phoney War", air raids were still unknown. With a clear starlit sky, a heavy hoar frost lay over everything at Tower Quay

At about 1am "Sparks" was awakened by shouts and the clattering of feet up the bridge ladder. It was QM Foley shouting to all, "Fire!"

I got into some clothes topped by a heavy overcoat and rushed on deck. Only half the crew were aboard, the others at a belated 'New Year' party, as it was now 11th January. The engine room was locked, our only power via an electric cable from ashore, the pumps were not available. Until the Fire Brigade arrived, things looked precarious. Hurrying back to the bridge for an inspection torch one could see the paint burning off the funnel. And there were still depth charges aboard!

A dock policeman came aboard asking the nationality of the vessel. He was persuaded to assist in rolling the depth charges ashore (two of them not set to "Safe") he thought they were oil drums! Happily the Fire Brigade soon put out the fire. However her once spotless engine-room with twin M. A. N. diesels, now a wreck, the EVADNE was towed by a Lamey tug to Grayson Rollo's No. 4 Dock for what turned out to be a 3-months repair and refit. I was very content to remain with her on quartermaster duties.

One of the first operations of the refit was to replace the armament, a wooden, dummy 4" gun in the "Boxing Ring" up for'd, with a real one and a 1" pom-pom aft. We also were fitted with suitably placed single- and double-barrelled Lewis guns. With these she was credited with shooting down one enemy aircraft over Holyhead in May 1941, which crashed over Treaddur Bay with the loss of its crew. Later in her career she shared in the destruction of U-300 (Kapt. Hein), just Southwest of Cape St Vincent, with H. M. Minesweepers RECRUIT and PINCHER on 22nd February 1945.

I left her in the Spring of 1942 when she was fitted out for Bermuda. It was then my fate to be moved from Sir Richard Fairey's 1931 diesel yacht to what had once been Mr. W. D. Will's OSPREY, now re-named HMY HINIESTA, built 1902 and driven by steam reciprocating engines.

Initially HINIESTA had been in the Bristol Channel. Then in 1941 was a part of the Irish Sea Escort Force, working between Holyhead and Barry Roads. She was escorting H. E. Moss's tanker LUCELLUM when that tanker was bombed and set on fire off Bardsey Island in December 1941. Later laid up in Glasson Dock, Lancaster, until the Spring of 1942, HINIESTA was brought

to Birkenhead by some of EVADNE's crew. She was now about to start a new and very useful lease of life as a "calibration vessel". This usually meant checking ships' direction finding equipment for navigational purposes. Two tall masts supported a multi-wire vertical aerial, the rigging divided into length of wire not exceeding 15ft by heavy insulators, about five tons of ceramic insulators aloft, so she was carefully checked for stability. All, for a time, was chaos - I even had to sleep on the chart-table, whilst the Captain's sea-cabin and the tiny radio room were knocked into one to take all the radio equipment required.

And then I was carted off to St. Paul's Hospital, in Old Hall Street, which was an Auxiliary Naval Hospital to spend a week worrying that the HINIESTA might sail without me, and that I would be returned to Devonport for another posting. Fortunately the vessel was still in dock at Birkenhead when I left hospital.

At 0500 hrs on the morning after my return there was an explosion down below shaking the ship. With a roar, flames leapt from the funnel, lighting up Morpeth Dock and the surrounding warehouses with an orange glow. Lt. Austin, in charge of the, was seen running across Morpeth Dock Bridge in pyjamas to summon the Fire Brigade. They soon had the outbreak under control but it was in the stokehold where we had the casualties 4 men suffering from burns and shock. Apparently our engineering staff were not conversant with a system changed from coal to oil firing.

After replacement of buckled steel plates trials were carried out after which we left for Londonderry, where HINIESTA was eagerly awaited. The very much smaller yacht, SETO, which had been standing in for us, came to meet us west of Portrush.

It is no longer a secret. The work of HINIESTA was to calibrate direction-finding apparatus, new devices known as Huff-Duff, giving bearings of U-boat H/F transmissions when they surfaced to report to the German High Command. With supporting bearings from shore stations, the U-boats were tracked down and the neccessary action taken. Unfortunately this equipment was not fully developed until 1942; too late to prevent the very heavy losses a year earlier. The German submarine strategy depended on fluent communications and the High Command did not realize just what the detection device was. 41 U-boats were sunk in May 1942 - 4 in one day causing Admiral Doenitz to withdraw all his subs from the North Atlantic.

Huff-Duff was of tremendous to Capt Walker and other anti-submarine commanders who used it with great efficiency.

There were other Huff-duff calibration vessels - SETO, DUNLIN, UTVAER, NORTHWIND, but I believe our old lady did the bulk of the work. HINIESTA was unarmed under the command of the late Capt. McKilllop (the peacetime master of Sopwith's PHILANTE). For each of the hundred's of jobs we carried out we had to send a motorboat to the anchored destroyer with the calibration Lieutenant RNVR, and two civilian (ex-University) personnel for the mathematical work involved. Our small boat work had to be good in a seaway. We made a number of complete circles round the escort, whilst I transmitted on one of the known U-boat frequencies. Communication was by lamp, although VHF was rapidly coming into use. The work continued in all weathers and only once did we get a signal to return to harbour: oddly enough when calibrating HMS HURRICANE.

I find it amazing that the German High Command failed to recognize the negation of the long-held principle that short-wave signals could not be

D/F'd. From this stemmed the success of the whole campaign. The U-boats talked themselves into destruction. Radio bearings were passed to long-range aircraft and the subs surfaced only to find enemy ships and planes virtually waiting for them.

The old steam yacht, fitted out on Merseyside for this very important work, was "in at the kill to to speak". The first eight U-boats to surrender were led in to the American-built quays at Lissahally by HMS HESPERUS, with HINIESTA at anchor nearby. Aboard we had civic personalties from Londonderry as observers. On the quays, before a large company of the three services, Admiral Max Horton from his Derby House HQ took the surrender. A solemn occasion after six years of bitter and unremitting sea warfare. As each boat rounded Culmore Point with its degaussing check house manned by Wrens, the German crews prepared their mooring lines on the forward casings guarded by a matelot with rifle. On the conning tower, German Officers navigated under the watchful eye of an RN officer with a pistol. More U-boats were to moor at Lissahally in succeeding days, including some of a new type, not yet commissioned, which were said to be of a very sleek streamlined appearance and believed to outpace our frigates.

I was shortly to be in "Civvy Street", but the Navy had one more task for me. U-1009 was to be on show to the public at Derry quays, and with four ratings, he was in charge aboard her, signalling an R.U.C. officer to send another 50 from the queue. His thoughts were - why had we not sunk this one too!

This article was to have told of fires in HM Yachts, to which one more should be mentioned as happening in Birkenhead. Mr. W.H. Will's yacht ORACLE of 745 tons was taken over by the Navy. On 29th January 1944 she was destroyed by fire in Birkenhead Docks - not by enemy action. No further details available.

Further reading: "U.33 - The Story of a U-boat Ace", by Peter Cremer. Bodley Head (English trans. 1984). "The U-boat War", by Lothar-Gunther Buccheim. Wm Collins & Sons Ltd. 1978. "Aircraft Versus Submarine" by Alfred Price James Kimber 1973. MARINE NEWS: article May 1979, "Calibration of Radio Direction Finding Equipment in H.M. Ships in W.W.II" by Commander H. St. A Malleson RN(ret).

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Elder Dempster Lines - End of an Era by J E Cowden

On March 1st 1989, Ocean Transport & Trading plc informed the trade that their subsidiary company Elder Dempster Lines Limited would be sold.
To mention the West Coast of Africa immediately attracts the name Elder Dempster for, over the last 136 years the two names have been inextricably linked. The Elder Demp-ster story is somewhat complicated but canbe said to begin in August 1852, when the African Steamship Company (which later came under the controlof ED's) was incorporated by Royal Charter. The objects of the company were to contract to convey cargo and passengers, to carry mails, and to establish regular communications with the West Coast of Africa.

The first sailing took place on the 24th December, 1892, with the departure of ss FORERUNNER - 381 tons gross - from London (via Plymouth) for Madeira, Teneriffe, Bathurst (The Gambia) and Freetown (Sierra Leone). The voyage was not without mishap for when homewards bound from Sierra Leone FORERUNNER ran into bad weather, lost both masts in severe gales and had her funnel carried away. She put in to Gibraltar for repairs and safely made Plymouth on the 21st November 1852.

The opening of the Continent of Africa came very quickly and the African Steamship Company, now joined by the British & African S.N. Company (E.D. Managers), went from strength to strength. During the first part of the 19th Century the Brit-ish Government and Missionary Societies played a great part in the development of the West African Territories and large numbers of officials were required to be transported by sea with their personal effects. This influx of people brought about increased trade, not only outward from the UK, with finished products such as Lancashire printed cotton, machinery, beer, spirits etc. but also homeward cargoes - palm kernels, groundnuts, hides/skins etc. creating a need for larger ships to carry both increased cargoes and passengers.

The first ship on the service was merely 381 tons gross, but 1896 witnessed the introduction of the ss BIAFRA - 3605 tons gross, a ship built in 1896 by Sir Raylton Dixon & Company, Middlesborough as ss LEOPOLDVILLE, for the Cie Belge Maritime du Congo (subsidiary of E.D. & Co.) of some 8000 tons capacity for general cargo and mails together with 88 first class and 28 second class passengers.

Then in August 1914 all ships were requisitioned by the Government. West African liners became cross-channel steamers carrying troops and equipment over to France. Other steamers, which had never sailed to ports other than West Africa, found them-selves in the icy seas of Northern Russia, whilst others supported General Botha and his men in their campaign in the then German South West Africa. Other West African steamers became troopships carrying soldiers as far as Mesopotamia.

At the outbreak of the war the Elder Dempster fleet consisted of 101 steamers; when hostilities ceased it mustered fifty-eight. Looking through the list of losses and the dates, one sees that between 17th and 29 April 1917, four ships were lost, victims of enemy submarines, one being the Royal Mail steamer ABOSSO, a sister ship of APAPA. May and June of that year were 'lean' months although two E.D. ships went down during each month. Between 7th and 19th July four more steamers were lost. Three ships were torpedoed during December 1917, one on Christmas Day, just after dinner was over, and another on Boxing Day. The remainder of the E.D. losses extended

thoughout the whole of the war from August 1914 to October 1918. In the struggle 487 Elder Dempster men fell, so far as is known.

The conflict over, the re-building of the fleet was soon underway with the delivery of the mv ABA. This ship not only had an unusual start to life but an equally unusual end. Laid down by Barclay Curle & Company, Glasgow, to the order of the Imperial Russian Government, construction was suspended when the revolution took place and this resulted in the liner later being purchased on the stocks by Glen Line Limited. On completion she was launched as GLENAPP and registered at Glasgow. A few years later she was acquired by the British & African S.N. Co. (E.D. - Managers), modified for the West African trade and fitted out to carry 225 first and 15 second/third class passengers. She was renamed ABA and her port of registry changed to Liverpool. ABA was soon followed by four more mail ships capable of carrying in excess of 300 passengers with general cargo and mails. Thus the Elder Dempster connection with the West Coast of Africa was again in 'full swing'.

Sadly, however, a second World War broke out which again brought devastation to ships and heavy losses of both passengers and crews. The fleet, at the outbreak of war, consisted of 5 passenger liners, 36 cargo ships and 4 coastal ships working within the Niger Delta. ABA was immediately requisitioned by H M Government as an Admiralty Hospital Ship, departing from Liverpool on 9th September 1939, her destin-ation being Scapa Flow. Whilst stationed here that she took on board survivors of the ROYAL OAK and the IRON DUKE, both early victims of the war.

Four passenger liners remained. ACCRA, outward to West Africa with a total com-plement of 496, of which 333 were passengers, including 50 soldiers and six naval ratings, was torpedoed by U-Boat 34 (Korvettenkapitan W Rollman) on 26th July 1940 who sank her with the sad loss of 11 pasengers and 8 crew. ADDA met a similar fate being torpedoed and sunk by U-Boat 107 (Korvettenkapitan G Hessler) with the loss of 2 passengers and 10 crew.

APAPA was lost when a Focke-Wulf, FW200, from Gruppe 1, KG40 on 15th November 1940, dropped two bombs. One landed to starboard amidships, at a distance of 20 feet, causing some water and blast damage; the second proved lethal, penetrating No 3 hatch and exploding with sufficient force to blow out a substantial part of the port hull plating and wrecking the engines. More seriously, however, the cargo of palm kernels in No 3 hold was ignited and, owing to the loss of power, all efforts to control the fire proved unsuccessful. From a complement of 261 pasengers/crew, 6 passengers and 18 crew lost their lives.

The sinking of the ABOSSO was indeed a bitter blow to Elder Dempster - not only was she the flagship of the fleet but her loss represented more or less the complete annihilation of the company's mail/passenger fleet. Requisitioned by the Government and serving as a H M Troop Transport she left Capetown on 8th October 1942 with a small quantity of cargo together with 189 passengers and 182 crew. On 29th October 1942, sailing independently and some 700 miles north of the Azores, ABOSSO encoun-tered U-Boat 575 (Kapitanleutnant G Heydemenn). The first attack brought her to a stop and a little later another torpedo struck abreast the forward edge of the navigating bridge. Out of a large complement of passengers/crew - 172 passengers and 168 crew, including the Master and all his officers, died.

In addition to their mail boat losses the company also lost 29 cargo vessels, again with fairly heavy loss of life. In two instances both ships were lost with 'all hands' whilst from one vessel only the Master survived, he having been taken prisoner by the U-Boat. A total of 478 masters, officers and crew did not return. ABA contin-ued on Government service, arriving at Southampton on 27th September 1946 where she was 'laid up'. Due to her age etc., Elder Dempster felt that she was now to old for their West Africa trade and offered her for sale. In April, 1947 she was sold to the Bawtry Steamship Company and renamed MATRONA. Throughout her service ABA had carr-ied a large quatitiy of pig-iron ballast which was later removed by her new owners causing her to capsize in dock. She was, a year later, scrapped at Barrow in Furness.

Hostilities over, the reconstruction of the fleet priority with the Elder Dempster Lines. Two 'T' class vessels TARKWA and TAMALE and three 'Castle' class vessels (purchased during the latter part of the war from James Chambers) were released form Government service and entered the West African trade. Orders were placed for six cargo vessels, (having a customary complement of 12 passengers) with further orders for two Mail ships to be built by Vickers Armstrong, Barrow - to be named ACCRA and APAPA. A few years later the company placed an order for a much larger Mail ship with Alexander Stephen & Sons, Glasgow - this was mv AUREOL (maiden voyage October 1951). The West Africa trade was buoyant and had not been totally affected by air travel. So much so that Elder Dempster purchased two secondhand ships from Bullard & King, Ltd. each capable of carrying 100 passengers and renamed CALBAR and WINNEBA.

Come 1963, however, the West African passenger trade was now, like many passenger-carrying companies, affected by competition of air travel. Load factors for the five Mail liners dropped to unprofitable levels resulting in the sale of CALABAR and WINNEBA. Four years later both ACCRA and APAPA were withdrawn from service: the former sold for demolition in Spain whilst the latter sold to Hong Kong buyers who operated her around the Chinese coast for a further four years. This left only the flagship AUREOL in service by which time she was operating out of Southampton, all-owing a voyage pattern of 35 days instead of the usual 42 day cycle out of Liverpool. This continued for two further years but with declining numbers of passengers travelling by sea to West Africa, coupled with inexorable increases in operating costs, she was withdrawn and offered for sale. Within two years she was under Greek ownership to spend her remaining years in Greek and Saudi waters.

Elder Dempster, despite the loss of their passenger trade still maintained a service to the West Coast of Africa by way of some 25 cargo carrying vessels, many of these ships able to accomodate the odd passenger or two who still wished to visit West Africa in a more leisurely manner. The emergence of former colonies with their own shipping companies (and air lines) has meant that Elder Dempster was over-tonnaged

It is heartening to record that the Elder Dempster name still exists in business as Elder Dempster Travel.

Shipbuilding at Seacombe: 1864 - 1887

by K. Studdart

FEW people nowadays realise, as they pass from Birkenhead to Seacombe, either by road or river, that the area from the Alfred Dock Entrance to the Seacombe Ferry was used for shipbuilding by firms famous in their time.

Of rectangular shape, the site is bordered on the landward side by East Street with the NW corner cut off by Birkenhead Road as it nears Seacombe Ferry. At the northern (Seacombe) end is a strip of land adjoining the Ferry area known as the North Crown Reserve, a reminder that when Wallasey Pool was being enclosed for making Birkenhead Docks, this part of the foreshore was bought by the Crown to provide money for the Dock Company. It was intended, at the time, to be used for a naval arsenal and storehouses.

The river frontage was 800ft extending back 600ft to East Street. There were no separate jetties, but a continuous high quay wall of sandstone. It would seem that the launching of the relatively small ships of the era was possible over the wall at Spring Tides. The paving of East Street then consisted of stones called "petrified kidneys" brought back from Ceylon in tea ships. Over the years so much of this ballast accumulated that the Dock Coy were able to pave many of the roads on both sides of the River. Today at the Seacombe end there is only a short length of low wall set out from the main sea wall, possibly all that now remains other than some sandstone and brick paving above. Until they were bombed during the 2nd W. W. there remained offices and a mould loft on East Street. Otherwise it is waste land gradually being taken over by factories, with small grassed areas along the river now being used as part of a public river walk

Of course, for many years there had been shipyards on the Liverpool side of the river, many of them sited in the vicinity of the Albert Dock. In 1844 Liverpool Corporation gained an Act of Parliament for the construction of Albert Dock and the yards had to find other accommodation mostly in docks without river frontage ajnd inconvenient for launching.

Feelings ran high so that when an Inquiry was held in 1850, the Corporation was severly criticised for high rents and insecurity of tenure. The Inquiry upheld the many complaints by shipbuilders concerned about the frequent neccessity to move their sites at great expense and inconvenience. Consequently capital expenditure became a great risk particularly because this was also the time of change from wood to iron construction. Buildrers had to completely reorganise their yards, equipment and workforce or close down; and several did so.

Iron ships had been built on Merseyside as early as 1833 with Lairds "Lady Landsdowne", a paddle steamer of 148 tons, and also, first on the Liverpool side in 1838, Jackson & Gordon built "Ironsides", a sailing ship of 273 tons for Cairns & Co. of Liverpool.

By 1862 many iron ships were being built with the proportion of steamers to sailing ships rapidly rising. More ships over 1,000 tons were being built and paddle steamers were being superceded by screw vessels. The competition was severe with firms like Lairds, Roydens, Jones Quiggin, Evans, Clover and Potters of Queens Dock well established. So some Liverpool shipbuilders in difficulties in the early 1860's must have been looking for new sites. From the 1820's the Wirral side of the Mersey had developed rapidly and with the introduction of steam ferries the previously long and hazardous passage became quick, safe and easy. The ferries grew

bigger, faster and more comfortable and floating stages enabled them to berth at all states of the tide.

Two decades later the dock system at Wallasey Pool was being completed by the newly-formed Mersey Docks & Harbour Board after a difficult start. The railway was extended to the docks in 1847: Birkenhead was the "New Town" of the period; Hamilton Square was completed in 1846 and the first tram system in Europe began there in 1860. Denham had completed his survey of the River and all ships could enter and leave more freely. Many Liverpool shipowners, builders and merchants abandoned living over their counting houses and moved to the spa "over the water". Prospects looked very good: John Laird had moved his shipyard from the Alfred Entrance to Monks Ferry in 1856 and seemd to be doing quite well. No doubt other shipbuilders thought they would give it a try.

First, in 1864, came Bowdler & Chaffer: Bowdler having been manager for Vernons at Brunswick Dock, was well qualified. Their yard was at the north end of the site, with a frontage of 250ft ansd length of slipway clear of buildings of 400ft. They certainly had two slipways, probably three. The firm confined themselves to building hulls, sub-contracting the machinery to other Merseyside firms. Four vessels were launched in the first year. The "Oruro", an iron barque of 400 tons, launched on 23rd July 1864, was the first. Built to the order of J.B. Walmsley, shipowner of Liverpool, his first iron ship, "Oruro" must have pleased him as he later ordered four more from the Bowdlers with other vessels from Roydens. The other three, "Stag", "Swan" and "Secret", were built at blockade runners for Capt. J.D. Bulloch, the Confederate Agent in Britain. They were of 4760 tons, 180 nominal hp, 231 x 26.1 x 11.2. The hulls were partly built of steel for lightness and they had fine lines as speed was essential.

The "Stag" was taken at Smithville, N Carolina in January 1865 having gone into the port at night not knowing it had been captured by Federal forces. The "Swan" was not completed until after the end of the War and was not sold until 1866. The "Secret" was sold for commercial service in the U.S.A.

Well-known shipping companies such as Strong, Reid & Page, Glyns, Frederick Leyland, T.& J. Harrison, Alfred Holt, John Bacon, Myers, MacAndrews had ships built at Bowdlers & Chaffers. Several yachts were built, such as the "Sirex", Modwena", and for David MacIver, the 40 tons "Gleam". But the most famous was the "Sunbeam", built in 1874 for Mr. (later Lord) Brassey to a design by the Liverpool naval architect St. Clare Byrne. A composite vessel of 354 tons gross. Lairds built her 70 hp engines and she was rigged as a three-masted schooner. The Brasseys used her extensively until 1929 when she was broken up by Wards at Morecambe. Lady Brassey wrote several books about the voyages, the best known being "A Voyage in the Sunbeam".

During this period there was a disastrous fire on 31st January 1872, causing £3,000 of damage but much worse was to follow. In 1876 despite the firm's reputation for good workmanship and good treatment of its employees the shipwrights went on strike for more pay. The partners had a meeting with the men to explain that they had secured a contract for a fleet of cargo steamers at a cut price based on the existing wages. The partners suggested that if this order was completed, future orders would be based on a higher rate of pay. But the strike continued. So Bowdlers had to ask their client to release them from the contract. The reply was that they would be released without having to pay compensation. The firm had received

a lower tender price from a French builder, but had accepted Bowdlers tender because of their reputation for good work. The yard had to be closed down. Still in hand were three Leyland Liners - "Algerian", "Alsatian", and "Andalusian" - which were completed by Leylands with Bowdler & Chaffer supervising. They then built the "Anatolian". The yard was finally closed in 1878. Bowdler died at Everton in February 1899, aged 73.

James Andrews & Co had the next site to Bowdler & Chaffer with a river frontage of only 100ft. He had been a shipwright in 1859 in Liverpool and started at Seacombe a year later than Bowdlers in 1865. He seems to have only built two wooden sailing ships :-

"Riversdale", 1,490 tons, launched Sept 1865 for L.H. McIntyre.

"W.A. Dixon". 424 tons gross launched Sept 1866 for *Robert Dixon & Co.

The yard closed in 1866.

(*A present-day member of the LNRS is a descendant)

Thomas Vernon & Son also came in 1865. from Brunswick Dock in Liverpool and held the lease of land between Andrews' yard and the Alfred Entrance with a river frontage of 450ft.

Their first vessel, an iron sailing ship the "Achilles" 1,521 tons, launched in 1866, was typical of their vessels. The largest ship from either of their yards was built here and was the "Macedonian", 1,686 tons gross, a steamer for Papayanni & Co. Other clients included Imrie & Tomlinson, T.H. Ismay and the British Shipowners Co. In 1866 they seem to have been financially embarassed, but continued into 1869 when they completed their last vessel, the "Zoophyte", an iron screw yacht of 40 tons.

Thomas Vernon had died in 1861 aged 63, and his son John Vernon died in 1874 aged 54

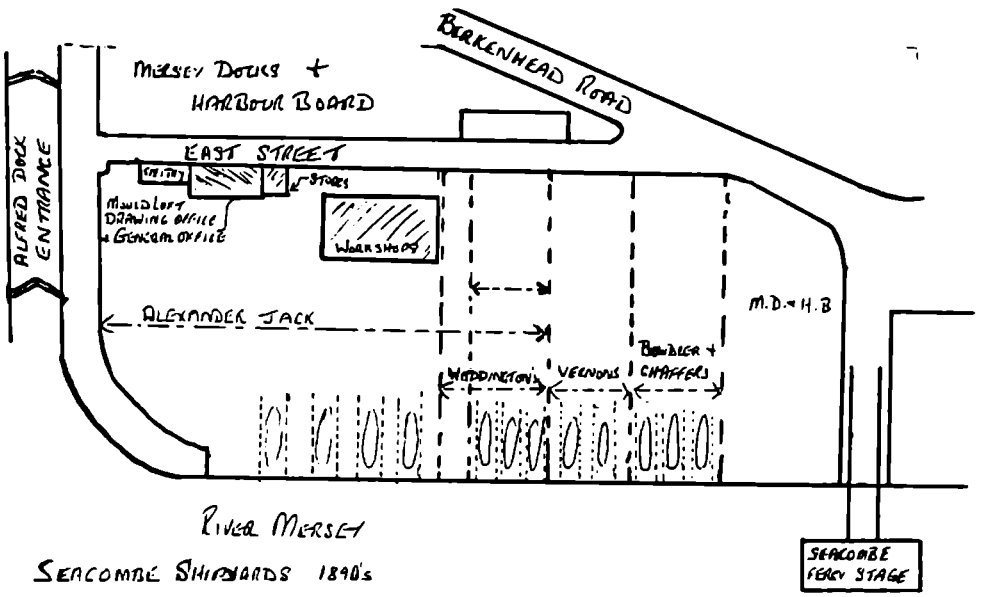
In 1882 John Jones made, and later withdrew, an offer for Vernon's site J. Jones were the last shipbuilders on the Liverpool side, when they closed down at Brunswick Dock in 1899. A similar, later, offer by W.H. Potter of Liverpool was also withdrawn. During this time great distress and unemployment was experienced in the area as no shipyard operated on the site from 1878 to 1883. In that year Alexander Jack took over Vernon's site, which seems to have been the most attractive. He was the brother of James Jack, engineer & boilermaker of Sandon Dock, Liverpool. With his manager, John Lumsden, they spent £20,000 fitting out the yard to make it one of the most up-to-date in the country, installing electric lighting, gas furnaces, the latest devices for bending steel plates, a boiler-makers shop, a smithy with 5 steam hammers, a joiners shop with sawmill, spar shed, mould-loft, drawing office, a general office and a store.

In spite of the prevailing depression in ship-building, they secured a number of good orders, the first two being two iron screw steamers for the Queensland Government, named the "Lewellyn" and "Musgrave". Brother James built the engines. Then came an iron brig for Italian owners followed by the "Kathleen Mavoreen" for the Drogehda Steam Packet Co., which ran from Liverpool for many years. Singlehurst & Co of the Red Cross Line ordered a set of barges which were the first to have iron rubbers instead of wooden ones. Their last order was for a steamer of 250ft length, but she had to be completed by Messrs W.H. Potter & Sons of Baffin St, Liverpool, being launched as the "Samana" in February 1886.

During the building of these ships trouble had broken out with the boiler-makers resulting in another strike. Despite the importation of non-union Scots from the Clyde, the strike lasted so long and was so costly because of litigation in cases of intimidation, that the firm went bankrupt

The whole concern was sold by auction lasting three days. On the second day 7th March, Alexander Jack, aged 40, died. It is said "of a broken heart".

There were rumours of Harland & Wolff taking over, but the Dock Board wanted to build a lairage for the Irish cattle trade on the site. In the face of objections by Wallasey Corporation the lairage was built near the Woodside Ferry.



SEACOMBE SHIPYARDS 1890's

The last shipbuilder to occupy the site was Joseph F. Waddington & Co., shipbuilders, marine and electrical engineers. They started on 1st June 1886 on the old Andrews site and offered all classes of ship up to 305 ft in length. Waddington had previously been a ship-designer for Messrs Cochran & Crompton of Duke Street, Birkenhead and it was at that yard that the submarine "Resurgam" was built in 1879 to the design of a clergyman named Garrett. No doubt because of his experience, Waddington designed and built the "Porpoise", a submarine of 37ft length and 6ft 6ins beam, of circular section propelled by electric motors. Tested in Birkenhead Docks and proving very successful, she was designed to be carried on a warship, but unfortunately the weight of batteries carried made her too heavy to be handled by a ship's derrick. She lay at anchor at the Magazines for about two years and was broken up there. The "Firefly", a ferry for the New Ferry Service, was built in 1887. An iron vessel with twin screws of 168 tons gross, engines by David Rollo & Sons. She ran with the ex-Wallasey ferry, "Mayfly". In August of that year Waddingtons went bankrupt and shipbuilding at Seacombe was at an end.

Although the ships were small by later standards, compensating for some of the difficulties of the site it was not ideal. Situated at the narrow part of the river, with the Landing Stage opposite and Seacombe Ferry to the north, launching into the busy river must have had its problems.

But the prime cause of failure seems to have been labour troubles and finance.

With those original sailing pilot boats, the pilot stations off Anglesey and at the entrances to the Mersey were established and maintained - with the exception of the two World Wars - until last year. The shelter provided by the Anglesey coast to board ships inward from the south and west was vital and Lynas continued to prove its value even up to the present day. A safe and efficient station.

The station that later became the Liverpoool Bar station was for inward ships from the North and most of the outward traffic. Under recent legislation this has now become the the main station, with Lynas a bad-weather and voluntary station.

Following on from the first powered cutter, "Francis Henderson", came a procession of 12 steam cutters of larger and better design that could accommodate up to 30 pilots. This type of craft led to the final group of 3 diesel-electric cutters and the one pre-War steamer "William M. Clarke". Replacement costs for such specialised craft were soaring and in 1961 it was decided to introduce 2 wooden-hulled fast launches to run pilots to and from the Bar Station-keeping cutter - the launches used today cost more than the last pilot cutters. It was intended to be for a trial period, but soon after their arrival the "William M. Clarke" was sold to the Humber Pilot Service

The 70ft long craft propelled by twin Rolls-Royce engines pioneered the use of launches in Liverpool, and did a remarkable job considering the hammering they took in bad weather: the run to the Mersey Bar is a long one for a pilot launch by any U.K. standard, with 13 miles of it through exposed waters. A proving of stamina of both men and machines in a fresh westerly wind; uncomfortable and involving the degree of increased hazard one would expect in boats which are only the same length as the first pilot boats but without the latters sea-keeping qualities. The later designs embraced g.r.p. and then aluminium hulls. Inevitably there are pluses and minuses. The launches reduced running costs and turn-round time for pilots between services, but they cannot maintain a sea station in all conditions.

In 1974 Lynas became a shore-based station using two launches from a purpose-built jetty on Lynas Point (in 1779, a slipway and house with a light had been erected in the same position). A much shorter run to seaward and using the sheltered waters most of the time actually improved boarding efficiency; it also released another sea-going cutter. In 1981 to the two remaining cutters were sold (one to the Merseyside Maritime Museum) and the Bar became a launch-on-demand station.

An important part of the Liverpool Pilot Service was the apprenticeship system, latterly unique, which shaped the attitude of young men when joining the pilotage profession at Liverpool. Distinct from Trinity House in so far as that body recruited its pilots from the ranks of sea-going officers, it was believed locally that the Liverpool system of early selection, identification and training was a better option. In many ways it was, but it also contained the seeds of its own undoing.

Remarkably little has been written about a way of life, that will cause any group of reminiscing pilots to say at some time "rememeber when we were serving our time ....". The stories abound, most funny but all reveal a way of shipboard life relating back to days in sail and cultivated a determination to be a pilot at the end of the day. Loyalty to the port was a fore-

gone conclusion. and loyalty to one's shipmates was forged in an atmosphere of relentless hard work and strict discipline.

How this sort of motivation will be inspired in the future no one has suggested - with today's accountants at the helm "loyalty" seemingly is not expected, in fact it could be an embarrassment and "motivation" is only understandable in terms of money.

There may be so little written about, or even by, the apprentices because the system changed so marginally over the decades. When I joined in 1946 as a Junior Probationary Boathand at 18 years of age, the first impression was of being surrounded by "characters" the like of which I had not met before - certainly not en-masse. I was surprised to be addressed by pilots and other boathands by my first name - certainly it felt friendly until, in the next breath, 'John' was given a 'work-up' for some seemingly minor offence. The 9 or 10 boathands comprised the whole deck crew, with the exception ot the two masters - again licensed pilots and with the two Senior Boathands, at 22/23 years of age, acting as mate and 2nd mate on bridge watches. For the remainder it was deckwork and boatwork, with everything on a seniority basis.

A 'junior lad' was everybody's dogsbody. A 'mistake' or lack of alacrity in either of these two departments usually meant an immediate reprimand, followed by a 'work-up' - being given a job to do in the watch below. As boathands (other than the Senior Boathands) worked 12 hours one day and 16 hours the next: any loss of sleep was a "mind-sharpener". Such punishments could be ordained by any of the three senior boathands to anyone junior to themselves; with errors in boatwork attracting the most severe penalties. In bad weather the standards of boatwork had to be of the highest order. There was always a life in danger when boarding or leaving ships.

The learning curve was steep, with the apprentice gradually accepting greater responsibilities according to seniority. he learned seamanship and the first elements of ship-handling, and, in steering and bridgework, the nature of the main channels and the rudimentary effects of tides.

Theoretical knowledge was more formalised with progressive oral examinations before the Examination Committee every year until after 5 years an apprentice should know enough to take 3rd Class Licence. In my time most people served about 6 years before a vacancy arose among the pilots allowed a time-served aspirant to present himself for examination.

For all the preceeding exams one fail was permitted each year - a second failure questioned the examinees continued apprenticeship. The Senior Boathands would be allowed to travel with a pilot on an inward ship perhaps once or twice in a three-week cruise to observe how it was done; that is, if the pilot-cutter master was happy with the way they ran the boat (and, more importantly, if he didn't dislike the boathands face!). These trips were known as "Leadsmens" and 36 Leadsmans certificates had to be produced to qualifiy to enter the examination for a pilot's licence.

As mentioned above, the system had the seeds of its own destruction. It had worked well in the days when a) there were plenty of ships and b) the lack of other qualifications didn't matter as lkoing as one was licenced in about 6 years. However when trade fell away in the 1960's, a surplus of pilots arose and retiring pilots were not neccessarily replaced. Further, national authorities insisted that all sea-going cadets had more widely recognisable general educational qualifications. As a result the boathands

had to spend 50% of their time at college and after four years on the cutters they were to be released to go deep-sea and obtain qualifactions up to master's certificate. If no vacancy in the pilot service arose they continued their sea-going careers. When the last of the large pilot cutters was sold in 1981, the training medium went with it and all remaining boathands were sent back to sea, their names on the waiting list for a licence should a vacancy occur. No vacancy has occurred in the last decade. Thus, of neccessity, a training system that had been tried and tested over two centuries had to be abandoned. Some ex-boathands have left the sea altogether. Some are masters or chief officers and a few have become pilots in Persian Gulf and Red Sea ports and in West Africa and even in the Pacific. There is now no local training scheme for pilots.

In those early days pilots were envisaged as oilskin-clad figures grasping a large spoked wheel. The change to today's dark-blue suited technocrat surrounded by instruments and controls in a totally enclosed wheelhouse can be marked by the progress in shipping generally. More and larger ships needing deeper water and more space for navigation with the powered vessels needing a whole change of thought on their handling. Thus in thre Liverpool Advertiser of 1828 we read ".....upwards of 140 sail of ships having gone out that day. Near tide time, which was about noon, the river seemd to be covered down to the Rock Channel.". Whereas by the 1870's the mix of ships and the appearance of liner trades are evident as "..... fifty timber ships following each other up after a spell of bad weather" and that regular steamers to be seen were the Cunard and Inman Lines and Bibby's Mediterranean ships". "Bramley Moore full of American packet ships. Ships of the East Indies in Albert and Salthouse Docks. South American traders in Princes Dock and in the old Goerges Dock (where the Mersey Docks Building now stands), and fruit schooners and continental ships using Kings and Queens".

By 1870 the Superintendent of Pilotage reports that despite tonnages to the port increasing, the number of ships was dropping - a phenomena that was often to continue into the 20th century. Nevertheless the greatest number of pilots recorded for Liverpool was in 1885 with 262 licences. But the larger vessels needed a new channel - the Victoria Channel and the dredged gut at the Bar had taken the main entrance to seaward of where the old Formby Channel lay. Transits became less important, being replaced by longer, buoyed passages: a changing scene for pilots which required adaptation to their skills as they undertook what amounted to sea, river and dock pilotage, tasks in other ports often split between two or three groups

For the ensuing 70-80 years whilst ship size and propulsion systems gradually developed and required new ship-handling techniques from the pilots, changes in shipboard navigation systems and nav-aids altered remarkably little. Thus as a young pilot in 1952, one still had some coasters with open bridges and a majority using quarter-points and magnetic compasses to steer by. Deep-sea navigation was still by dead-reckoning and sextant sights. Radar was in its infancy, somewhat unreliable and, on large vessels, invariably in the chart-room rather in a conning position in the wheelhouse. Ship to shore communication by radio-telephone was making a progress, but equipment was heavy, the size of a small trunk, also requiring fine-tuning on various knobs and dials. Because of this, on large ships it was housed with the radio operator, sometimes two decks remote from the bridge. Compare this to the technology on the ship's bridge at the end of

my career in 1988. Super-sophisticated anti-collision radars, position-fixing by electronic nav-aids with an accuracy capability of a few metres, satellite navigation with direct read-outs in latitude and longitude, communication ship-shore or ship-ship with hand-held vhf sets and push-button direct engine-controls and maneouvring aids. Almost a different World.

Within the same period of time came another dramatic change; a massive increase in the size of ships. When I was first licenced in 1952, a large bulker was 18,000- 20,000 dwt and the Q.E.II Dock at Eastham had been built to accommodate super-tankers of 30,000 dwt. In 1960 Tranmere stage was opened for 65,000 dwt tankers: a decade later the same stage had been adapted for vessels of 200,000 dwt. With the maximum quantity of cargo vessels over 1,000ft long and 160ft beam were loaded to have a bare 3ft underkeel clearance in the main channel. And even this was inadequate to supply the demand for oil-based products at Stanlow. The single-buoy mooring was established off Angelsey within the Pilotage District in 1976, and could cater for the largest ship in the World at their full draft: 500,000 dwt at 90ft. In 12 years this berth took some 500 ships which pumped 67 million tons of crude-oil for refining at Stanlow. The opening of Seaforth Dock allowed bulk carriers of up to 80,000 dwt to use the grain berth and container ships grew until they just fitted Gladstone Lock which is 1,070ft long and 130ft wide. The tremendous changes in dimension and mass required of pilots new navigational techniques of which there was no previous experience anywhere in the World and which had to be assimilated fast.

These expensive-to-operate ships produced commercial pressures to keep them moving. New technology on the bridge demanded that pilots regularly up-date their knowledge and experience at nautical colleges; and the nautical colleges learned also from the pilots.

Another aspect which affected pilotage was the commercial pressures of reducing freight rates generally and with bigger ships being introduced, shipping concerns of the traditional seafaring nations were forced out of business, to be replaced by ships and crews of Third World nations and the remaining operators were constrained to reduce crews to a fraction of their number. Whilst technology has enabled much of this to take place on the well-found vessels, it has been applied fairly generally across the whole spectrum of shipping and the result has been an often great disparity in the level of competence and efficiency between one ship and another. One ship may have a small but well-trained and motivated team with a master who could handle his ship, and another vessel might have dubiously qualified officers often having a language different from that of the crew with such equipment as is available needing attention and a master visibly relieved to leave his on-going problems with the pilot whilst he put his feet up.

Formerly a pilot on a conventional 450ft long, 10,000 tons British general cargo liner would expect the bridge docking team to consist of a Master, 3rd Mate. Cadet, AB and/or OS all waiting for his next order. Now on a vessel twice that length and ten times the capacity the team might consist of a casually-clothed person who says he is the master, but displays only a passing interest in what he regards as the pilot's work, and a man at the wheel whose language is not that of the master and exhibits no intelligent response to helm orders. Despite all these handicaps the pilot is urged to dock the vessel safely on time.

To pilots the bigger the challenge the greater the job satisfaction. Insisting on perfection would produce a perpetual flotilla of ships anch-

ored at the Bar. The responsibility of the pilot is unchanging and applies the world over - he is responsible to the master of the ship, not to the owner, the agent or port authority. He has to demonstrate his knowledge and ability as any mistakes are there for all to see. Motivation to do the job in the first place and pride of achievement in a job well done are absolute basics for anyone calling himself pilot.

Between the 18th century and the present day there had been numerous Pilotage Acts but the last one of any substance had been in 1913, and the last major revision of By-laws affecting pilotage at Liverpool in 1920. In the 1970's UK ports and shipowners were having financial difficulties and pilot-user criticisms were directed along the following lines: there were too many pilots, too many pilotage authorities with differing criteria for pilotage, there was too much compulsory pilotage, with falling UK trade pilot productivity was too low, some pilot services had excessive costs, pilotage systems were too inflexible and the pilots were too conservative.

The pilots themselves recognised the need for some change but the nature of the ensuing discussions with shipowners and the Department of Transport provoked considerable unease amongst pilots, who anticipated a broad-brush approach with the tenor of cost-saving at the expense of safety and doubts that efficiency would be obtained by displacing well reasoned practises. Two successive Government-appointed sub-committees reported in 1974 and 1977 and a national Pilotage Commission was created to oversee and advise on changes.

It was envisaged that a suitable national workforce to deal with the current UK trade and a reduction in compulsory pilotage regimes generally would, at that time, lead to a surplus of 30% of the 1,400 pilots. These premises brought an additonal problem, pilots were self-employed and therefore those revealed as surplus to the new requirements could not be paid redundancy money, neither could they be compelled to give up their licenses whilst the existing legislation was in force. To scrap this legislation would mean that at a stroke, some 400 pilots, currently neccessary to fulfil legally required services, would be surplus to requirements. Obviously this was inequitable without proper compensation to those who would have to leave their respective pilot services. The Government had no intention of providing money for this purpose, and the shipowners did not recognise any obligation to pilots. During the time taken to find an answer to the problem, a natural wasteage, retirement and/or ill-health among senior pilots, tended to ease that same problem.

Ultimately a solution to the compensation question was devised, principally by assistance from the pilots own national pension fund. Whilst these sweeping changes nationally were under discussion the situation on the Mersey continued to deteriorate. Liverpool's pilot strength was far too high. In the '60s 184 pilots provided 22,000 services annually, by the late '70s there were still 167 pilots performing 14,000 services. Despite every effort to streamline working practices, discard expensive sea-going cutters, a one-off local early-severance scheme for 12 pilots, the withdrawal of licences of pilots retiring or dying in service, and an agreement that the pilot would pay for their own over-manning, the situation still could not be held. By the '80s pilotage services were down to 10,000 per annum and 14 pilots were on short-term contracts in W. Africa, Saudi Arabia and New Guinea. By the mid-80's there were only 125 licenses.

The Government Green Paper of 1984 disclosed their ideas of the future

of pilotage: all existing legislation would be scrapped and pilotage de-regulated by handing over total responsibility to each port. Each port would decide its own pilotage regime, stabilise costs and reduce pilot numbers to no greater than that required for the new provisions. The ports would employ the pilots unless they contracted to work as a self-employed group. the new legislation went through with little amendment and came into force on 1st October 1988. The Mersey Docks Company reduced the numbers step by step so that by 1st October there remained 67 pilots and more recently 55 pilots, all employed by the M.D. Co. Some 10 pilots transferred to either Hull or Southampton, mainly younger pilots attracted by better terms and conditions.
A further six went into the Port Radar Service.

In effect, on the 1st October 1988, after 222 years the Liverpool Pilot Service, as such, ceased to exist.

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Travel Notes

Please note that Ken Witter, our Treasurer, this year visited in Norway: a trip on a coastal steamer. These trips are expen-sive. He has even returned to live on the Wirral. I wonder what this means? is it bad for the state of our finances?

Jim Cowden, our vice President, has recently returned from a 52-day Round-the-World trip during which he visited several establishments of maritime historical interest. Evinces high praise for the maritime museum on Hawaii. Had a wonderful time there. Oh Lei!

Likewise, Archivist Alan Rowson has returned from a 20-odd day tour of the east coast USA. Visiting many places including several well-known maritime museums. (Even visited a doctor there - not for his own health - but to collect information for the editor's own studies. Thankyou Alan.)

Germany: Hamburg and the Elbe
Schulau - Schiffsgrussanlage - ships' greeting point. This hotel/restaurant is on the Elbe some 12 miles downstream from Hamburg has been in existence as such since just after the War. Each ship that passes is saluted with its national flag raised at the hotel and the respective national anthem is played over a public address to the vessel and for benefit of those eating at the restaurant. They must have a good supply of records of national anthems of Monrovia, Honduras, Bermuda, Panama, Costa Rica, Singapore, Manilla, Korea, and so on.
And this editor also wonders if the master, officers and crews will know their anthems - in some instances even the flags are not easily recognisable!

September Meeting Talk by Dr. Bryan Barrass

IMPROVEMENTS IN SHIP DESIGN AND PERFORMANCE

As with his previous talks to the LNRS the presentation was informal.

Dr. Barrass spoke of the constant research being undertaken with respect to ships to:

1) improve speeds
2) reduce fuel costs
3) enable better maneouvrability in confined waters
4) improve anti-rolling characteristics
5) provide alternative methods of propulsion
6) reduce ship resistance in water
7) reduce the stopping distances of ships
8) reduce size of crew

Ideas put forward and tried in recent years with varying degrees of success include the following:

a) ducted nozzles
b) bulbous bows
c) transverse thrusters
e) telescopic thrusters
f) rotating cylinder rudders
g) activated rudders
h) Voigth-Schneider propulsion units
i) hydraulic fin stabilisers
j) water ducts in fore-peak tank
k) flume tanks
l) coal-propulsion installations
m) sail assisted propulsion
n) submerged parachutes
o) side brake flaps
p) controllable pitch propellers

The speaker gave a brief description of each with slides and photos. This was followed by fairly detailed discussion as to the merits of each of the ideas with a prediction of their possible development in the 1990's

Unfortunately due to holidays this meeting was not as well attended as usual. But those present had a very instructive and enjoyable evening.

The Maritime Museum of the Atlantic at Halifax N.S.

In 1948 Commander J. Plomer and a group of naval officers formed a Maritime Museum using premises of HMC Dockyard at Halifax. Three years later the Citadel, an historic site, was made a available to the Museum and in 1952 the collections displayed for the public. In 1957 the Museum was incorporated as a private society and in 1957 a full-time Director was appointed when it became clear that larger and more suitable premises were neccessary. In 1961 the display cases had deteriorated, and the collections distributed to several locations. By 1978 a permanent waterfront site had been selected, and with Federal Gov't support the present building renovated.

The Museum is in a redeveloped downtown waterfront area and has some of the few available berthing spaces in the harbour making it a popular place for visiting vessels and drawing many residents and visitors to the waterfront area. Commercial cargo vessels, government and naval vessels pass by the Museum daily affording ample opportunites to interpret Halifax's continuing maritime traditions.

The Museum, based on former ship-chandlery and warehouse of Wm Robertson and adjacent A.M. fish-processing plant, currently comprises a 60,000 sq.ft building with public galleries relating to the Navy, Ship-wrecks and Lifesaving, Small Craft, Age of Steam, Days of Sail, Ship-chandlery. There is also a reference library, model-makers shop, conservation laboratory and etc in addition to administrative areas. Two boat sheds on site house the small craft collection and CSS *"Acadia"* (1913), a 180ft hydrographic survey vessel, is berthed permanently on one of the two finger piers on the site.

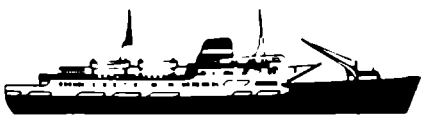
Today 21 staff, supplemented by 4 Summer (temporary) and 2 research assistants, have charge of 15,500 objects. Their mandate is to collect, preserve, research and interpret those objects, specimens and materials which best illustrate the maritime heritage of Nova Scotia. With the National Museums of Canada, the Maritime Museum has a responsibility to assist and advise other marine-related museums in Atlantic Canada.

THE COASTAL SHIPS

M.S. «Harald Jarl»
Company: NFDS, Trondheim
Year: 1960
Berths: 165
Phone: 090/85 592

M.S. «Ragnvald Jarl»
Company: NFDS, Trondheim
Year: 1956
Berths: 142
Phone: 090/86 185

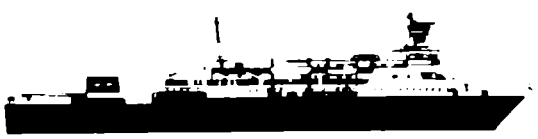
M.S. «Vesterålen»
Company: OVDS, Stokmarknes
Year: 1983
Berths: 198
Deck for 40 cars
Phone: 090/92 298



M.S. «Kong Olav»
Company: OVDS, Stokmarknes
Year: 1964
Berths: 224
Phone: 090/92 300

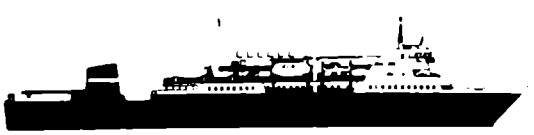
M.S. «Finnmarken»
Company: OVDS, Stokmarknes
Year: 1956
Berths: 148
Phone: 090/92 297

M.S. «Lofoten»
Company: FFR, Hammerfest
Year: 1964
Berths: 228
Phone: 090/92 299

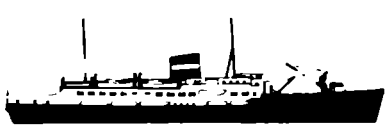


M.S. «Narvik»
Company: OVDS, Narvik
Year: 1982
Berths: 184
Deck for 40 cars
Phone: 090/96 837

M.S. «Nordnorge»
Company: OVDS, Narvik
Year: 1964
Berths: 207
Phone: 090/96 836



M.S. «Midnatsol»
Company: TFDS, Tromsø
Year: 1982
Berths: 188
Deck for 40 cars
Phone: 090/95 563



M.S. «Nordstjernen»
Company: TFDS, Tromsø
Year: 1956
Berths: 180
Phone: 090/95 565

M.S. «Polarlys»
Company: TFDS, Tromsø
Year: 1952
Berths: 170
Phone: 090/96 444

LIVERPOOL NAUTICAL RESEARCH SOCIETY
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BULLETIN

SEASON'S GREETINGS

CONTENTS

Bob Evans Retires

"Live Wire" the Liverpool Diocesan newspaper pays a tribute to our former President ..... *"A ship's wheel hangs above the altar in the Mersey Mission to Seamens Chapel" Colonsay House, Waterloo - it symbolises God's hand on life's journey. For Canon Bob it is a journey which has put him in touch with people of every land."*

Ordained in 1950 he came to Liverpool in 1961. With a five year break as vicar of St. Anne's, Rainhill, he has been the Mission's Chaplain Superintendent ever since. His retirement last July marks the end of an era in which "Good Evans" became known and loved by seafarers around the World.

Back in 1961 his first task was to complete the building of Kingston House, James St. Later he added to it a ten storey hotel block. The port was exceedingly busy with 20,000 dock workers employed. Containerisation means that today the same cargo is handled by 1000 dockers with no more than 15 ships in the port at any one time.

This had its effect on a chaplain's work. It is now almost entirely caught up with foreign seafarers, mostly from the Third World. It also means befriending peoples of all faiths. Canon Bob has learned how to get on with Hindus, Moslems, Sikhs and others. *"Human links are spiritually stronger than we can imagine" he says. The world really is God's"* he added with conviction.

Changes in port traffic also meant changes in the Mission H.Q. and Canon Bob had the later charge of overseeing its transfer to Waterloo. Each night 50 sailors use its facilities. "The simple task of giving a Christian welcome in the warmth of our new H.Q. is possibly more urgent now because of the quick turn-round of ships. Our Lord's words in Matthew 25 gave us a charter - "I was a stranger and you took me in".

Merseyside, and a multitude of sailors will miss Bob Evans. To Him and to his wife Drene we send warmest greeting with best wishes for many happy years to come.

It may be difficult to follow in the footsteps of such a versatile man as Bob, but we wish every success to Padre Ken Peters, who continues with the work at Colonsay House.

N. R. P.

William Hutchinson (1716-1801)

by Charles Dawson

This year sees the two hundredth anniversary of the Liverpool Marine Society, founded "for the benefit of masters of vessels, their widows and children". That its founder, William Hutchinson, immediately subscribed the then large sum of one hundred guineas to the Society made me curious to know more about the man.

Captain William Hutchinson was a Newcastle man, who started his seafaring life as cook's cabin boy and beer drawer in the colliers that sailed between his home-town and London. He made his first long voyage to Madras and China in 1738 and later acted as mate of a bomb's tender attached to the Fleet. Then followed a period in the Mediterranean where he seems to have made the acquaintance of one of Liverpool's favourite heroes of the first half of the eighteenth century, Captain Fortunatus Wright, probably the most famous British privateer commander of the time. In 1750 the two captains entered into partership and fitted out an old 20 gun frigate, LOWESTOFFE, which made several trading voyages to the West Indies, during which opportunities for privateering were not to be missed: this was a period when England and France were dire enemies even in the periods when no official state of war existed between them.

Hutchinson's' inventive genius fortunately also led to other more peaceful pursuits. In 1757, he embarked upon a scheme which can be considered an early example of commercial fish-farming. In company with a Mr. Ward, he fixed a large store-well vessel in the Mersey near Wavertree, in which they fed their fish as the codsmacks brought them in alive and kicking; for the convenience of the Cheshire markets they sold the fish on board. Sadly, the enterprise was not successful and swallowed up much of the captain's privateering gains as well as the subsidy granted to the scheme by the Corporation.

In the middle of 1757, Hutchinson was soon on his way again in the 22 gun privateer LIVERPOOL with 200 men, on a lucrative cruise that was brought to an end on 24th November. This was sooner than had been expected because, returning south through the Irish Sea, they had challenged what they thought was a French vessel, only to be met with a broadside from H.M.S. ANTELOPE, which caused great damage and wounded 26 of their men, so that they were forced to limp home. Six of the men died of their wounds, or fever, which had also broken out; one of the victims who was buried at sea was a young volunteer, James Holt, a member of the family who later became owners of the Blue Funnel Line.

The privateer LIVERPOOL was fitted out anew for another cruise leaving at the end of January 1758, and arrived back in the Mersey on 23 August with the captured French privateer ROY GASPARD of 22 guns and about 350 tons. The prize was sold at the Merchants' Coffee House, then situated at the SW corner of St. Nicholas' Churchyard. This had been erected in the middle of the eighteenth century and became the venue for the principal auction sales of ships and property. However, in time, it turned out to be less suitable as a general meeting-place, for "the boisterous conduct of the sea captains" there later led to the erection of the Athanæum in Church Street: "a haven in which Mr. Roscoe, Dr. Currie, and other men of literary tastes could meet undisturbed by slave captains and privateer commanders" to quote from Gomer Williams: HISTORY OF THE LIVERPOOL PRIVATEERS. William Roscoe is well-known as the anti-slavery philanthropist, but Dr. James Currie may have been forgotten as

one of the early advocates of the use of the thermometer for fevered patients. He also wrote a biography of the Scots poet Robert Burns.

During the Seven Years War (1756-1763), privateering was of such critical importance to Liverpool that the Borough Council in 1759 selected Captain Hutchinson to be principal water bailiff and dock master in charge of the Old and the Salthouse Docks. In October that same year, his old privateer LIVERPOOL was due to sail for New York in a completely new guise as a passenger ship, master James Chambers.

After his appointment ashore, Hutchinson retained his position in Liverpool for about forty years. Despite his claim that he was no writer, he published his book PRACTICAL SEAMAN, which concentrates a good deal of its advice on some of the grimmer sides of privateering, although concern for his men's safety is uppermost - he was quite a religious man, despite all - and he does tell us what it all will cost.

It is a pity that he did not write a continuous narrative of his life, for it would perhaps have offered a little variety to the modern reader. We can gather this from the stray paragraphs scattered throughout his printed work that help to give fascinating glimpses of everyday life at sea during his time. A little snippet tells us that on a voyage to the East Indies when he became severely ill of the scurvy, he discovered that tea was one of the best antidotes. He describes how he prepared it: since there were no proper tea utensils available on board, he put the tea into a quart bottle filled with fresh water, corked it and boiled it in the ship's kettle along with the salt beef.

Hutchinson in his more peaceful pursuit of devising navigational aids was the inventor of reflecting mirrors for lighthouses and in 1763 erected at Bidston the first mirror of the kind ever used, consisting of small reflectors of tinned plates soldered together. The semaphore signalling system, installed at Bidston for relaying the messages announcing the arrival of vessels, stems from Hutchinson's time. A ridge of rock and gravel lying between Perch Rock and the south point of the Brazile sandbank was named after him for the work he carried out in opening a passage through and clearing and deepening the channel. His weather and tide observations, 1768-1793, formed the basis from which Holden's Almanac obtained its data.

In 1777, the Corporation granted Hutchinson a "compliment" of ten guineas for his book. In 1791, a new and enlarged edition of the work was issued and this could be said to have put the author into the new category of naval architect. Many Liverpool ships were still being lost due to poor design, one of the minor examples being the privateer PELICAN, 20 guns, 100 men, which suddenly capsized off Seacombe and sank in 10 minutes on 20 March 1793 with the loss of about 70 or 80 lives. The ship was never raised and the top of her masts stood above water for many years afterwards. Perhaps her remains are still there. The two Liverpool vessels HALL and ELIZABETH built for the Jamaica trade on the lines suggested by Hutchinson were claimed to be "veritable greyhounds of the Atlantic".

William Hutchinson died at a ripe old age, in February 1801, and was interred in St. Thomas' Churchyard, close to the Old Dock and the office in which much of his life was passed. These constructions have now disappeared, but it is hoped that in this year of the bicentenary of his LMS, the members of the LMRS may give a special thought to the contribution he made to improving life at sea, especially with regard to its more peaceful aspects.

Blockade Running

in the Cause of the Confederacy

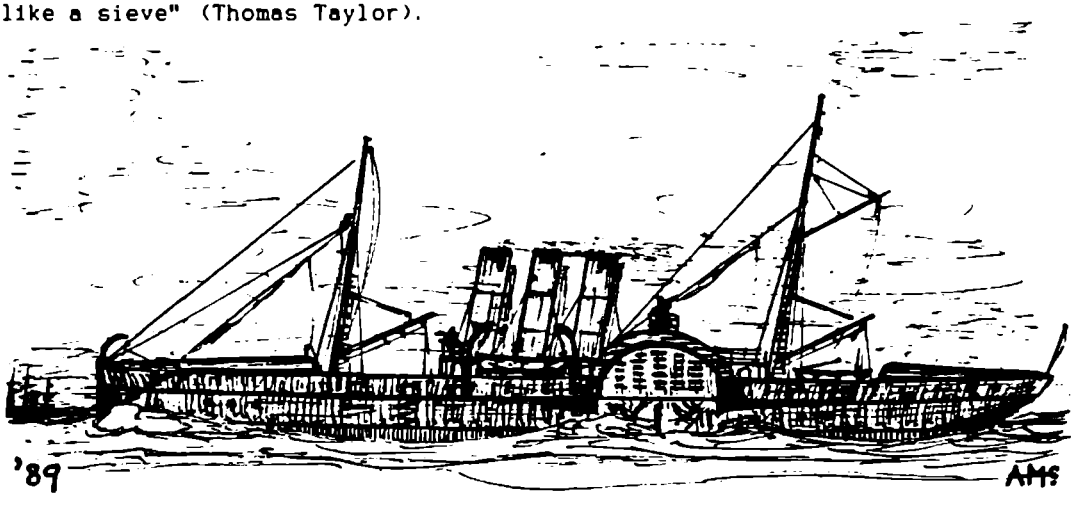
by A. H. McClelland

I sought to demonstrate in "Aspects of the War between the Northern and Southern States of America 1861-65" (Bulletin Vol. 33 No. 1) that the issues of that conflict and the attitudes adopted towards them in Britain were not as simple and straightforward as local folklore would have us believe. The war was not perceived for long by many in Britain as a noble struggle by the North against slavery. As early as 30th May 1861 "The "Times" commented "We have been told, in fact, by Northern politicians, that it does not become us to be indifferent, and by Southern leaders that they are half inclined to become British once more. Both sides are bidding for us, and both sides have their partisans over here. On such perilous ground we cannot walk too warily .... The real motives of the belligerents .... appear to be .... essentially selfish, that is to say, they are based upon speculations of national power, territorial aggrandizement, political advantage and commerical gain. Neither side can claim any superiority of principle, or any peculiar purity of patriotism ..... !" Commercial links between Liverpool and the Southern States being as strong as they were, it is therefore hardly surprising that strenuous efforts were made to maintain them, and not simply with a view to short term profit!

According to Thomas E. Taylor, who served as a supercargo aboard blockade runners, by declaring the Southern ports in a state of blockade at the beginning of the War, Lincoln "ignored the fact that the (Federal States') interference with neutral trade ..... was a virtual concession of belligerency to the South. A declaration of blockade presupposes a state of war not mere rebellion, and the claim by the Federals of a right to seize neutral vessels attempting to break the blockade was one which can be exercised only by a belligerent; exercised by anyone else it is mere piracy." ("Running the Blockade" p2, John Murray, 1912). Taylor goes on to maintain that ".. to run a foreign blockade could never be an offence against the laws of the realm, nor were we to be persuaded that any number of successful or unsuccessful attempts to enter the proclaimed ports could ever constitute a breach of neutrality." (Ibid p 9-10).

In the light of the sort of views expressed so forcibly by Thomas Taylor it is possible to understand why blockade running was taken up so actively by Liverpool interests. At first sailing craft as well as steamers successfully ran in and out of the Southern ports, but from 1862 onwards the North had sufficient ships on patrol to ensure that only fast steamers could be employed. In addition to speed another requirement was the ability to navigate the narrow, often twisting channels, frequently obstructed by sand banks, which were to be found along so much of the 3,000 miles of Confederate coastline. Obvious, immediate sources of suitable steamers were the companies running express Irish Sea services, but the supply was limited and not all the vessels offered for sale were in good condition. Purpose built ships were soon required in inceasing numbers as the Northern blockade took effect. Although some extremely successful shallow draught twin-screw steamers were produced, such as the "Flora", built by J. & W. Dudgeon

of Cubitt Town on the Thames, most of the new blockade runners were paddle steamers launched by yards on the Mersey and the Clyde. Of all the builders the most noteworthy were Jones, Quiggin & Co, of Liverpool. Experienced in the construction of fine-lined craft (a model of their striking single screw propelled "Said" completed for the Viceroy of Egypt may be seen in the World of Models Gallery at the Merseyside Maritime Museum), the firm exhibited a considerable flair for innovation. Their blockade runner "Banshee" of 1862 had very fine lines on dimensions of 215ft in length, a beam of 20ft and a depth of 11ft 4ins drawing (8 feet of water). She was the first steel ship to cross the Atlantic. Ready for sea in January 1863, she proved to have a number of problems - there was not enough steam space in her boilers which were too low, her framing was too light and her thin plates worked so much during the crossing of the Atlantic that she "leaked like a sieve" (Thomas Taylor).



By 1865 Jones, Quiggin & Co had launched 16 more blockade runners, most, if not all of them, in series, and all improvements on the "Banshee". Steaming between Cuba, the Bahamas or Bermuda and the nearest Southern ports, the runners aimed to complete the most dangerous parts of their voyages at night and the ships were suitably camouflaged with dull white paint. Of all the paddle steamers completed by Jones, Quiggin & Co. in the Confederate interest, the most famous was the "Colonel Lamb", the largest steel ship up to that date. She was 296ft long with a beam of 34ft 6 ins and she could steam at 17 knots if a situation demanded it. Together with three similar vessels, the "Colonel Lamb" was of particular concern to the Confederate naval agent, Captain James Bulloch. This man, who settled in Liverpool after the War, is said to be one of the two greatest Southerners produced by the conflict (see "Great Britain and the Confederate Navy" by Frank J. Merli. Indiana U. P., 1970, for a discussion of his achievements) - the other great Southerner was Robert E. Lee of course. Bulloch displayed exceptional ingenuity and efficiency throughout what must have been a very trying period. He arrived in Liverpool in June 1861 charged with the task of procuring war materials and ships and rapidly enhanced his reputation for honesty and great competence in nautical matters. As the war dragged on

he sought to promote a plan for a fleet of "official" blockade runners to keep the essential supply lines of the South open. The "Colonel Lamb", one of four similar vessels, seemed ideal for his purpose and at least a further six vessels were to be specifically designed for the requirements of the service. Unfortunately for the South, Bulloch's advocacy of the scheme was heeded too late - the Confederate Government, as Frank Merli, the American historian has put it, was far too "land-minded". By 1865 the efforts and skill of those who ran the Northern blockade, the highly principled and rogues alike, were all to no avail. All but a few shallow harbours in Florida and ports in Texas were in Federal hands, and the cause of the Confederacy was lost.

The blockade runners of most singular appearance were the paddle steamers "Condor", "Falcon", "Flamingo" & "Ptarmigan" of 1864, (see above). So far as the writer is aware, they were built on the Clyde for they took their delivery departures from Greenock, but in his original researches he was unable to indentify the builders. The "Civil War Naval Chronology" (Naval History Division, Navy Dept. 1971) states that the builders remain unknown, but perhaps one of our Scots readers may now be able to supply further details. Contemporary with the "Colonel Lamb", the "Condor" class constituted another part of the orders for blockade runners placed by the Confederate Government at Bulloch's urging. They were some 270ft in length with beams of 24ft and drew 7ft of water; their hulls were constructed of iron and they each had three funnels in line, forward of the paddleboxes.

Of the four the "Condor" has the most interesting stories attached to her. Her first master was Captain Augustus Charles Hobart-Hampden, R.N. V.C., younger son of the Duke of Buckingham. Using a number of aliases he was a highly successful runner. He survived the War and died at Scutari in 1886, having achieved distinction as "Hobart-Pasha", Admiral-in-Chief of the Ottoman navy and retaining the rank of Vice-Admiral R.N. (ret)! In October 1864 the "Condor" ran aground in New Inlet, N.C. after being challenged by the U.S.S. "Niphon". Amongst her pasengers was a famous Confederate agent, Mrs Rose O'Neal Greenhow, who was drowned (allegedly by the weight of gold she was carrying) whilst trying to preserve important dispatches destined for Jefferson Davis.

It is worthy of note finally that yet other large blockade runners were on order or in frame at Jones, Quiggin & Co, and Laird's yards when hostilities ceased. By that time there was much evidence of disappointment in Britain at the long continuance of the War and feelings of sympathy towards the South were rapidly being outweighed by the conviction that the only real good that could possibly come out of such a bitter struggle would be the removal of "the foul blot of slavery".

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Society Notes

The advertisement on the inside front cover of this issue is taken from the lastest edition of SEA BREEZES. The LNRS is likely to gain extra finance from the sale of the "Index of Fleet Lists & Company Histories". Other publications are likely if this venture proves successful.

Falls of Clyde
at the Hawaiian Maritime Museum

On a recent round-the-world trip I stopped off at Honolulu and used the opportunity to visit the Maritime Museum there. The centre-piece of the Museum is the sailing ship "Falls of Clyde" (now registered at Honolulu).

Built by Russells of Port Glasgow for the "Falls Line" of Wright, Graham & Co., and launched in December 1878, she was the first of nine iron vessels named after Scottish waterfalls. She was completed as a 4-masted full-rigged ship, 1897/1740 tons with dimensions of 266ft by 23ft 05ins depth, designed for tramping to India and the Far East. The maiden voyage was to Karachi in Feb 1879. For the ensuing two decades she remained in this trade running from the major ports of the UK - although in 1893 she visited Fleetwood.

In 1898 she was bought by Capt William Matson for $25,000 and transferred to the Hawaiian flag. The following year she was re-rigged as a 4-masted barque to trade on passenger and cargo voyages between San Francisco and Hilo, Hawaii and hoisted the flag of the USA when the Islands came under United states administration. Then, in 1907, purchased by the Assoc. Oil Co. she was converted to a sailing tanker with transverse and longitudinal bulkheads to form five sets of wing tanks with a capacity of 2,800 tons. This trade between the Hawaiian Islands and California continued until 1919 when, bought by one George McNear, she made several voyages to European ports. Ultimately her last voyage under sail was to Buenos Ayres in 1921.

The next year she was in Alaska reduced to barge status as a floating fuel depot, owned by General Petroleum Co., continuing in this capacity until 1959 when she was sold to private owners and towed to Seattle.

A scheme to save the ship from the breakers resulted in the "Falls of Clyde", being purchased for $25,000 in 1963 by public subscription in Hawaii. During her restoration she was passed to the B.P. Bishop Museum her permanent base. The rigging, accomodation spaces, chartroom, and steering position have been restored to the original condition. A delight to board and examine the ship with the aid of the many excellent photographs exhibited on display boards around the ship.

Jas E. Cowden

WILLIAM GEORGE WAINWRIGHT, Master Mariner
(1862-1942)

Career at sea, 1878 - 1919

The table which follows has been compiled from Captain Wainwright's own discharge certificates and books, testimonials, certificates and other documents, in the author's possession. His service as an officer (holding a Board of Trade Certificate of Competency as Master of a Foreign-Going Ship, No. 020468) and master, has been compared with entries in Lloyd's Captain's Register (now deposited in the Guildhall Library, London).

FROM	TO	CAPACITY	AGE	SHIP	REGISTERED	TYPE	TONS	H.P.	O.No.	REMARKS
7/ 8/1878	9/ 9/1878	Boy	15	Sardinian	Glasgow	Steamer	2577	600	71695	Liverpool-Montreal-Liverpool
17/ 9/1878	22/10/1878	Stwd	15	ditto						ditto
30/10/1878	2/12/1878	Boy	15	ditto						ditto
10/12/1878	14/ 1/1879	Boy	16	ditto						Liverpool-Baltimore-Liverpool
22/ 1/1879	4/ 3/1879	Boy	16	ditto						ditto
13/ 3/1879	14/ 4/1879	Boy	16	ditto						ditto
23/ 4/1879	27/ 5/1879	Boy	16	ditto						Liverpool-Montreal-Liverpool
4/ 6/1879	6/ 7/1879	Boy	16	ditto						ditto
15/ 7/1879	17/ 9/1879	Boy	16	ditto						ditto
27/ 8/1879	29/ 9/1879	Boy	16	ditto						ditto
7/10/1879	10/11/1879	CaptStwd	16	ditto						ditto
18/11/1879	22/12/1879	CaptStwd	16	ditto						Liverpool-Baltimore-Liverpool
30/12/1879	3/ 2/1880	CaptStwd	17	ditto						ditto
11/ 2/1880	24/ 3/1880	CaptStwd	17	ditto						ditto
31/ 3/1880	3/ 5/1880	Boy	17	ditto						ditto
12/ 5/1880	18/ 6/1880	CaptStwd	17	ditto						Liverpool-Montreal-Liverpool
24/ 6/1880	27/ 7/1880	Stwd	17	ditto						ditto
4/ 8/1880	6/ 9/1880	Stwd	17	ditto						ditto
15/ 9/1880	18/10/1880	Stwd	17	ditto						ditto
26/10/1880	1/12/1880	Stwd	17	ditto						ditto
21/12/1880	16/ 2/1881	3rd Stwd	18	AgiaSophia	Liverpool	Steamer	1694	300	20460	L'pool-Alexandria-L'pool
27/ 2/1881	20/ 4/1881	3rd Stwd	18	ditto						ditto
29/ 4/1881	30/ 5/1881	Stwd	18	Parisian	Glasgow	Steamer	3440	800	84294	Liverpool-Montreal-Liverpool
9/ 6/1881	11/ 7/1881	Stwd	18	ditto						ditto
19/10/1881	22/11/1881	Stwd	18	ditto						ditto
2/ 3/1882	16/ 4/1882	2nd Stwd	19	Roumelia	Liverpool	Steamer	1384	260	76502	Liverpool-Malta-Liverpool
22/ 4/1882	29/ 5/1882	2nd Stwd	19	ditto						ditto
2/ 6/1882	19/ 7/1882	2nd Stwd	19	ditto						L'pool-Mediterranean-L'pool
6/ 8/1882	22/ 9/1882	2nd Stwd	19	ditto						ditto
28/ 9/1882	13/11/1882	2nd Stwd	19	ditto						ditto
16/11/1882	22/12/1882	2nd Stwd	19	ditto						ditto
7/ 1/1883	28/ 2/1883	2nd Stwd	20	ditto						ditto
4/ 4/1883	20/ 5/1883	2nd Stwd	20	ditto						ditto
3/ 6/1883	26/ 7/1883	2nd Stwd	20	ditto						ditto
5/ 8/1883	30/ 9/1883	2nd Stwd	20	ditto						ditto
10/10/1883	9/12/1883	2nd Stwd	20	ditto						ditto
15/12/1883	14/ 2/1884	2nd Stwd	21	ditto						ditto
2/ 3/1884	2/ 5/1884	2nd Stwd	21	ditto						ditto
20/ 6/1884	9/10/1884	AB	21	Fanny	Belfast	Barque	608		52150	Barrow-St.Johns NF-Belfast
14/11/1884	23/ 4/1885	AB	21	Atkinson	ditto					Belfast-Foreign-Belfast
30/ 4/1885	10/ 7/1885	AB	22	ditto						ditto
21/ 7/1885	22/11/1885	AB	22	ditto						Belfast-Chathan NF-L'pool
17/12/1885	26/ 5/1887	AB	23	Queensisland	Belfast	Barque	2038		90126	Cardiff-San Francisco-Hull
26/ 6/1887	24/ 8/1887	AB	25	Macedonia	Liverpool	Steamer	1855	300	55073	L'pool-Mediterranean-L'pool
3/ 9/1887	10/11/1887	AB	25	ditto						ditto

FROM	TO	CAPACITY	AGE	SHIP	REGISTERED	TYPE	TONS	H.P.	O.No.	REMARKS
20/11/1887	24/12/1887	AB	25	Ararat	Liverpool	Steamer	1305	200	65892	ditto
12/ 2/1888	6/11/1888	AB	25	WilliamWright	L'pool	Barque	748		35105	Cardiff-Mobile-Liverpool
8/ 1/1889	7/ 7/1889	2nd Mate	26	Dundonald	Liverpool	Barque	591		42645	Newport-Foreign-Rangoon
8/11/1889	30/ 1/1890	2nd Mate	26	Shelley	London	Steamer	1302	200	65038	Liverpool-Port Said-Barry
8/ 2/1890	10/ 4/1890	3rd Mate	27	Arcadia	Liverpool	Steamer	1221	230	1738	L'pool-Mediterranean-L'pool
18/ 5/1890	4/ 7/1890	3rd Mate	27	Ararat	Liverpool	Steamer	1305	200	65892	ditto
1/ 9/1890	20/ 9/1890	2nd Mate	27	ditto						ditto
1/10/1890	21/11/1890	2nd Mate	27	ditto						ditto
12/12/1890	31/ 1/1891	2nd Mate	28	ditto						ditto
23/ 2/1891	2/ 4/1891	3rd Mate	28	ditto						ditto
23/ 4/1891	31/ 5/1891	3rd Mate	28	ditto						ditto
23/ 6/1891	28/ 7/1891	2nd Mate	28	ditto						ditto
10/10/1891	29/11/1891	3rd Mate	28	Roumelia	Liverpool	Steamer	1417	260	76502	ditto
12/12/1891	21/ 1/1892	3rd Mate	29	ditto						ditto
22/ 2/1892	31/ 3/1892	3rd Mate	29	ditto						ditto
24/ 4/1892	6/ 6/1892	3rd Mate	29	ditto						ditto
25/ 6/1892	9/ 8/1892	3rd Mate	29	ditto						ditto
26/ 8/1892	28/10/1892	3rd Mate	29	Pala	Liverpool	Steamer	1393	140	63185	ditto
16/12/1892	28/ 1/1893	3rd Mate	30	Ararat	Liverpool	Steamer	1305	200	65892	ditto
19/ 2/1893	31/ 3/1893	3rd Mate	30	ditto						ditto
13/ 4/1893	10/ 6/1893	3rd Mate	30	Macedonia	Liverpool	Steamer	1865	300	55073	ditto
24/ 6/1893	12/ 8/1893	3rd Mate	30	ditto						ditto
20/ 8/1893	10/10/1893	3rd Mate	30	ditto						ditto
17/10/1893	22/11/1893	3rd Mate	30	ditto						ditto
17/12/1893	15/ 2/1894	3rd Mate	31	Ararat	Liverpool	Steamer	1298	212	65892	ditto
4/ 3/1894	27/ 4/1894	3rd Mate	31	ditto						ditto
4/ 5/1894	19/ 6/1894	3rd Mate	31	ditto						ditto
27/ 7/1894	25/ 2/1895	2nd Mate	31	Mab	Newcastle	Steamer	1846	220	97977	Barry-India-America-Hull
5/ 3/1895	21/ 1/1896	1st Mate	32	ditto						Hull-Foreign-Hamburg
27/ 1/1896	26/ 7/1896	1st Mate	33	ditto						Hamburg-USA-Baltic-Newcastle
9/11/1896	28/ 1/1897	1st Mate	33	ditto						Hamburg-Savannah-Barry
28/ 1/1897	4/ 6/1897	1st Mate	34	ditto						Barry-Halifax NS-Bristol
18/ 6/1897	20/ 8/1897	1st Mate	34	ditto						Bristol-Hopewell-Cape-Barry
20/ 8/1897	16/ 2/1898	1st Mate	34	ditto						Barry-Philadelphia- Newport
4/ 3/1898	20/ 6/1898	1st Mate	35	ditto						Newport-River Plate-Newcastle
22/ 6/1898	8/ 8/1898	1st Mate	35	ditto						Newcastle-Montreal-Hull
15/ 8/1898	14/11/1898	1st Mate	35	ditto						Hull-C.Verde-Barry
16/11/1898	28/ 2/1899	1st Mate	35	ditto						Barry-Brindisi-Cardiff
15/ 3/1899	26/ 7/1899	1st Mate	36	ditto						Cardiff-Foreign-Rotterdam
26/ 7/1899	9/10/1899	1st Mate	36	ditto						Rotterdam-New Orleans-Newcastle
12/10/1899	24/ 3/1900	1st Mate	36	ditto						Newcastle-Galle Flanded ill
16/ 8/1900	5/10/1900	3rd Mate	37	Roumelia	Liverpool	Steamer	1417	260	76502	L'pool-Mediterranean-L pool
20/10/1900	28/11/1900	3rd Mate	37	ditto						ditto
5/12/1900	12/ 2/1901	3rd Mate	38	Britannia	Liverpool	Steamer	3040	380	91193	ditto
26/ 2/1901	9/ 4/1901	3rd Mate	38	ditto						ditto
25/ 4/1901	17/ 6/1901	2nd Mate	38	Plantain	Liverpool	Steamer	1359		81316	ditto
6/ 7/1901	20/ 9/1901	2nd Mate	38	ditto						ditto
2/10/1901	24/11/1901	2nd Mate	38	ditto						ditto
18/12/1901	6/ 2/1902	2nd Mate	39	ditto						ditto
21/ 2/1902	31/ 3/1902	2nd Mate	39	ditto						ditto
8/ 4/1902	23/ 5/1902	2nd Mate	39	ditto						ditto
10/ 6/1902	4/ 8/1902	1st Mate	39	ditto						ditto
23/ 8/1902	8/10/1902	1st Mate	39	ditto						ditto
29/10/1902	26/12/1902	1st Mate	39	ditto						Liverpool-Odessa-Liverpool
14/ 1/1903	14/ 3/1903	1st Mate	40	ditto						L'pool-Mediterranean-L'pool
20/ 3/1903	21/ 8/1903	1st Mate	40	ditto						ditto
28/10/1903	24/12/1903	3rd Mate	40	Roumelia	Liverpool	Steamer	1417	260	76502	ditto
3/ 1/1904	24/ 2/1904	3rd Mate	41	ditto						ditto

FROM	TO	CAPACITY	AGE	SHIP	REGISTERED	TYPE	TONS	H.P.	O.No.	REMARKS
2/ 3/1904	21/ 3/1904	2nd Mate	41	Minho	Liverpool	Steamer			97774	Lisbon and Oporto
24/ 3/1904	9/ 4/1904	2nd Mate	41	ditto						ditto
14/ 4/1904	1/ 5/1904	2nd Mate	41	ditto						ditto
18/ 5/1904	30/ 7/1904	1st Mate	41	CityofVenice	Glasgow	Steamer	2229		71726	L'pool-Mediterranean
10/ 8/1904	8/10/1904	1st Mate	41	ditto						ditto
14/10/1904	2/12/1904	1st Mate	41	ditto						ditto
10/12/1904	6/ 2/1905	1st Mate	42	ditto						ditto
15/ 2/1905	21/ 4/1905	1st Mate	42	ditto						ditto
9/ 5/1905	13/ 7/1905	1st Mate	42	ditto						ditto
2/ 8/1905	12/10/1905	1st Mate	42	ditto						ditto
19/10/1905	19/12/1905	1st Mate	42	ditto						ditto
15/ 1/1906	28/ 5/1906	1st Mate	43	Lustleigh	Plymouth	Steamer	2092		111359	L'pool-New Orleans-Cargo
2/ 6/1906	20/ 9/1906	1st Mate	43	ditto						Barry-Persian Gulf-Coal
29/ 9/1906	7/11/1907	1st Mate	43	Kirby Bank	Liverpool	Steamer	2092		111359	Barry-Foreign-Cargo
22/11/1907	16/ 1/1908	1st Mate	44	ditto						Penarth-Foreign-Cargo
1/ 2/1908	8/ 2/1909	1st Mate	45	ditto						Penarth-Foreign-Antwerp
2/1909	3/1911	Master	46	Dunkeld	Liverpool	Steamer			120521	US-South America-Coast
21/ 5/1911	9/ 1/1912	1st Mate	48	Bankdale	Liverpool	Steamer	2463		124045	Barry-Foreign-Barry
3/ 2/1912	27/ 3/1912	1st Mate	49	Imataka	Liverpool	Steamer	917	320	131374	Liverpool-Demerara-Liverpool
13/ 4/1912	2/ 6/1912	1st Mate	49	ditto						ditto
18/ 6/1912	23/ 7/1912	1st Mate	49	ditto						ditto
8/1912	3/1914	Master	49	Amakura	Liverpool	Steamer	1497	250	101820	West Indies
25/ 5/1914	13/ 7/1914	1st Mate	51	Imataka	Liverpool	Steamer	917	320	131374	Liverpool-Demerara-Liverpool
25/ 7/1914	8/ 9/1914	1st Mate	51	ditto						ditto
19/ 9/1914	11/11/1914	1st Mate	51	ditto						ditto
28/11/1914	19/ 2/1915	1st Mate	51	ditto						ditto
16/ 3/1915	27/ 5/1915	1st Mate	52	ditto						ditto
10/ 7/1915	28/ 9/1915	1st Mate	52	ditto						ditto
2/11/1915	18/12/1915	1st Mate	52	Asuncion	Liverpool	Steamer	2692	431	115311	Glasgow-New York-Glasgow
30/12/1915	29/ 3/1916	1st Mate	53	de Larrinaga	ditto					Glasgow-New York-Dundee
3/ 4/1916	30/ 5/1916	1st Mate	53	ditto						Dundee-US-London
16/ 7/1916	14/ 8/1916	3rd Mate	53	Daltonhall	W.Hartlpl	Steamer	2280		106998	Barry-Admiralty-Glasgow
27/ 9/1916	17/11/1916	1st Mate	53	Clydesdale	Sunderland	Steamer	2295		106403	Liverpool-Admiralty-Leith
22/11/1916	24/ 2/1917	1st Mate	53	ditto						Leith-OHMS-London
11/ 3/1917	31/ 5/1917	1st Mate	54	Kildale	Whitby	Steamer	2436		118858	Liverpool-Admiralty
16/ 5/1918	12/ 7/1918	2nd Mate	55	Lady Gwendolen	Dublin	Steamer	1336	210	132505	London-Coasting-Dundee
21/ 8/1918	18/ 9/1918	1st Mate	55	Eastern Coast	L'pool	Steamer	865			Liverpool-Coasting-Liverpool
19/ 9/1918	13/11/1918	2nd Mate	55	Lady Cloe	London	Steamer	737	220	139129	Liverpool-Home trade-Liverpool
13/11/1918	2/ 2/1919	1st Mate	55	DevonCoast	Liverpool	Steamer	392		128001	Home trade-Sunderland
14/ 8/1919	4/10/1919	1st Mate	56	NewPioneer	Manchester	Steamer	320	97	119596	Garston-Home trade-Manchester

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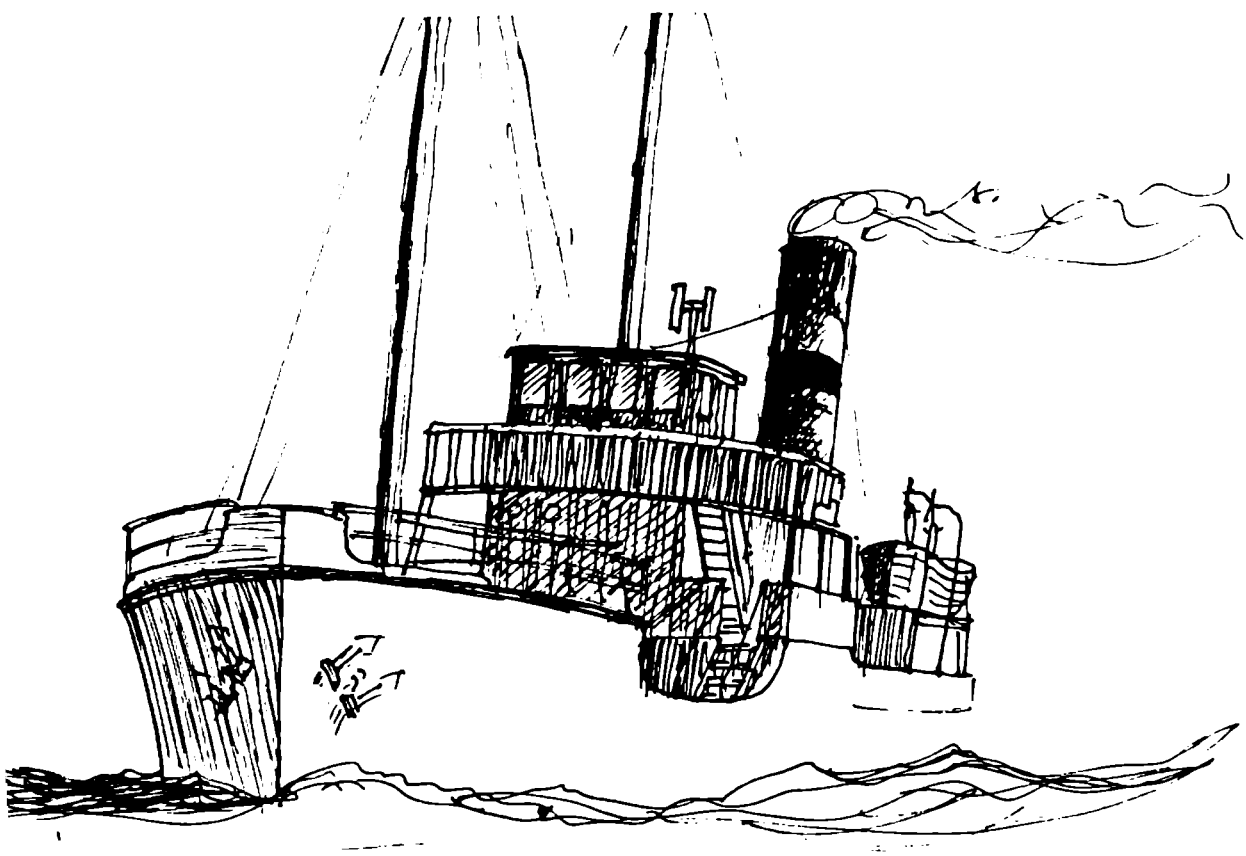
W.G. Wainwright, the author's maternal grandfather, was born in [illegible] Ferry, Birkenhead, on 2 December 1862. It was to be expected therefore, that he would sail mainly in Liverpool ships. The [illegible] are those of engagement and as discharge. The first port [illegible] remarks was that of engagement and the last that of discharge. [illegible] voyage is also as described in the discharge papers. The age was [illegible] age when engaged. Wainwright clearly decided to advance his career [illegible] 1884. By December 1888, when he probably passed his second mate [illegible] examination, he had served almost exactly the four years on deck [illegible] sail required. He passed the examination for Master (ordinary [illegible] foreign-going) on 7 September 1896. His first period of command [illegible] March to 20 June 1898) was obtained when the master fell ill and [illegible] landed at Las Palmas outward bound to the River Plate. Precise dates [illegible] are not available for the two periods of command proper as service [illegible] master does not appear in the discharge books. His command of [illegible] Dunkeld was terminated to free that appointment for a master [illegible] more senior in that company; that of the Amakura ended when ship [illegible] laid up. He probably made five voyages in Dunkeld and six in Amakura. [illegible] The voyage on the Dundonald ended when the ship foundered [illegible]

Wainwright probably returned from Rangoon as a distressed British seaman (1889). He lost his berth in the Mab when he was landed ill in Ceylon (1900) and he needed six months recuperation. His last seagoing appointment recorded at Lloyds and the Registrar General of Shipping and Seamen was in the Kildale which was sunk by enemy submarine on 12 April 1917. Subsequent coastal service was recorded in separate discharge slips, copies presumably not reaching the authorities. His final working years, for which no record has so far been located, are believed to have been associated with the ferry services from Liverpool to the Isle of Man. This may have been in a shore capacity in Liverpool. He has not been identified in the records of the Isle of Man Steam Packet Company or the name indexes of the Manx Museum. Captain T.H. Corteen (Member), suggests he might have worked for the agent in Liverpool, Thomas Orford, or that he served with a competing company, the Manx Line, later absorbed by the Isle of Man Steam Packet Company, with which he served.

Alston Kennerley (Polytechnic South West, Plymouth), is indebted to Mrs. Ann. M. Harrison (Manx Museum) and Mr. Dennis Duggan (IoMSPC) for searching records, and to Captain Corteen for his suggestions and information.



The Dock's Duke

by A H Ros

As a native of Worsley, though long resident in Liverpool, I am naturally interes in the history of the man after whom the Duke's Dock in Liverpool is named. W follows is a brief account of his origins and activities.

In the aftermath of 1066 one of William's knights was given the land around Wors about six miles to the west of Manchester. It passed down through the Masseys, Breretons of Malpas and eventually into the hands of Richard Egerton, Squire Ridley in Cheshire. In 1540 Richard had a natural son by the daughter of a lo yeoman farmer from Bickerton. Their meeting place is still called to this d Gallantry Bank, although, for the non-romantic it is probably a corruptio 'Gallows-tree Bank'. The young lady was Alice Sparke, a servant at nearby Doddles Hall. They called the boy Thomas and there is good evidence that Richard admitt his paternity and supervised the boy's education.

He was very bright and was eventually sent to Oxford to study law. He ha brilliant career at the bar, and so impressed Queen Elizabeth on an occasion w she was attending the Law Court that she said 'On my troth, he shall never ple against me again!' To make sure that he did not she made him her Solicitor Gener and later, in the reign of James the First, he was made Lord Chancellor. He w created Baron Ellesmere and Viscount Brackley and having refused the title of E of Bridgewater just before his death as an 'unnecessary vanity' it was granted t him posthumously and taken up by his son John. The title included the manor Bridgwater, a small coastal town in Somerset, which nowadays omits the first 'e' spelling its name. The name probably has nothing to do with bridges over water b is more likely a corruption of Burgh of Walter. Thomas had earlier bought the ma of Doddleston from the Grosvenor estate where his mother had been a servant, and w himself buried in the tiny church at Doddleston where you can see his tombstone a memorial tablet at the base of the tower.

Thus were the names assembled - Egerton, Bridgewater, Brackley, Ellesmere - com names for districts, streets, collieries, public buildings and hotels around t Worsley area and indeed around South Lancashire and Cheshire. The Egerton coat arms with its rampant red lion and three spears is also a familiar sight in the s region. The motto - Sic Donec - translates as 'Thus until'.

The eldest son of the next three generations - all named John- reached positions respectable eminence. In 1691 we come to Scroop Egerton, 4th Earl of Bridgewat He and his mother had an overriding ambition - that Scroop should become a duke. that end she was delighted when he fell in love and married Elizabeth, the fift year old daughter of the Duke of Marlborough. Unfortunately, just after th married, Sarah, the volatile Duchess of Marlborough, fell out with Queen Anne Scroop's ducal ambitions were thwarted. However, Elizabeth, his wife, die smallpox at the age of 25 years and Scroop, still with an eye to a dukedom, marr Lady Rachel Russell, eldest daughter of the Duke of Bedford. His daughter Louis by his first marriage, had already married the son of the Duke of Bedford!

When Queen Anne died the Marlboroughs came back into Court favour and Scroop able to achieve his ambition - he became the first Duke of Bridgewater. Scroop di in 1745 and only two of his seven sons were still alive, tuberculosis having b the family scourge, and the older of these sons, John, only held the title for th years before dying of smallpox at Eton. Thus Francis Egerton became the Third D of Bridgewater.

It was 1748 and Francis, twelve years old, weak in health, miserable and unwant was fatherless and worse than motherless. His mother, Scroop's wife, now in h fifties married the twenty year old Richard Lyttleton and devoted herself w tremendous vigour to the social whirl. She tried in the law courts to get Francis inheritance set aside on the grounds that he was feeble-minded but the atte failed. She gave him no home and he was not welcomed by his in-laws, the Gowers Trentham and the Bedfords. His only port in the storm was the more kindly cou

Samuel Egerton, of Tatton in Cheshire, and it was there that he spent many lonely hours watching the boats on the nearby River Bollin. He was in constant bad health - he already had tuberculosis - and his relatives made persistent attempts to seize his money and property and at the age of eighteen he was described as 'woefully ignorant for his age, of insufferable manners and intractable temper.'

His guardians, Lord Trentham and the Duke of Bedford, decided that since he was, against all odds, continuing to live, he should be sent on the grand tour. To accompany him they chose Robert Wood, a noted antiquarian and eminent scholar. These two complete opposites spent a year together touring Europe, the eighteen year old Duke gambling, having a near disastrous involvement with a most unsuitable lady and a near fatal flare-up of his tuberculosis. The boats on the river Bollin may have stimulated the interest which he unexpectedly showed in the Languedoc Canal which Louis XIV had built in 1681 to connect the Bay of Biscay to the Mediterraneum. So keen was his interest that he took a short course in the principles of engineering whilst in the region. He had no encouragement from Woods about this but his tutor did awaken his interest in works of art or, more probably, their value, to the extent that the Duke in later life showed a keen bargaining sense when he built up the fabulous Bridgewater collection of paintings.

Returning to London he spent his time in gambling and horse riding but with true Egerton caution he always left before the stakes became too high. One lady expressed surprise that the wind did not blow him off the horse, so emaciated was his figure. He had a few amorous affairs but the most significant was the recently widowed Irish beauty, Elizabeth Gunning. Her portrait can be seen in the Lady Lever Art Gallery at Port Sunlight. She had been married to the fourth Duke of Hamilton - to quote Horace Walpole - 'with a ring of the bed-curtain, half an hour afer twelve at night.' Hamilton died shortly afterwards. Walpole continues, referring to the Gunning sisters 'I would not marry either of them these thirty years for fear of being shuffled out of this world prematurely to make way for the rest of their adventures"! Francis is reported to have been desperately in love but at the last moment of their engagement, he complained to his fiancee about the indiscrete behaviour of her sister, Lady Coventry. Elizabeth promptly jilted him and was soon married to the handsome and wealthy heir to the Argyll dukedom. Francis retired from the social life of London and never again showed any interest in matrimony. But he did show an interest in something else - an interest which was to last him for him for the rest of his life.

At the age of twenty-one Francis came into his inheritance. He had several estates - his home was at Ashridge in Hertfordshire but there were other estates in Whitchurch, Ellesmere and Brackley and still more in Durham, Yorkshire, Westmorland and Suffolk. And one other in Worsley, Lancashire. Altogether, because of encumbrances and bad administration they produced so little that Francis and the Duke of Roxburgh were known as the 'two poor Dukes.' He was aware that his father, Scroop, had been involved with a group of Manchester merchants in obtaining an Act of Parliament in 1737 to make Worsley brook, little more than a stream, navigable to the River Irwell. The intention was to carry coal from the Duke's mines at Worsley to Manchester but the work never proceeded. Coal had to be carried by pack horse over atrocious roads at enormous cost and, because of the shortage of wood and the growing population of Manchester, the demand for fuel was increasing rapidly. Francis retired to his estate at Worsley and, immersing himself in the problems of coal and its transport, began to revive the plan for a waterway to carry coal from his mines at Worsley.

The coal seams in the Worsley area lie at an angle of about 1 in 15 in the northerly region and steepen to about 1 in 4 in the south of the area. The latter is covered by surface drift of about 50 feet, whilst in the former, the seams come to the surface and are only covered by a thin layer of surface soil. Mining of the shallow bell pit type had been carried out since the 14th century and in later years many ladder pits had been sunk. There are two basic problems in mining - water and gas. Gas was not a particular problem in the Worsley area until mines became deeper in the modern era but flooding was a problem in all but the shallowest pits. One way of dealing with this was to drive a tunnel, or sough, into the slope of the hill and

drain the water into a convenient brook. Such a sough had been made by John Mas
Scroop Egerton's agent and mines up to 40 feet deep were already being drained
worked.

The Duke and his brother-in-law, now Earl Gower of Trentham, shared a
competent estate agent, Thomas Gilbert. Thomas' younger brother was John Gil
apprenticed in youth to Matthew Boulton and by now a skilled engineer and est
manager. He was recommended to Francis and came to live in Worsley in 1759. To
must go much of the credit for the idea that the canal could be made to ext
underground to the coal face and that the coal could be loaded directly into boa
and taken straight to the market in Manchester. All it required was a drainage co
big enough to take a boat.

There is, in Worsley, an old quarry known as the Delph, with a vertical wall
sandstone, flooded at the base by water from the Worsley brook and lying some eig
feet above sea level. In 1760 a tunnel was driven into the rock face and contin
northward, intercepting the coal seams as it went along. At these points later
tunnels were driven as the coal was worked. The tunnels were about ten feet wi
and where the rock was soft and shaly, brick arching was used. The arching bec
quite complicated where side arms and vertical ventilation and access shafts we
made and in places a width of 26 feet was necessary. Of the 40 shafts recorded
sunk during the period 1760 to 1800 ten had access to the navigable level.

A second tunnel was driven soon after the first and the point where they joined,
few hundred yards from the Delph, was rather picturesquely known as 'wate
meeting'. The difficulties which the tunnellers met and overcame, with
technology and materials available in 1760, were immense.

The whole system gradually expanded and a second level was driven 35 yards above t
first. To connect the two an inclined plane was constructed in 1795 to lower boat
full of coal, onto the main navigation and raise empty ones onto the upper can
During its construction, which took two years, John Gilbert died and the work w
supervised to its completion by the Duke himself. He and his foreman were near
killed when the westward rope with its 21 ton load snapped as they were walking
the plane. A safety rope was fitted later to avoid a repetition. This undergro
inclined plane was a massive undertaking for its time and was in use for twenty fi
years until the upper level was abandoned. Lower levels were driven later and w
the system was last used to carry coal in 1887 a total of 52 miles had b
constructed.

Originally boats carried about 8 tons and in 1766 there were 50 such boats emplo
By 1842 there were 150 12 ton boats and 100 smaller two ton boats. The former w
about 50 feet long and of massive construction and because the ribs were visib
with no inner planking, they were dubbed 'starvationers'. One boy was in charge
as many as 16 boats chained together and by a system of bells the sluices at Wors
were controlled at the right times to allow the empty boats to be handed up in sl
water and flushed down when full. The man in overall charge of the operation
known as the 'admiral'.

Whilst all this was going on underground, an Act was obtained in 1759 for a surf
canal to be dug towards Manchester where the Duke had bought land at Castlefield
warehouses. Its original course would need locks to take it down to the level of
Irwell but James Brindley, introduced to the Duke by Gilbert, had arrived at Wors
in July 1759 and advised that it could be carried over the Irwell on an aqued
Against much opposition he succeeded in building it, the first barge aqueduct
Britain, and it lasted for over 200 years. aqueduct in Britain, and it lasted
200 years. The large main level or 'M' boats brought the coal out at the Du
Nine boats, with a total of one hundred tons of coal, were lashed together in gr
of three and two horses towed them to Manchester in five hours. The carriage of
to the growing industries of the city was more than halved.

There has been in recent years a certain amount of argument about who
responsible for carrying out the various schemes. Local lore always suggested
Brindley was engaged as a consulting engineer and was responsible for planning

canal and building the aqueduct. The underground canal system and the Duke's other engineering enterprises were the concern of John Gilbert, the Duke's agent. Correspondence between Gilbert and Brindley and other parties makes it clear that the two men met regularly and although they quarelled occasionally, they were mostly in agreement on the various schemes on which they were engaged. One must remember that at the time of the canals inception the Duke was in his twenties and Brindley was in his mid-forties. Gilbert was between them in age and the relationship changed over the thirty and more years of the canal projects. Arthur Young, after his visit to Worsley during his tour of Northern England, wrote - 'Nor was it less to his Grace's honour, that, in the execution of these spirited schemes, he had the penetration to discern the characters of mankind so much, as to fix on those people who were formed by nature for the business-.'

The Duke, over the years, became an increasingly competent canal and mining engineer but a large part of his time was spent in getting the several Acts through Parliament against the often bitter opposition of rival business interests and, particularly, landowners. He was also, along with Earl Gower and Josiah Wedgewood (the trio being known as the schemers of Staffordshire) planning the Trent and Mersey group of canals. When the Trent and Mersey was nearing Runcorn, Francis offered to deviate his canal to meet theirs at Preston Brook. His kind offer was later seen to be a mixed blessing because it gave him a stranglehold on all traffic entering and leaving the Trent and Mersey. He naturally made a charge for the use of the terminal bit of the Bridgewater!

From the 82 foot contour, which the canal had followed all the way from Worsley via Manchester, Gilbert supervised the building of a series of massive locks down to the Mersey where the flats could set sail and go straight to Liverpool. An imposing residence, Bridgewater House, was built at Runcorn where the Duke could stay when visiting and from where the Runcorn end of the business could be supervised. As the History of Runcorn, written a century later, says - 'the measure of commercial prosperity enjoyed by Runcorn mainly derived its source from the facilities afforded for trade by the Bridgewater Canal'

He was also buying land and constructing a dock and warehouses in a central position on the river front at Liverpool. There his flats,- 'Dukers'- as they have always been called, loaded and unloaded their cargoes and he had over a hundred flats engaged in trading. The Duke's dock, now the oldest visible dock in Liverpool was completed in 1773 and had warehouses, built in 1780 to 1783, with bargeholes, like the ones at Castlefields, enabling cargo to be loaded direct into the warehouse. The walls of the dock were built like the canal sides with massive blocks of sandstone and form a marked contrast with the later dock wall building of Hartley. The flats, 70 feet by 14 feet were now showing the advantages of making the Bridgewater a wide canal, wide enough to take boats which, like those on the Mersey and Irwell Navigation, could go into the estuary. The Duke also had a regular passenger service from Runcorn to Manchester and Worsley. Faster than by road, the passengers could sit in comfort taking refreshments as they glided through the countryside.

The whole enterprise cost him dearly. At one stage his canal debt was in the region of a quarter million pounds and he reduced his own living expenses to 400 pounds a year. In his later years, however, the success of his enterprises made him an immense fortune. The area around the Delph in Worsley became by the standards of the time an enormous industrial complex. Coke ovens, brickworks, ropeworks, lime burning, boat building, iron smelting, nailworks and so on employed an increasing number of people. From a few hundred at the beginning of the century the population of Worsley had increased to 3000 by 1770 and by 1800 it had reached almost 5000.

In 1773, Josiah Wedgewood wrote 'We next visited Worsley which has the appearance of a considerable seaport town. His Grace has built some hundreds of houses, and is every year adding considerably to their number.' The ornate works chimney was a landmark and near to it was a clock tower, visible and audible to the whole district. One day when visiting the works, Francis saw some of the workmen returning late after their dinner hour. They excused themselves by saying that they

had not heard the clock strike one o'clock. Francis immediately got a clockmaker Eccles to alter the clock so that it would strike thirteen instead of one!

The underground canals became the eighth wonder of the world. They were visited the famous; Sir Joseph Banks, John Jacques Rousseau, the King of Denmark, Tsarevitch and many others. Asked why he had never invited the Prime Minist Francis replied that if Mr Pitt saw how well people were doing he would only f something else to put a tax on. In 1795 he promoted the Act which was to allow extension of the Bridgewater canal from Worsley to Leigh and as you know, t eventually linked up with the Leeds Liverpool canal. A recent economic history Merseyside states that 'in 1800 Liverpool was the best connected port in Engla whereas in 1770 it was still probably the worst.

What manner of man was this Duke of Bridgewater? A well-known picture shows hi his late twenties, pointing to the Barton aqueduct. Most of the stories about h date from his later years when he had become famous. Increasingly corpulent, ruddy complexion and careless of his appearance, he dressed in rough brown twe and his language was not 'London drawing room.' When telling the story of how won his arguments with Brindley, who wanted the sandstone blocks in the locks Runcorn sealed with mortar, the Duke, who insisted that they should be dry laid, w heard to say 'They may piss a little, but by God, they've stood'.

He was respected by his workmen and loved by the ordinary people. He was mo unpopular with the legislators and detested by the aristocratic landowners. On o occasion, arriving in Manchester, the people unhitched his coach and pulled it seve miles to Worsley. When a workman told Francis that his wife had given birth t twins during the night Francis said 'Ah well, we have to accept what the good Lo sends.' The man replied 'Aye, thats reet, but ah notice he sends a't babbies t eaur 'ouse an' a't brass to thine.' Francis gave him a guinea.

Earl Gower's second wife, a pious lady who never liked Francis, wrote to a frie after Francis had been staying at Trentham, 'His Grace of Bridgewater has been wi us, no less positive and no less prejudiced than usual. It is a great disability live with our inferiors either in situation or understanding. Self sufficiency the natural consequence with all its attendant evils; but his want of religion mak him an object of pity. I do not mean that he does not believe in God, but there is, with the gout and a disorder in his stomach, and death or immortality nev occupy his thoughts - and he swears!' He never wrote letters if he could avoid and when he did they were short and to the point. When asked if he could favo King George III by sending him his chef he replied 'I'm sorry to disoblige you but like my cook and I intend to keep him.' A few years before his death he w congratulated by Lord Kenyon on his canal works. With some prescience he repli 'Aye, but we'll do well enough if we can steer clear of these damned tramroads.' refused all honours including the Garter saying that he didn't want any man's back hanging on his chest. Indeed the only honour he ever accepted was the Gold Medal the Royal Society of Arts after his nephew had read a paper to the Society about t underground inclined plane.

In 1803 after a coach accident in London, he developed pneumonia and died on the 8 March. He was 66 years old. He was buried in the family vault at Little Gaddesd church, near Ashridge. On the 9th March his obituary in the Times reads: 'Yesterd there departed this life, at his house in Cleveland Square, his Grace, the Duke Bridgewater, after a short illness. Of those illustrious characters that have do honour to the British Peerage, the Duke of Bridgewater deserves to be placed in t first rank. That time and fortune which too many others have devoted to purpos if not injurious to society, at least useless, his Grace spent in pursuits whi entitle him to be called the benefactor of his Country. By his active spirit his unshaken perseverance, he amassed immense wealth: but the Public grew rich wi him and his labours were not more profitable to himself than they were to t Country'. His death mask may show a literal account of his features but I feel th the nearest likeness to the real man is the miniature which you can see displayed Tatton Hall.

His will, which he finished in the January before he died, is, at 64 pages, the longest will in British legal history. He left all his estates to his cousin, Lt General J W Egerton, who became the 7th Earl of Bridgewater, (the Dukedom ended with Francis). But all the coal and canal interests were left in the hands of three trustees appointed by him. They were to manage them and the income was to go to his favourite nephew, Earl Gowers son, George. After that it was to pass to George's second son, Francis Leveson Gower, on condition that he changed his name to Egerton. The control of the said estates was to remain in the hands of the trustees until the then living members of the British Peerage and their eldest sons were all dead and for a further 21 years. The trust ended in 1903, exactly one hundred years after his death.

I can confirm that it is no exageration when Hugh Malet says, 'though he was dead, he was not forgotten in Worsley. His personality pervaded the place and its people'. How the Trust was carried out and what happened subsequently is another fascinating story. For the moment, let us say with Sir Spencer Walpole, 'He did more to promote the prosperity of this country than all the Dukes, Marquises and Earls put together.'

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From the LNRS archives:-

AN EXTRAVAGANT ADVENTURE

A letter from Guayaquil of the 31st October, 1825, received at Boston says that - "the steamboat which lately arrived here from England started hence about a month since for Lima but when at sea for three days was obliged to put in for fuel. In her passage form here to Guarmey she likewise put in three or four times for the same reason. The owner of the boat, who had invested his whole fortune to the amount of fifty thouseand dollars in her, was so much discouraged that while the passengers were at dimner(with the exception of five on shore, gunning) he went down below and fired a pistol into the magazine. The whole quarter deck of the steamer was blown into the air: five of the passengers were killed and several wounded. Mrs Street of Boston, who was on shore, lost her baggage. It is supposed that the owner, who was an Italian, was insane at the time he fired the pistol, although five minutes before he was sitting at dinner and conversing as usual. The passengers killed belonged to this place and were very respectable people."

(Liverpool Commercial Chronicle 8/4/1826)

ss TELICA: Wooden paddle steamer galliot, 81 tons. Built 1824 by Humble & Hurry, Liverpool, for J Brotherston. Sold Calcutta 1829.

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Harold Littledale, The Man with a Mission

Harold Littledale was a successful Liverpool broker, mainly in cotton, who served as a member of the Mersey Docks and Harbour Board from its establishment in 1858 until his death in 1889. After a fairly peaceful start to his Board career, he increasingly moved towards opposition to the "Establishment" of the Board, and from about 1875 to 1885 was involved in almost constant conflict, often of a highly acrimonious kind.

Although such evidence as exists suggests that he was a genial and likeable man and makes clear that he had a strong sense of humour, the initial impression that one gets from the Board Minutes (and from those of such Committees as he served on) is of a man who was not only very "difficult" but also motivated largely by an intense personal dislike of G.F. Lyster, the Dock Engineer. The frequency and violence of his attacks on both the competence and integrity of the Engineer appear at times to verge on the monomaniacal.

A closer scrutiny of the evidence, and in particular a comparison of newspaper reports of meetings with the official minutes of the same meetings reveals a different picture. In many of the issues over which he clashed with Lyster he was proved right, if not immediately, then at least by subsequent events. Few of Lyster's major projects went completely right, and some involved gross errors of design and/or execution. The Canada Entrance, for example, was re-designed twice by Lyster (in 1873 and 1876) but required two further rebuilds before his son eventually achieved the arrangement which was good enough to last until 1960. Harrington Dock was twice deepened between design and opening, and Langton Graving Docks were found to be of inadequate size a mere four years after their opening.

Littledale also took strong exception to the practice of placing large orders for goods or services without any form of competitive tendering procedure. In particular he objected to Sir W.G. Armstrong & Co receiving large and repeated orders for hydraulic equipment and to J. & H. Gwynne enjoying a similar special relationship for centrifugal pumping machinery. In each case there were reasonable grounds to believe that Lyster had personal reasons for this relationship.

Lyster was paid a handsome salary in return for his full-time services, yet he succeeded in gaining permission to take private pupils into his department. These private pupils then appeared to stand an above-average chance of securing employment with the Board. One of them was Lyster's own son.

There is thus prima facia evidence that at lease a significant proportion of Littledale's accusations was well-founded. The Board and its committees, however, instead of acting to improve the situation, chose instead to close ranks and vote Littledale down on every issue. Minutes rarely, if ever, give a correct impression of what was happening, and vital information was concealed from the members. Attempts at further concealment were made and came to light, a

particularly gross example being the statement from Lyster to the Works Committee that he could not provide a list of his staff with a statement of their pay because no such document was kept. One can imagine that his explanation of the fate of Harry Wharton's pot of jam would have been a winner. Yet the Committee took no exception to transparent attempts at bamboozling and continued to vote Littledale down, often on mildly ridiculous technicalities.

The representation of his opposition as personal antipathy was an effective ploy. Despite the fact that he frequently made clear that what he opposed was the way on which the Board and its Principal Officers made decisions, often using the expression "a vicious system", it was widely believed both at the time and (in so far as anyone has heard of him) since. When he overstepped the mark in 1881, by criticising Lyster to "other ranks" in the Engineering Department he was severely censured and later caballed off the Board. The Dock Rate-payers, however, knew well enough where the substance of the dispute lay. When at the age of 77, our Angry Old Man stood for election as one of their representatives on the Board they rewarded him with a record turn-out, a massive victory in the poll and a "Chairing Round the Flags".

Littledale did not win a great final victory in the shape of a decisive reform of the way in which the Board conducted its affairs, but from the time of his re-election it became clear, both to him and to others, that many things would change, albeit gradually and without the witch-hunt which some may have thought necessary. No real admissions of error were ever made, though Alfred Holt, speaking as Chairman just a year after Littledale's death referred to the North Docks as a "sow's ear" and later resigned over the manoeuvrings to make Lyster's son into heir apparent. Equally, the obituarists were able to point to the complete demise of the abuses of which he had complained and of definite improvements in other directions.

Had the old regime survived, with its repeated major errors and its complacent concealment of the consequences, the Liverpool Docks might well have remained a "sow's ear". Ironically, one of the reasons this did not happen may have been that A.G. Lyster was a better engineer than his father, but the main reason must be the destruction of the "vicious system" and for that nearly all the credit must go to Harold Littledale.

LIVERPOOL NAUTICAL RESEARCH SOCIETY

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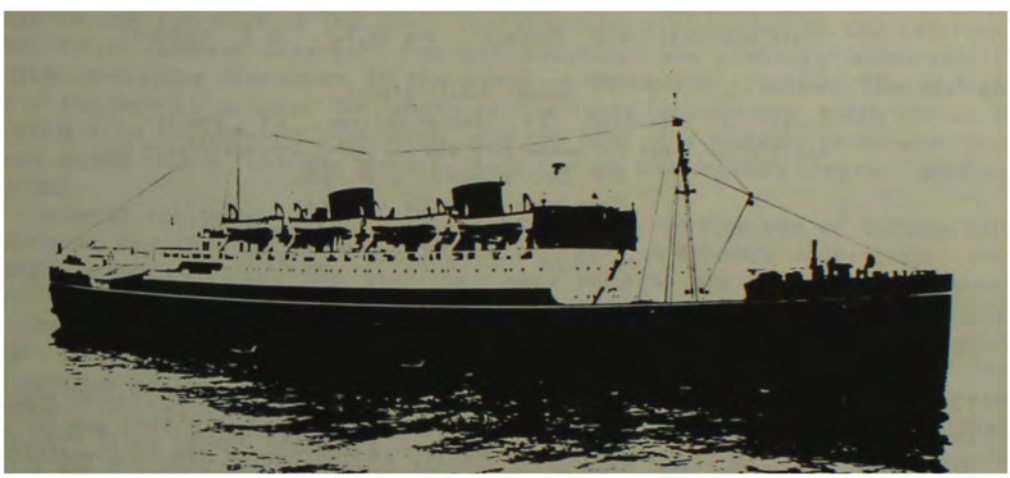
BULLETIN



ULSTER MONARCH: Liverpool-Belfast Express Service

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Society Notes

The members present at the Xmas Social were delighted to find Charles and Inez Dawson enjoying the very excellent Xmas fare. They proved a very popular couple, even tho' Charles brought up on the Mersey complained of the cold weather! Living in Sundbyberg, Sweden, not a long way from Stockholm does not seem to have harmed Chas in any way: probably has not a little to do with Inez's keeping him in order. They have suggested we organise a short visit to Stockholm later in the year.

MHS our President provided some entertainment and proved how little most of us knew about Liverpool docks and ships.

<u>Mersey Barrage:</u> <u>final line. The Group proposing to build the Barrage across the Mersey made their decision known on the most suitable site - from approximately the old Herculaneum Dock site, directly across to an open space between Rock Ferry and New Ferry. The barrage will also carry a public road across to the Wirral. They still have to overcome not only residents objections, but also those of economists, scientists, ecologists and the waterside conservationists. Apparently, this site will interfere less with shipping than elsewhere. A barrage across the river further north would produce difficulties for the super-tankers using Tranmere Oil Jetties. A lock provided for Manchester Ship Canal bound vessels will have a road bridge at each end to allow an unceasing flow of road traffic.*

LIVERPOOL'S IRISH SEA SERVICES

THE ARRIVAL of the *"Earl William"* in Liverpool on 9th January, certainly marked the end of an era and one of our members comments.

From January 9th, the Belfast service became the last passenger sea link between Liverpool and Ireland. Two-ship overnight services run at moderate speeds had become economically unviable some years previously, presumably because of increasing labour and fuel costs, and the expense of having the ships lie idle for most of the day. The single-ship operation by the car-ferry *"Earl William"* between Liverpool and Dun Laoghaire was obviously vulnerable to confidence-sapping disruption in the event of mechanical problems. The daylight leg of the service, granted the length of the route, could never match the short crossing from Holyhead in popularity, and the lack of a suitable berth with immediate access to and from the Mersey made for an unacceptably lengthy docking process.

However for many years the Liverpool-Dublin service was of considerable importance and the vessels employed on it were frequently noteworthy. For example, overnight Irish Sea services were amongst the first "cross channel runs" to employ economical diesel propulsion. Starting with the *"Ulster Monarch"* for the Liverpool-Belfast route in 1929, Harland & Wolff, of Belfast, launched eight successful twin-screw passenger motorships before the 2nd World War for the services of the Coast Lines group - the last two being the *"Leinster"* and *"Munster"* for the Liverpool-Dublin service. So striking were these vessels that they came to be called "miniature liners".

It was not only in their mode of operation that the *"Ulster Monarch"* and her later sisters started a new trend in overnight cross-channel ships, but also in the arrangement of the first-class passenger accommodation. Open deck space was deliberately restricted so that as much room as possible could be devoted to cabins. These were carried right out to the sides of the ships. Public rooms were arranged one above the other abaft an entrance hall on the main deck. These arrangements proved so successful that with some modifications, they were incorporated in yet more Coast Lines group ships built after the 2nd World War up to the advent of the age of the car-ferry ----------

SHIPBUILDING AT LYTHAM

Jack M. Dakres

SHIPS had been built at Lytham for a very long time, but until the arrival of Lytham Shipbuilding & Engineering Co. Ltd., this had always been on a small scale. Over the years the presence of water had always attracted shipbuilders for obvious reasons and this was as much true at Lytham as anywhere else, especially as there was a plentiful supply of trees in the area. There is no doubt that the very first vessels built were merely canoes cut out of tree trunks, but later wooden sailing ships of all descriptions were constructed. These consisted of schooners, smacks, brigantines, ketches, wherries, sloops, sailing flats for service on the river as lighters, small motor vessels and yachts. They were built mainly for local businessmen, fishermen and groups of men, very often including farmers, holding shares in a vessel. Traditionally, these shares were alloted in units of one sixtyfourth. The brigantine *"Grace"* of 98 tons, old measurement, built at Lytham in 1818 was no exception and, although seafaring was an extremely hazardous business in those days, there was no shortage of investors.

The Lytham shipbuilding & Engineering Co. Ltd. had its beginnings at Preston when Richard Smith started building ships at the Ashton Quays about 1869, possibly ten years earlier. The actual date is uncertain, but what is certain however is that John Abel Smith, who had purchased the Ashton Quays, including the wet or engraving dock, from John Bolton sometime between 1842 and 1854, sold them to the Ribble Navigation Company in the latter year. In 1855 the Ribble Navigation Co., let off a large part of these quays to Thomas Smith, a shipbuilder. There is no record of Thomas having built any ships, but up to 1869 they were merely accredited to 'Smith, Preston', so it can be assumed that he built them. From 1869 they were accredited to Richard Smith & Company, a company having a shipyard on the same site. Again, it can only be assumed from the scant evidence available, that Thomas and Richard were relatives. However, under the trade name of Richard Smith & Company, some 140 vessels were built at Preston. These included sailing ships, steam yachts, paddle steamers, tugs and screw steamers, nearly all built of wood or iron, only the odd one being built for foreign owners although some did find their way abroad. Two tugs were built for the Peninsular and Oriental Steam Navigation Company, as were several small tugs for the Bridgewater Canal. Unfortunately, this activity was brought to an abrupt end in 1888 when the River Ribble was diverted at Preston to accomodate the new Albert Edward Dock which was then under construction. This left Richard Smith & Co. with a shipyard at Ashton Quays, but with no water into which to launch their ships. Accordingly, the Company had to seek a site elsewhere and chose one at Lytham, where they continued in business. This left William Allsup & Co., as the only shipbuilder still in Preston, being completely unaffected by the diversion which, in fact, probably improved their launching facilities. They were to have problem later, but remained at Preston another 20 years before finally going out of business about 1908.

During the 19th century British shipyards had enjoyed an almost captive market in shallow draft river craft for service in such countries as Africa, Burma, India, Mesopotamia and South America, and it was in this type of craft that the Company was to specialise in the 20th century. As early as 1894 river steamers were being built for service on the rivers of Brazil, and already the Company was becoming known and respected from Bombay to Pernambuco, and was soon to embark on a long relationship with the river trading companies in both East and West Africa, particularly with the latter. In all, some 762 ships of all descriptions were constructed at Lytham, the last one being the Windermere motor ferry *"Drake" in 1954.*

The works at Lytham was fitted with the most up-to-date machinery and was able to turn out the highest class of work, specialising in quarter-wheel, stern-wheel, single- and twin-screw steamers as well as dumb barges and poling canoes. The shipyard was situated on the Lytham side of Liggard Brook on a site near

to the east end of Lytham promenade, just off the main road to Preston. The land forming the site of the property extended to about nine acres, two thirds of which was covered by buildings. From the outset these buildings were of a substantial contruction and were built partly of brick and partly of timber and corrugated iron. Having an approximate floor area of 110,000 square feet, they were mainly lofty single storey buildings. There was provision for at least six vessels to be on the stocks simultaneously, on shipbuilding berths fitted with concrete keel blocks and in addition, there was an area set aside for the smaller craft such as yachts.

The Friedenthal family was perahps the most well-known of those associated with the Lytham Shipbuilding & Engineering Co. and it was members of this family that provided the technical skill so neccessary in such an enterprise. Mr. Frederick Francis Joseph Friedenthal, born at Kutna Hora, Bohemia, about 15 miles southeast of Prague, came to Preston in 1877 where he joined Richard Smith & Co. the shipbuilders mentioned previously. He was an engineer by profession and in 1884 commenced business on his own account as a consulting engineer with premises in Chapel Walks, Preston, advertising his services to the shipping industry generally. Whilst still continuing this business he soon afterwards became Managing Director of Messrs Stephenson & Co., propeller and engine builders of Canal Foundry, Preston, who manufactured his patent propeller. In 1895 he opened the Ribble Engine Works in Croft St., Preston, where he concentrated on the manufacture of all sizes of his aforementioned propeller. This business is still in existence today and is still under the control of the Friedenhall family. He died in 1928 leaving five sons and three daughters. Two of his sons ran the shipyard at Lytham and had a long relationship with the Company going back to a date well before the 1st World War. This company, the Lytham Shipyard & Engineering Co. Ltd. was remarkable for a such a small concern in that all the work neccessary to complete a vessel, from design to completion, was carried out at Lytham with the exception of the manufacture of heavy castings. The Company did not have its own foundry and accordingly this work was put out to contractors who supplied castings to the Company's specification.

At their peak the company employed upwards of 400 men who worked round the clock to produce ships of all sizes and descriptions. This was particularly true of the fifteen years or so leading up to the 1st World War and, of course, during the War when the Government took full advantage of the Company's expertise; production being given over almost exclusively to the war effort, but more of that later. During this period the company produced all manner of ships, from small poling canoes for use in waterways such as the Niger Delta, to twin-screw coasters and side- and stern-wheel paddle steamers. The order book was always full and what was more important, production was evenly spread over the years. Vessels were contructed for such well-known compainies as Lever Bros Ltd., The Niger Co., F. &. A. Swanzy & Co., Rea Transport Co., Pacific Steam Navigation Co., the Antafagasta Railway Co. in Chile, the well-known engineers and agents Jones, Burton & Co., and such authorities as the Brazilian Government, the Egyptian Delta Light Railway, H.M. Indian State Goverments and odd ones for many other companies and authorities.

Between 1894 and 1912 the Company built upwards of thirty river steamers for South Americam owners. The exact number is not known as many were supplied to agents such as Jones, Burton & Co., acting on behalf of owners. Most of them were used in the River Amazon and its tributaries collecting rubber from the many trading posts during the boom of that period, as well as carrying passengers who described these vessels as 'gailoa', or bird cages because of their appearance. The rubber boom, which lasted from 1900 to 1912, was really ushered in by the motor car and quickly became nothing more than an orgy of greed, blood and lust the like of which had not been seen for many a long time in the civilised world. The Amazon was the sole producer of rubber during this period and it was estimated that for every ton of rubber produced, two human lives were lost, mainly due to ill-treatment, violence and ill health. By 1910 the Amazon still supplied 80% of the World's rubber but by 1913 this had dropped to 42% and by 1952% to 1%. The reason for this decline was that a supply of

rubber-tree seeds had been smuggled out of the country and planted in plantations in Ceylon and Malaya where the cultivation and collection processes were much easier under more organised conditions.

The Amazon is 4,000 miles long and, apart from Brazil, enters Bolivia, Peru, Ecuador, Colombia and Venezuela. It is a vast network of rivers, having no less than 1,100 tributaries, seven of which are over 1,000 miles long. The Madeira is 3,000 miles long, the Negro 1,500 miles and 20 miles wide before joining the Amazon. Ocean-going ships can ascend the Amazon and its network is difficult to imagine, deep-sea vessels having an astounding 30,000 miles of river available for navigation whilst light draft vessels have 50,000 miles without ever leaving Amazonia. At Iquitos, the river is 120ft deep and wider than the Mississippi at its mouth and the difference between high and low water at Manaos, 1,000 miles up-stream from Belem is 60ft.

This then is the labyrinth into which these sturdy little ships from Lytham disappeared to earn their keep, navigating the often snag-filled and sometimes narrow rivers far from civilisation. Unlike their counterparts in Africa, none of the Lytham-built ships were stern-wheelers. They were either single- or twin-screwed steamers, only one being a side paddle steamer, and this was no doubt because of the amount of debris in the form of up-rooted trees, always to be found floating just below the surface of many rivers. This even caused problems for propeller driven craft, where a broken propeller was a fairly common occurrence. In fact, it has been reported that one craft lost no less than 32 propellers in the course of a single voyage, not a Lytham craft however.

Vessels built for South America had fascinating names and most sailed out under their own steam, not always without incident. One of them, the twin-screw *"Christino Cruz"* was badly damaged when she ran aground on the Isle of Man, so early in her delivery voyage to Brazil in 1912. This stranding, it is said, was caused by the master who apparently did not relish the prospect of such a long journey in so small a river craft, and hastened to open the bottle. She was returned to Lytham, hauled out of the water and repaired by the replacement of several steel plates in her bottom. another ship, the *"Barao De Urussuhy"*, sailed without incident as did many others.

Many of these ships were named after River Amazon tributaries and areas of South America. All were built to a strong specification with an elaborate internal design, often being equipped with revolving chairs and, surprisingly, dozens of mirrors, presumably for the amusement of the passengers to more pleasant thoughts. It was a hard life on the rivers in those far-off days and there is no doubt that the rubber boom left many casualties, not least among the many fine vessels employed.

Vessels were also delivered to Cape Town, Egypt, India, Madagascar, Mozambique, Indonesia, Nigeria, Belgian Congo, Portuguese Guinea, Uganda, and Mexico. Some sailed out under their own steam whilst others were dismantled after being carefully marked and numbered to aid re-erection. They were packed and delivered alongside the export steamer, usually, at Liverpool. For example, the *"Lugard"*, a 145 ft stern-wheel steam tug, was delivered from Lytham in 274 packages totalling 177 tons in weight. They were unpacked at their destination and the contents re-erected under the supervision of staff sent out by the Company. These employees sometimes stayed for two or three years. Single-screw steam launches were usually constructed for shipment in two or three sections and were built in lengths of from 40 to 62ft according to order. Sometimes, however, as in the case of the *"Lugard"*, mentioned above, they were delivered in packages small enough to be carried overland by porters to such places as Uganda. The boilers went in one piece and were fitted with wheels or in specially-built trailers, built by the Company, and were hauled across country. They were shipped to Mombasa, Kenya, for delivery overland to Lake Tanganyika, Lake Tioga or Lake Victoria, where they were reassembled.

Some of these small vessels carried the names of famous explorers such as Mungo Park, Lugard, Grant, Speke and Stanley. In fact not until Henry Morton Stanley had a small army of porters carry a 45ft barge overland in five sections, did a European ship float on the River Congo's middle reaches. She was the *Lady Alice*, not, however, built at Lytham.

The Company played a prominent part in both World Wars. Practically the whole of their output was given over to the war effort during the 1914-18 conflict when numerous tugs, barges, minesweepers and river steamers were produced for the Government, some being sent out to Mesopotamia for service as troop carriers and hospital ships on the River Tigris. In the 2nd World War part of the famous Mulberry Harbour, to be built at Arromanches, Normandy, was constructed at Lytham. Unfortunately these sections never arrived , being lost at sea in a storm, but a dozen or so water-carriers built for th Admiralty enjoyed a better fate. In addition a small number of Landing-Craft-mechanised were constructed to replace those lost in the Normandy Landings of 1944.

In the years between the two wars, vessels were built for the Niger Co, Ltd, the United Africa Co. Ltd. and Lever Bros Ltd., all being part of the same group of companies in the end, This group was by far the biggest customer and accordingly most of the company's production was directed towards the West African trade, a trade which over the years was extremely loyal to the Lytham company. Many other concerns used the Company to a lesser extent and some enjoyed long-lasting relationships, such as the Zillah Shipping & Carrying Co. Ltd., of Liverpool, a relationship which lasted from 1914 when the *"Ashfield"* was built, to 1947 when the *"Hazelfield"* was delivered. These were all small coasters of about 700 gross tons, some being lost during the 2nd World War.

After the war, peacetime business was slow in recovering, only one vessel being built for the Zillah Shipping Company and a few Light-beacon Boats for the Mersey Docks & Harbour Board. The early fifties seemed promising at first when a couple of stern-wheelers were built for reassembly in Nigeria. However the propulsion machinery was built by the well-known Clyde ship-builder Lobnitz & Co, Ltd. of Renfrew. Early optimism was not fulfilled and on completion of the Windermere Motor Chain-ferry *"Drake"*, in 1954, for the County Councils of Westmorland and Lancashire, the company went into liquidation.

In 1955 the whole works was put up for auction by the liquidators and this took place in the premises during 26th to 29th July. The catalogue detailing the buildings, plant, machinery and equipment on offer ran to some 55 pages, sadly ending decades of shipbuilding on the river Ribble.

Just for the record - the largest vessels built at Lytham were:-

1922 *WALTER WATTS* a quarterwheel river steamer for the Niger Co. Ltd. 216,8 ft long, 753 gross tons.

1939 *COLONEL RATSEY* a quarterwheel river steamer for the United Africa Co. Ltd. 172.5ft long, 758 gross.

1947 *HAZELFIELD* a single-screw cargo steamer for the Zillah Shipping & Carrying Co, Ltd. 178.4ft long, 692 gross.

ASPECTS OF THE WAR BETWEEN THE STATES 1861 - 1865

Some Final Thoughts

by A.H. McClelland

THERE can be little doubt that the maintenance of the institution of slavery by the South featured prominently in contemporary British attitudes towards the conflict between the Northern and Southern states. However there were other pressing issues as I pointed out in my first article, not least, in the case of many Liverpool merchants, the maintenance of commercial activities.

Liverpool's prosperity had grown rapidly under the stimulus of free trade - evidence of this is to be seen not only in the dock development but in the scale of the public buildings of the times and their settings. The new wave of entrepreneurs might well feel themselves threatened by any moves which would impose restrictions on international trade. This largely accounts for the pro-Southern States sympathies expressed forcibly and practically by so many of them. Lest it be assumed that pro-Southern opinion in Liverpool was completely at variance with that in the rest of the country (at least at the beginning of the war), it should be noted that on 19th May 1861 even "The Observer" felt it neccessary to comment: "... We are of course all of us in favour of Negro emancipation, if we saw any chance of its accomplishment without fearful loss of property and terrible effusion of blood. But there are some writers who seem to be regardless of any such qualified or moderate reflections. Still our sympathies are warmly with the North, and would be much more so if it had not been for the absurd provisions of the Morrill Tariff, which has disgusted all European opinion - has damaged the reputation of all that seemed left of statesmanship amongst northern politicians - and has added another element of discord to a contest already sufficiently embittered with all the worst ingredients of civil discord..... We can have no sympathy with slave owners. Neither can we sympathise with their brethren in the North, who have participated in the unholy gains of slavery, if they should carry on a war of spoilation or extermination 'a l'outrance' against neighbours with whom they have been so long leagued in one community."

The conduct of those on the Southern side involved in naval operations must be viewed in the context of the complexity of British reactions to the Civil War and attitudes to the conventions of war at sea. In the Declaration of Paris of 1856 Britain had agreed to four fundamental principles:-

i) Privateering is and remains abolished.

ii) The neutral flag covers enemy's goods, with the exception of contraband of war.

iii) Neutral goods, with the exception of contraband of war, are not liable to capture under the enemy's flag.

iv) Blockades, in order to be binding, must be effective; that is to say, maintained by a force sufficient really to prevent access to the coast of the enemy.

The United States refused to accept the Declaration unless it was extended in such a way as to allow privateering in certain circumstances. Shortly after the outbreak of the conflict between the states the North abandonded this position and sought to accede to all four principles, no doubt with a view to embarrassing those powers like Britain which had acknowledged the South's status as a belligerent and had accepted her declared intention of employing privateers should the need arise. This move aroused considerable suspicion and the British Government refused anything but the full acceptance by the North of all four points and a definite denial of their retrospective operation. This the Federal

Government found it impossible to agree to.

Two men stand out in their endeavours to make the best of an extremely difficult, often sensitive naval situation for the Confederacy: Stephen R. Mallory, Secretary of the Navy, and James Dunwoodie Bulloch, Chief Agent of the Navy Department in Britain. Mallory had the shrewdest possible awareness of the direction of changes taking place in the conduct of naval warfare at the time, and made considerable contributions to them himself. Unfortunately he experienced great difficulty in trying to persuade President Jefferson Davis of the importance of the war at sea, and had to cope with conservative reactions in the Cabinet when urging the necessity to build armoured warships and cruisers to new designs in Britain and France. Bulloch's activities patently had a much more immediate impact in Britain, and especially in Liverpool where he made his headquarters.

James Dunwoodie Bulloch was born in Georgia in 1823, became a midshipman in the United States Navy at the age of sixteen and served as a commissioned officer until 1853 when he decided to become involved in commercial ventures based on the employment of steamships. His interests took him to New York, and so far as I am aware he retained no property or other assets in the South. At the point of secession Bulloch decided to throw in his lot with the region of his birth. At that time he had command of the merchant steamer "Bienville". In the face of opposition he insisted on returning her to her owners in New York before presenting himself to Mallory in Montgomery. Granted the breadth of his maritime and commercial experience, Bulloch proved ideally suited to the post which Mallory pressed him to accept. His personal qualities were of such a high order that once established in Britain as Chief Agent he was able to conduct business for the Confederate Navy Department with confidence, at ease in all manner of business and social settings. The extent of his discretion and integrity are apparent in his conduct not only during the war but at its conclusion. Jefferson Davis wrote of him : *"In his office he disbursed millions and when there was no one to whom he could be required to render an account, paid out the last shilling in his hands and confronted poverty without prospect of other reward other than that which he might find in his clear conscience"*. At the end of the war Bulloch settled in Liverpool with his family. He made his living chiefly in the cotton trade, and took an active interest in local educational and charitable affairs. History is never kind to the losers in any war and to describe Bulloch as being "unscrupulously resourceful" as Warren Armstrong does in "The Cruise of the Corsair" is to be unduly tendentious - indeed the very choice of title for that book about the "Alabama" may be held to convey an erroneous impression of her purpose and activities. When James Dunwoodie Bulloch died in 7th January 1901 at his son-in-law's home in Canning Street he left an estate the net value of which was just £83-16-7d.

Of the other figures mentioned in my article, I remain intrigued by the surgeon David Herbert Llewellyn who lost his life after seeing the wounded away at the conclusion of the engagement between the "Alabama" and the "Kearsarge". He was the son of an Anglican cleric, born in Wiltshire. A comment made to me many years ago that he had connections in Liverpool appears to be incorrect. What is noteworthy in view of my interest in British attitudes to the Confederacy is the wording of a monument erected by those who had known him at Charing Cross Hospital: *"He joined the Southern cause from sympathy for a people struggling, as he believed, for liberty .... he was guided by a generous impulse to aid people whose cause appealed to his sense of justice and what was right. His motives admit of no question by us who knew him."*

In studying aspects of British and in particular Liverpool's links with the Confederacy it should be remembered that the "Alabama" claims caused severe embarrassment. Nowhere is this more apparent than in some of the accounts of the conduct of the Confederacy published shortly after the war. In his "Historical Account of the Neutrality of Great Britain during the American Civil War" published in 1870, Professor Montague Bernard concluded that: "The various contrivances by which these vessels (warships) were procured and sent to sea were discreditable to the Confederate Government, and injurious to Great Britain. Such enterprises were, and were known to be, calculated to embroil this country with the United States; they were carried into effect by artifices which must be accounted unworthy of any body of persons calling themselves a Government - of any community making pretensions to the rank of an independent people." Granted the complexity of the issues involved and the arguments over the implications of recognition of the belligerent status of the South it is surely hardly surprising that Southern agents and representatives did all in their power to secure badly needed armaments and other war supplies whilst hoping to persuade or embarrass Britain out of her neutrality, and there were numbers of Britons who, from a variety of motives, both honourable and dishonourable, saw fit to assist them. So far as Liverool is concerned, the full implications of its pre-eminence as a maritime centre must be recognised. Any developments which seemed likely to threaten it were bound to arouse opposition least some commercial circles and Northern policies were highly suspect. There was in any case an antipathy towards hard-headed "Yankee" business attitudes (no doubt reciprocated of course!), faint echoes of which could still be heard down to the 1960's.

Finally, to return to practical nautical factors in the war between the Northern and Southern States, the design and building of iron-clads, cruisers and blockade runners encouraged rapid technical innovation, not all of it successful as subsequent events proved. However the performance of the wide-ranging auxiliary steam cruisers and later purpose-built blockade runners were most impressive, and merit attention from researchers. The auxiliary steam ships, especially those described in their day as "steam clippers" have been probably neglected because they were so rapidly superceded from the mid-1860's onwards by vessels powered with multiple-expension engines in the long haul trades for which they had been designed.

TRANSACTIONS

In view of the success of *"Merseyside Maritime History: Transactions and Research"*, published 1988, it is hoped to issue a similar publication later this year.

MERSEY & IRISH SEA NOTES *by N.R. Pugh*

Floating Crane *"Mersey Mammoth"* has made several sea-going voyages in the past half year to Barrow, Belfast and Glasgow.

The tug *"Brocklebank"* (ex Alexandra Towage) is now being preserved at the Maritime Museum (Canning Half-tide Basin) astern of the motor barge *"Wincham"*: both, incidentally, built on the Weaver at Yarwoods Yard, Northwich. Similarly the *"Cuddington"*, sister ship of the *"Wincham"* (both built to the order of ICI), is lying in the Dock Basin of the Boat Museum. In May all three vessels will return to Northwich to celebrate the 100th anniversary of the foundation of Yarwoods.

In this area H.M. Ships *"Ribble"*, *"Striker"* & *"Biter"*are in use by Naval reserves and occasional visits have been made by H.M. Ships *"Helford"*, *"Dovey"* & *"Hecla"*. In Dec '89 the nuclear submarine HMS *"Sceptre"* called at Liverpool on a "show-the-flag" visit.

During the Autumn and Winter *"Earl William"* to Dun Laoghaire, and *"St. Colum I"* have maintained regular services to Ireland. (see remarks elsewhere on the demise, in January, of the L'pool-Dublin service) *"Leinster"* (B&I) is on the Dublin-Holyhead service and *"St. Columba"* (Sealink) on the Dun Laoghaire-Holyhead service, whilst *"Brian Baroim"* & *"Rhudri Mawr"* maintain container traffic between Holyhead/Dublin/Belfast.

"Viking Trader" (ex Oyster Bay, ex Manaure, ex Carribbean Sky, ex Federal Nova ex Goya, ex Stena Tender built 1976) maintains a container service Fleetwood-Larne, carrying up to 30 passengers as well. *"Saga Moon"* another container vessel runs Heysham/Belfast. She too carries the occasional passengers. *"Bison"* & *"Buffalo"* run a frequent ro-ro service L'pool Dublin.

On the North Channel, *"Europic Ferry"* & *"Ionic Ferry"*, maintain the Cairnryan/Larne run, whilst the *"Galloway Princess"*, *"St. David"* & *"Darnia"* keep the Stanraer/Larne link intact. *"Puma"* (Sealink) sails Larne-Fleetwood.

The former CPR L'pool-Montreal container service suspended some years ago is now continued by three large Russian container ships *"Hudozhnik Saryan"*, *"KH. Pakhomov"* & *"Kh. Repin"*. Another regular container/ro-ro service is that from Ellesmere Port-Riga with 3-weekly sailings (approx) by *"Inzhenir Kreylis"*

In December 1989 the Carmet tug (former Ardrossan harbour tug) *"Ardneil"* towed the small dredger *"Scorpio"* dead ship to Rotterdam. It should be noted that the Manchester Ship Canal sold its fleet of 4 tugs (once 30 strong) in February 1989 to Carmet who now maintain the tug service on that waterway.

Tranmere Oil Terminal is being well used again since the closure of the Amlwch single-buoy mooring point. Most vessels are foreign but Shell's *"Northia"*, *"Drupa"* & *"Norissia"* are seem there occasinally.

In November and December 1989 there were several seismic surveys in the Mersey Bar to Morecambe Bay area, with *"Digicon Definition" of Houston towing a 2,000 metre cable across the area, escorted by "Telco Scout"*. Other survey vessels were *"Northern Horizon"* and *"Seismariner"*. And as if this was not enough *"Profiler"* (ex Geotek Beta, ex Shackleton, ex Arendal) arrived off the Bar from Aberdeen, on 7th Dec '89 to make a 24 hour survey about 4 miles northwest of the Bar.

Many of the vessels which visit the Mersey are short-sea traders and usually 'regulars' mostly of the motor coastal type. With no daily listings available readers may be interested some of the names using the river these days:

UNIMAR**, TARA ACE, SERENE, ATRIA, AMENITY, SHAMROCK ENDEAVOUR, SHAMROCK ENTERPRISE, ARKLOW ABBEY, ARKLOW VICTOR, ARKLOW VALE etc., SHELTRANS**, SHELL TECHNICIAN**, SHELL DIRECTOR**, SHELL ENGINEER**, STELLA PROCYON**, STOLT BAHIA**, STOLT FALDA**, STOLT HACIENDA**, STOLT MAPLEWOOD**, STOLT PRADERA**, CABLEMAN**, MOBIL LUBCHEM**, NORTHERN STAR**, ROBERT M**, MIRANDA GUINNNESS**, RATHMOY**, BALLYGARVEY, BALLYGRAINEY, BALLYKERN, BRYNMORE, SAINT KEARAN, BEN AIN, BEN VEEN, INISHEER, INISHOWEN HEAD, HAWTHORN, TRESCO, GREEBA RIVER, VASA SOUND, BRESSAY SOUND, GRACECHURCH CROWN, GRACESHURCH HARP, VELASQUEZ,.....

** = Tankers.
Those vessels with a prefix name "Stolt" are former vessels operated by Buries Markes Ltd. now under Norwegian management. "Northern Star" carries chlorine in bulk from ICI Weston Point to Londonderry. "Miranda Guinness" carries bulk Guinness and 'Harp' lager from Dublin to Runcorn, transshipping into road tankers for the 'kegging and bottling plant' there: she is now crewed and operated by a managing company.

The "Atria" is a German vessel is one of 6 vessels built specifically to pass thro' the Trollhatten Canal (above Gothenburg). She carries coal in containers from Ellesmere Port to Belfast. The coal, loaded direct into containers from pits in the Midlands and South Wales, is transported by rail to special sidings in Cawoods Container Terminal at Ellesmere Port

Most of the vessels entering or leaving the Mersey are bound to or from the Manchester Ship Canal ports of Ellesmere Port, Stanlow, Weaver (Northwich), Weston Point and Runcorn via Eastham Locks which are quite busy.

1990

There is to be a passenger service once more between Swansea and Cork in the Summer 1990. The vessel will be called *"Celtic Pride"* but is at present *"Ionian Sun"* once well-known on the Mersey as *"Innisfallen"*.

Three vessels have captured the news in local waters this year. Firstly, *"Channel Entente"* ex *"St. Eloi"* was taken over by IoM-Sealink for evaluation to relieve *"Tynwald"* ex *"Antrim Princess"*, the latter not fulfilling future EEC marine requirements. *"Channel Entente"* left Douglas for Fleetwood on 13th January, to test berthing facilities there. Later she tested Mersey dock and stage arrangements, and arrived at Birkenhead 13th January for dry-docking on 18th Jan.

On Saturday 17th Feb, she was assisted through the Birkenhead system by the tug *"Bramley Moore"* and sailed at 1330hrs for Douglas. Her maiden voyage from Douglas to Heysham at 0845hrs on Monday 19th Feb. had to be cancelled owing to a southwesterly gale. A sailing later in the day was expected.

Having been registered at Dunkirk, her signal letters on arrival were FNKC, but after re-registry in the Bahamas, she left here with signal letters C6IS9 !! (seems more like aircraft sig.letters to me - ed.)

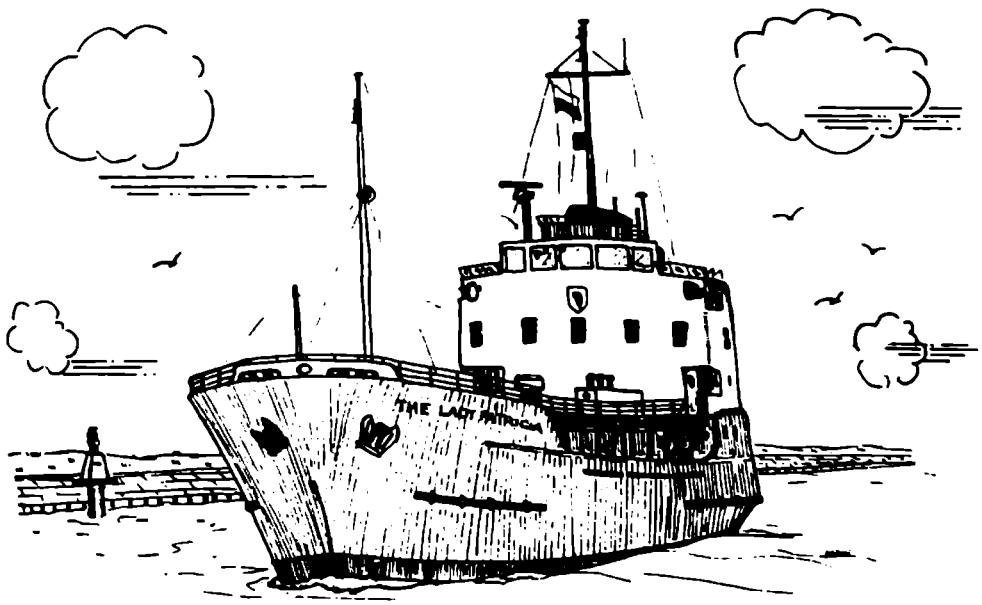
"Tynwald" left Douglas on 19th Feb for Belfast to the accompaniment of a whistled farewell.

Secondly - the Sealink cross-channel *"St. Columba"* made her usual 0845 departure from Dun Laoghaire for Holyhead on 31st January, with over 200 passengers aboard. When approaching the Anglesey coast, a severe fire broke out in the engine-room. A radio-message brought a helicopter with Gwynnedd firemen, who helped quell the fire successfully; but both engines were inoperative and tug assistance was sought from *"Afon Gogh", the latter taking the 7,000 ton ship in tow.*

Thirdly - On 4th Feb the 3-masted auxilary barque *"Kaskelot"* had left Birkenhead with 17 aboard bound for sunny climes. In bad weather after departure she sheltered under the Anglesey coast. During the night a mooring rope slipped over the side fouling her propeller. Responding to her radio call *"Afon Goch"* arrived from Holyhead and with the Beaumaris Lifeboat stood by. She drifted to about 18 miles NW of the Mersey Bar before a member of the crew was able to cut the rope free and she could use her own power to enter the Mersey again. The tug returned to base and the Lytham Lifeboat took over fron the Beaumaris boat and saw her safely into port.

On 14th Feb *"Kaskelot"* again left Birkenhead bound for San Carlos do Rapita, on the Iberian Mediterranean coast.

"Kaskelot" (ex ANNE MARIE GRENIUS ex SANNA MARIA ex ARTIC EXPLORER) b.Svendborg Denmark 1948268 tons 126' x 27'.



On the Manchester Ship Canal - outward bound from Runcorn Dublin

MARITIME DEESIDE: History & Mystery

A talk given to the Society in February 1900
by D. Brannigan

THE MARITIME HISTORY of Deeside dates back at least to the Roman period. When the Romans first appeared on the banks of the Dee in the 1st Century AD, the estuary would probably have been rather different from its present shape. At the outer end the Wirral and the Welsh coast stretched much further seawards, and the mouth of the estuary somewhat narrower. Measurements taken in the 19th century indicate that about 1½ miles have been lost on the Wirral shore. Behind the longish narrow neck the estuary opened out into a wide scouring pool running along by Shotwick, Burton Point and Blacon Point. At Chester the Roodee did not exist; the river ran along the old wall where the Romans built their quay. Today about 5 courses of stone may be seen above the ground, the quay going down about 15ft below ground with groins and spurs. The Roman wall was situated about 40ft behind the medieval wall.

At this point the first mystery arises: the Shropshire Union Canal (Wirral Line) joining the Dee below the Roodee follows the course of an old river bed. This is generally considered to have been the River Mersey. When the 2nd Century geographer Ptolemy drew his map of the region he showed only two estuaries where there should be three; the Dee, Mersey and Ribble. Nowhere in their writings about NW Britain do the Romans refer to the Mersey Estuary. The Dee and Ribble yes - there were Roman garrisons on both. Further away at Halton there is a record of a cargo of lead being discovered in Elizabethan times and a Roman stone anchor was found when the Ship Canal was being cut, indicating that vessels were navigating a river in those areas. But geologists, on the other hand, deny that here has been any subsidence in historicaltimes.The controversy is not entirely dead, and will probably continue.

The Romans were shipping lead from the Flint area, copper from Amlwch, grain from Anglesey and the Vale of Clwyd and carrying tiles down river to shipped at Heronsbridge. The craft used were probably similar to those uncovered in the Thames; flat-bottomed, single-masted vessels, 50ft long 15ft beam. For the Roman military there were galleys, 'liburners' about 80ft long with oars arranged in pairs. They carried troops and stores along the coasts and carried out policing work too.

The so-called Dark Ages following the Romans' departure remained until the Vikings appeared, settling in the Irish Sea area on Deeside, the Isle of Man and around Dublin. They used, as their general cargo vessels, the 'knorr'. We know little about this type of vessel apart from the remains of two found near Roskilde, Denmark, 44ft long 12ft beam. The cargo space amidships would carry about 3½tons of cargo. They were sailing vessels having a crew of 6 who used oars for steering. These would have begun the service between the Dee and Ireland which went on throughout the Dee's history.

In Norman times Chester was quite a busy port. The Domesday Book relates the powers of the Kings and Earls (of Chester) over shipping and the right to levy charges. Throughout the Medieval period the trade on the Dee increased. With the English settlement in Ireland at the end of the 12th Century, Chester became the port for passengers and goods. They relied on this trade for domestic wares, clothes, materials and coal, returning with cattle, hides and grain. Another important Medieval trade for the Dee was the import of wine. Twice a year the ships would visit La Rochelle returning via Dublin for orders as to destination.

There was quite a maritime community on Deeside in the Flint and Mostyn areas, but, despite the volume of trade, not many ships were owned in Chester. The Medieval wharves of the town were situated between the Watergate and the Water Tower. The latter being built in 1320 to protect them.

Most of the vessels using Chester were the flat-bottomed cog type; very suitable for the sands of the Dee Estuary. Another type of vessel used on the river during the Welsh Wars was the galley, ideal for carying men and stores to the seaside castles and strongholds or carrying out raids along the coastline. They disappeared when the wars ended in the 15th Century.

This maritime activity was hampered by the silting of the lower estuary - an ever growing problem. The widening of the mouth over the centuries cut down the scouring effect of the tides and outflow of water, and the building of the weir at Chester would effect things. In 1320 a merchant paid boatage to get his wine to his cellars in Watergate Street. By 1445 Chester petitioned the King for a reduction in the farm fee because 'no ship could approach within 12 miles of the city'. Chester had the right to collect the customs duties in return for farm fee paid to the Crown.

When the silting increased so the Corporation raised finance for a new dock to be built downstream, probably between Denhall and Parkgate, but the actual site is uncertain.

The Port of Chester created in 1322, had as its Admiral, the Mayor for the time being of Chester.The port incorporated the whole estuary ultimately becoming the head port of the national customs scheme from Cumberland to Caernavon. Liverpool was included as a creek of Chester. But Liverpool was developing fast and friction grew between the two towns. The Mayor of Chester, as Admiral, was appointed to arrange the transport of troops to Ireland where war was raging. He pressed ships from Chester and Liverpool for this service drawing an angry response from Liverpool. After the Civil War, and trade began to increase, the problem of silting came to the fore again. This time, in spite of strong opposition from Liverpool, an Act for re-channelling the river passed through Parliament in the 1730's.

The new channel was 80ft wide and 8ft below the water level. It began at a point in the riverside park below the canal/river locks and, after a short north-westerly course, suddenly swings southwest and runs down to Saltney. This point is actually the Old Cheese Wharf. Here a couple of dams were built to assist whilst the new works were in progress. One reason for this 'dogs leg' was that it was easier to cut through the relatively firm marsh than the estuary sands, but it also brought the channel closer to new and rising industries on the Welsh side.

The promoters of the scheme were to recover their money from the land reclaimed, so that it was desirable to keep the channel to one side. The material dug from the channel was used to build the embankment on the north side carrying the towpath. This arrangement proved unfortunate. The River Dee Co., formed in 1743, spent far more time reclaiming the land at the expense of their statutory obligation to maintain the channel at a depth of 16ft at high tide. To get up and down the river vessels had to be tracked by men or horses licensed by the Corporation. The fee in 1776 was £1 in summer and £1:5sh in Winter. Towage was not really satisfactory until tugs appeared on the scene

The disputes about the state of the channel between Chester and the Lower Estuary resulted in an Admiralty inquiry into the navigation in 1849. The report throws an interesting light on the shipping using the Estuary but the findings were not very helpful and ultimately in 1890 the maintenance of the channel was passed to the Dee Conservancy.

Docks sprang up along the Channel. The first down-stream from Chester was at Saltney where the Shrewsbury & Chester (later part of the GWR) Railway established a wharf with railway sidings in 1842. A busy dock, it had its own paddle-tugs and then the screw-tug *"Manxman"*, the latter sold in 1919. Today no trace of this dock exists.

The next dock, also the oldest, was at Sandycroft. Established by the Sandycroft Pottery Co. of Buckley, in 1743 it was conected to Buckley by a horse tramway of which traces can be seen today. The dock was sold to Rigby's the ironfounders of Hawarden about the time of the War with America. After the Napoi-

eonic Wars Rigby turned from the manufacture of cannon to steam engines. He moved his works to Sandycroft in 1824 and began making marine engines: several Mersey Ferries had engines and boilers from Rigby.

The business was closed down in 1846 when he retired and 6 years later George Cram opened the yard and works for shipbuilding but was bankrupt in 1854. The plant was then taken over by Taylors for heavy engineering who shipped out of Sanyicroft till the early part of this Century. It was from this yard that Coppack's little *"Aranci"* carried a gold-crushing plant to South Africa and up the Orange River to Kimberley. The dock, idle for over 80 years, is now overgrown by shrubs.

Further downstream at Shotton and Queensferry wharves appeared to handle coal, chemical and engineering products. Below Queensferry were the wharves of Summmers Steel Works built in 1894, who had their own fleet which lasted until after the 2nd World War. Their last two vessels *"Staley Bridge"* and "Hawarden Bridge" were sold in 1966. (The latter has a place in the unsolved sea mysteries, for, in 1977, she was found abandoned off Miami and scuttled by the authorities). Summer's (British Steel) wharf is still in use by coasters carrying export steel in the short-sea trades. **(Used during Spring Tides)**

Connahs Quay at the seaward end of the channel was built in the 1740's probably because i) it was a berth for vessels waiting to go up river, ii) it was handy for the products of the Buckley brick and tile works and the coal from the mines nearby, and, iii) the 1732 Act required the Dee Co to provide a dock at the entrance if the navigation of the channel was unsatisfactory.

The dock at Connahs Quay begun in 1861 was eventually taken over by the LNER at the turn of the Century when it was at its peak. After the 1st World War the coasting trades declined and in 1929 the LNER, about to close the dock, was persuaded to suspend closure for ten years. The dock was then cleaned out and 400ft of the delapidated wharf repaired. This took carried the dock into the 2nd World War and its facilities were once more valuable. But in 1960 the dock finally closed. There has been some restoration of the river quay for fishermen. The upper dock has been filled up, the lower one remains and the railway siding area is being developed as an industrial estate.

There remains another mystery. There are several indications that there was a third dock in the Connahs Quay area. But no trace or proof has yet been uncovered.

Chester reached its peak as a port in the 18th Century; thereafter it slowly declined a process aided by the development of the railways. By 1886 the head Customs office was at Connahs Quay. After the 1st W.W. trade had practically ceased. The last ship to Chester was Coppack's coaster *"Rosabelle"*. The last cargo out is said to be a barge load of tar to Queensferry in 1939.

Lower down the Estuary, Flint was a busy Medieval port sending coal to Ireland and later, lead cargoes to London and abroad. After 1800 Flint, the busiest Deeside port, proclaimed itself the "Port of Chester". There was also considerable shipbuilding. Shifting sands and changes of trade caused a rapid decline in the 1840's. Part of the quay area was taken over by a chemical company in 1859 and lead products were exported from the remaining quay until after the 1st W.W. Then this disappeared and today little trace of the maritime interests of Flint is extant.

Below Flint lies Bagilt with a wharf for a busy lead producing area in the late 18th and 19th centuries. Here also was a terminal for the early passenger steamer service from L'pool, Parkgate and Chester. By 1900 it was finished and all that now remains is the old sluicing pond and some of the valve gear.

The next port below Bagilt is Greenfield used in Medieval times by Basingwerk Abbey and pilgrims to Holywell. Begun in the 18th century when the Greenfield valley was a busy industrial area, the copper works were probably the most important but there were also water-powered textile mills. It was busy throughout the 19th century with a passenger service to L'pool which continued to this century. The port was disused before the 1st W.W.

Beyond Greenfield, Llanerch-y-Mor, another 19th century lead dock, is now merely a berth for the leisure-ship (ex) *"Duke of Lancaster"*. (The first *"Duke of Lancaster"* was a steamer on the L'pool-Deeside service in 1827)

Mostyn Dock next down river is one of the oldest Deeside ports. Together with Flint in Medieval times it shipped coal to Ireland and was also an embarkation port. In the 19th century it became the terminal port for L'pool-Deeside passenger steamers. The present dock was built in 1859 when Mostyn Colliery ran its own fleet of sailing colliers. Iron works also developed there and when the colliery ceased became the port's chief users. Ore was brought by large steamers into Wilde Roads to be transhipped into barges. This traffic lasted until the 1st W.W. Later the Darwen & Mostyn Iron Co ran their own fleet of coasters until after the 2nd W.W. The dock transferred out of the national scheme into private ownership and has thrived ever since. Ironically, as a profitable port, it was paying into a fund to help the struggling ports such as Liverpool. There is talk presently about enlarging this dock to cope with increasing traffic.

The outermost dock on Deeside is the Point of Aire Colliery. Its wharf was built in 1885 when the colliery began to send much of its output by sea. Between the two Wars it too operated its own collier fleet which was disposed of after the last War and the wharf has little commercial use.

Let us now consider the types of vessel which used these historic ports.

It is unfortunate that the earlier Registry volumes prior to 1836 are missing. The type of craft which predominates is the schooner; the backbone of the coasting trade in the 19th century. Ownership in the early part of the century was largely in private hands as distinct from company ownership. A study of the registers shows an amazing variety of people holding perhaps two or three of the 64 shares in a vessel: farmers, miners, publicans, ministers, housewives, gardners, shopkeepers. In the latter part of the century multiple ownership began to be replaced by companies; Coppacks, Reneys, Vickers and Davisons to mention some of the principal schooner owners. although Coppacks began to phase out schooners in favour of steamers early in this century.

Schooners came in a number of rigs: 2- or 3-masted, with single topsail, upper and lower topsail and, on 3-masters, a topgallant sail. With the coming of the oil-engine such schooners as were still operating in the 1920's and 30's had acquired an engine and reduced their rig to just fore & aft sails. Of all this great fleet only one wooden schooner has survived. Built at Connahs Quay in 1900 the 3-masted schooner *"Kathleen & May"* managed to survive and is now preserved by the Maritime Trust - lying afloat in an enclosed dock near London Bridge and restored to her former rig.

The other type of sailing craft which predominated on Deeside was the sailing flat. With their 2-man crew, these vessels operated up and down the estuary and round the coast to North Wales or Liverpool carrying anything that could be got into them. As steam engines and boilers became smaller and compact, steam flats began to appear. A flat could carry up to 80 tons and go into shallow and awkward places.

Steam came fairly early to Deeside. In 1817 there was a service by the paddle-steamer *"Ancient Briton"* between Flint and Parkgate and in 1821 the steamers *"Albion"*, *"Cambria"* and *"Firefly"* were running between Liverpool (St. George's Dock) and Bagilt and Mostyn. Leaving St. Georges Dock about 2 hours before high water and going via the Rock Channel, the trip could be made in about 2½ hours. There were a variety of steamers on this run until the 1840's, then it died down considerably, but a L'pool- Deeside service was maintained for the remainder of the century.

Steam tugs apeared on the river in 1827 with the Chester-built *"Dairy Maid"* and others soon followed. One tug particularly noteworthy was the twin-screw *"Taliesin"* built at Cardiff for Coppacks in 1853. She was fitted with 'tandem' engines: that is, the HP cylinder was fitted above the LP cylinder with a single piston rod passing through both cylinders. This arrangement saved considerable

engine-room space. She was a very popular vessel being employed at weekends with pleasure cruises in Liverpool Bay.

Coppacks bought their first steamer in 1881, the *'Aston'*. Others were gradually acquired and by the early part of this Century the Co. began to phase out their sailing craft in favour of steam and motor vessels. Another company to go in for steam was Summers Ironworks which came to Shotton in 1894. Beginning with 4 steam vessels, they soon turned to motor ships. Other steam fleets to start were the Darwen & Mostyn Iron Works Co and the Point of Aire Colliery. These companies disposed of their fleets after the 2nd W.W. and by the 1970's all locally owned Deeside ships had gone.

The Dee channels and associated silting problems brought a need for pilots. There were references to pilotage on the Dee in medieval times, but there was no organisation until several vessels were wrecked with heavy loss of life in the mid-18th Century. In 1776 Chester Corporation obtained an Act to establish and control pilotage and navigation marks on the waters of the Dee between the Point of Aire/Hilbre Islands and Chester. Pilotage became compulsory and in the early 1820's Connahs Quay was the headquarters for the pilots. In 1890 pilotage authority powers were passed to the Dee Conservancy Commissioners who manageg both pilotage and lighthouses until, in 1937, they were handed over to Trinity House. In the past two years the pilotage has reverted to local authorities ie the present operators of Mostyn Dock.

Sail pilot vessels were in operation from the beginning, until withdrawn in 1919. Until the early 19th century, pilots were not expected to board incoming ships, but lead them through the channels in their own craft. There was a boarding station in the vicinity of Ormes Head: today the pilots use launches to meet the ships off the entrance to the Estuary, or even off Point Lynas.

In 1776 the Point of Aire Lighthouse was constructed and this produces yet another Deeside mystery. How many lighthouses have ther been at the Point of Aire. The first lighthouse was constructed on land leased fromtheMostyn family who also had the right to appoint the keeper. It was not an operational or financial success; the lantern was smoky and often very difficult to see. The dues were small and in the 1820's it was taken over by Trinity House.In 1844 Trinity House constructed a pile lighthouse about half a mile to seaward of the earlier light. This lasted a mere 16 or so years and had to be abandoned, for in 1861 it was listing dangerously in shifting sands. The lamp was removed to the old lighthouse. In 1883 the lighthouse was closed down and a lightship placed in the entrance to the estuary, near where the present Dee buoy is. The lightship remained on station until withdrawn in 1910.

There is a report of another lighthouse being built about 1890, however the archivist of Trinity House has no information about it and it appears that the report may be erroneous.

The Dee Estuary is not without its perils. There were many wrecks in and around the Estuary. The richest was that of a French East-indiaman *"Deux Amies"* driven from her anchorage in Hoyle Lake to near Mostyn in 1780 during a storm. This wreck was well plundered by the locals at the time. The most tragic was that of the packet *"King George"* in the Salisbury Bank in 1808 when over 100 homeward bound Irish labourers were lost. The biggest wreck was that of the Haines steamer *"Trekief"* on Mostyn Gutter in 1897.

For life-saving, Liverpool Corporation placed a life-boat at Hoylake in 1803, and a second boat at Point of Aire in 1827. The latter was lost with all hands in 1857: none of the crew were wearing the recently introduced life-jackets. The RNLI took over the operation of all the Life-boat stations formerly provided by by the Liverpool Dock Board in 1894 and with modifications the boats became the prototype of the old "Liverpool Class" life-boat in use for several decades.

Shipbuilding was a most important industry on Deeside for several centuries. The first definitely recorded vessels were flat-bottomed boats and 2 galleys built by carpenters sent to Neston during Edward I's Welsh Wars. By the 16th Century building was seen at Thurstaston and Chester. At Chester the slips were

very busy during the Napoleonic Wars turning out men-of-war and merchant vessels, the Roodee especially busy during the first half of the 19th Century with 2 yards active in the 1820's. The last vessels built on the Roodee were launched in 1866. George Cram who owned one of the Roodee yards, took over the slips at Sandycroft left by John Rigby. Cram's steamers were sent down to Sandycroft to have engines and boilers fitted. He also built several large vessels at Sandycroft including the *1300 tons "Winifred"*, and the 2760 tons *"Royal Charter"*. In 1854 he went bankrupt and the ships were completed by other builders. Here another mystery arises - Lloyds Registers for 1884 have entries for two vessels *Italia"* and *"Sardinia"* stating they were built by John Graham. But no such shipbuilder is known on Deeside. Could it be John Grantham a Liverpool naval architect who is known to have surveyed vessels on Deeside slips ?

There was considerable building of schooners at Queensferry in the 1830's and Flint also saw quite a number of wooden vessels on the slips in the 1804's and 50's. Ferguson & Baird started at Flint in 1852, moving to Connahs Quay in 1860 where they remained until 1906. Their best known vessel is the *"Kathleen & May"*, the last of the wooden schooners to survive. Their last schooner was the *"Malvina"* a handsome yacht-like vessel built for the Falkland Islands Trading Co. in 1906. She was wrecked outside Port Stanley four years later. Thereafter the firm existed mainly on repair work until closing down about 1937.

In about 1906 Abdela & Mitchell arrived at Queensferry taking over a barge yard. During the next 30 or so years they built a variety of coasters, barges and shallow-draft vessels for export. The *"Indorita"* is probably the best-known ship locally. The yard closed about 1937.

One of the most productive yards on Deeside began in 1913, when Chrightons, a L'pool repair firm opened a yard at Saltney, building a large variety of tugs, trawlers, coasters, grain-elevators, lightships and barges. In 1920 they took over Ferguson and Baird's old yard at Connahs Quay where they built several vessels taking them up to Saltney for completion. They also lengthened several ships on the slipway at Connahs Quay. a busy firm, in 1935 they fell victim to a scheme to reduce the number of yards and enable the others to survive the recession.

Surprisingly Point of Aire saw quite a bit of shipbuilding in the 1840's and 50's, with a number of schooners built for the Mostyns. One builder of the 19th Century was Bishton. No trace of where he built a fair number of schooners and other vessels can be found. The Registry book merely quotes Chester.

This ends a brief review of the Deeside's maritime history. What the future holds for the Estuary is speculative. It is now regarded as an important bird sanctuary for a variety of birds.

Mersey Ferries

The Woodside and Seacombe Ferries have been running restricted services during January and February to allow for repairs etc. A new system of finance has been proposed, based on using the ferries partly as a tourst attraction. The services seem to be secure for the next couple of years.

We learn that the cruise ferry *"Royal Iris"* is to be withdrawn from service permanently. Known to some colloquially as the 'Fish & Chips boat" the vessel is 40 years old and expensive to operate.

ANNUAL GENERAL MEETING

Members are reminded that the AGM of the LNRS will be held in April. Your votes at the meeting will go a long way to increasing the confidence of the present and future Chairmen and indeed the Council as a whole. Why not come along and listen to the hon. Treasurer explain why we cannot afford all the things we would like ? Why not destroy his faith in human nature by paying our subs in good time ?

There is a change in the advertised programme. The talk after the AGM will be by Jas E Cowden (Vice-Chairman) who will provide a series of illustrating the Naval War Memorial at Pearl Harbour

Following the success of the Index to Fleet Lists and Company Histories in "SEA BREEZES" an Index to the Isherwood "Steamers of the Past" series is to be published by "SEA BREEZES" in April.