

LIVERPOOL NAUTICAL RESEARCH SOCIETY



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BULLETIN

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Society Notes:

The Council is pleased to inform you that A.A. "Sandy" Williamson has taken up the office of Treasurer.

Sandy states that he is looking forward to all those Subscription Payments which you are all very anxious to submit.

Has recently returned from a holiday in the Isle of Man -- a well known tax-haven is there anything significant in this ?

THE "LIVERPOOL HURRICANE" of 1839

by P.J.H.Tebay

To become known later as the "Great Storm" with winds reaching hurricane strength around the whole coastline of the British Isles, the reference "Liverpool" would appear to have American origins, perhaps because of the foundering of three New York packets off the port. This was as many as had been lost in the twenty years since the start of this service, and on one ship, the *Pennsylvania*, the loss of life was to become the heaviest on the New York ocean run between 1824 and 1847. Even without these tragedies there is little doubt that the havoc caused ashore and the casualties inflicted afloat were quite exceptional in the port of Liverpool and its seaward approaches.

During the week prior to the 6th January 1839, bad weather had delayed the sailing of a number of ships, but on that particular Sunday morning, and despite an ominously falling barometer, the wind was a light southerly and 60 ships left the port on the 3.00pm tide. Few could have been unaware that it was only a lull and that further bad weather was brewing, but presumably the short-sea traders were hoping to make their destinations or find shelter en route; and the deep-sea vessels to make an offing before it broke. None, however, could have envisaged what was to follow so swiftly and with such devastation within the confines of Liverpool Bay and its lee shores.

Looking at subsequent reports from ports around the UK coasts, there seems to be general agreement that during the latter part of Sunday 6th January the wind started to veer and freshen, increasing to a westerly gale. This progression continued until in the early hours of 7th January it was gusting up to hurricane strength. By then, those ships that were still within the Bay and

had not, or could not, find shelter were faced with a white-watered screaming banshee that carried away yards and canvas, and ripped furled sails from their bolt ropes. The blown spume hid both sea and land marks, and without position fixing reference the only certainty was that shoal waters lay down-wind to the south and east.

For the ships already inward bound for the Mersey, or attempting to return, the choices would be equally stark as before they could gain some comparative shelter in the River they would have to face the old Formby Channel (1) on a close lee shore, or the narrow dog-leg course between the violently covered North and Hoyle banks that lead to the Rock Channel. Even for the most skilled seaman on the most seaworthy ship an element of chance or luck would obtain. For some this luck was to run out early, whilst for others the grim fight was to continue for many hours.

Ashore, few were to venture out as roofs disappeared and chimney breasts and walls collapsed around them. Nevertheless, the following is a reported description of the River scene :

"The River from shore to shore fretted by the tempest into billows, the heaving crests of which, scattered to the wind, rose in immense crests of foam and were driven over the surface of the water as far as the eye could reach."

This was on the Monday morning, 7th January, and the short winter daylight was starting to reveal unidentified bodies, cargo and wreckage which was coming ashore on the beaches.

THE RIVER MERSEY AND THE DOCKS

From those brave enough to take in the scene, the following was reported:

The *Bridgewater* river steamer (ie. ferry), a total wreck at Brunswick Dock pier, her master and four crew saved, seven lost. Woodside steamer *Ribble* alongside and a total wreck. River steamers (ferries) *Admiral* and *Duke of Bridgewater* sunk in river. *Endeavour* and schooners *Susannah* and *Harriet* sunk in river. Runcorn steamer *Eclipse* sunk at George's Pierhead. The fine packet ship *Cambridge** (cargo valued at £300,000) had dragged her anchors and eventually brought up with her stern so close to Prince's Pierhead ("within a biscuit throw") that her captain offered £1,000 to any vessel that could drag her clear. There were no takers but three riggers were drowned attempting to row out and offer their services.

Within the docks themselves further chaos reigned as ships broke their moorings and were set down on others so that some fourteen ships and flats were either severely damaged or sunk.

THE ESTUARY, CHANNELS AND BANKS

"Between Rock Point and Hilbre, five fine ships stranded"

"Twenty vessels lost off Hoylake"

"In Bootle Bay, seven ships ashore"

Between 7th and 8th January, some idea of the scale of the marine casualties was becoming clear and the ships were being identified.

The New York packet *Oxford* (752 tons, built N.Y. 1836), inward, ashore near Bootle landmarks with masts cut away and "fills with each tide". Other ships ashore in Bootle Bay (2) included :

Elisha ex Bordeaux, *Jarrow* ex Demerara, *Pearl*, *Fortune*, *Alexander*, *Harlequin* all ex Glasgow, *Ailsa* ex ?, H.M.steamer *Redwing*.

* *Cambridge* - 798 tons, reported Black Ball Line.

Pennsylvania, New York packet outward (808 tons, 148' x 34'9" built NY 1836, Blue Swallowtail Line) wrecked on Hoyle Bank.

Brighton, inward from Bombay, wrecked on West Hoyle, seven crew and master saved; 14 missing.

Edward of Dundee, wrecked on Hoyle Bank

St Andrew, New York packet outward (651 tons, built NY 1834, Liverpool Red Star Line) ashore on Burbo sands, crew saved..

Lockwoods (emigrant ship), outward to New York, ashore on North Bank, master and part of crew saved, "many on board in imminent danger".

Victoria, inward from Charleston, ashore near Leasowe Castle and ebbed out, 900 bales of cotton salvaged. (Not to be confused with steam tug of same name involved in rescues - see later).

Two small vessels - wrecked on Burbo Bank.

Harvest Home, outward to St. Thomas, wrecked on Mad Wharf, two saved.

Sarah, ashore near Formby.

Monkey, bound Gibraltar, wrecked off Formby, three drowned.

Reported that 15 ships ashore at Blackpool, some ex Liverpool *Favourite*, *Crusader* wrecked and cargo lost, *Ann Paley*,

Reported that North West Light Float (lead sea-mark for Rock Channel) off station, sheltering in River (3).

Reported that steam tug *Victoria*, steamship *Mountaineer*, assisted by lifeboats, are bringing survivors ashore. See later.

Numerous fishing boats and flats (un-named), sunk off Hoylake.

A schooner (*Thomas Nelson*) moored off Beaumaris and without her crew on board broke loose, and was discovered on the beach at Southport.

Whilst the hurricane force winds continued unabated from early morning on Monday until the evening of the same day, the 'moderation' can only be seen by comparison with the foregoing. The weather on Tuesday evening, 8th January with the wind in the NNW is described as "dreadfully severe, a boisterous and piercing wind, a keen frost, snow, lightning and thunder". Such inclement conditions continued until the Thursday, and so for those awaiting help or rescue the chances of survival were not good.

In the subsequent inquiries and inquests, plus published letters to the press, the evidence of survivors, particularly from the *Lockwoods*, and two of the New York packets, provides an awful picture.

LOCKWOODS. bt 1836, 872 tons, 3-masted ship, 137' x 30' Owned by Lockwood & Company, Liverpool. The *Lockwoods* left the Mersey on Sunday 6th January with 25 crew and 85 emigrants, and met the storm close to Lynas Point (Anglesey). The ferocity of the wind tore the fore and main topsails out of their bolt ropes and shredded them; the sea conditions became horrendous and visibility very poor with blown spume. Amongst the passengers, of whom 40 were women and children, there was considerable distress and sickness.

By Monday morning under minimum canvas, the dreadful weather conditions continued and the ship found herself to be off the Lancaster coast and in sight of Black Combe. On Tuesday morning the *Lockwoods* bore up for Liverpool. On arrival near the banks, the leading sea-mark, the North-West Lightfloat, could

not be located (off station, sheltering in the River), and soundings revealed shallowing waters. The starboard anchor was let go first, but parted the cable. The port anchor did hold, but in the high and confused sea, the vessel started shipping water and the cable was slipped. *Lockwoods* struck the bank 200 yards to the east of Spencer Gut Buoy, about two miles from Mockbeggar Light. Immediately the vessel started to pound heavily on the bank and lost her false keel and, with seas swamping the decks, the passengers were becoming hysterical. It was seen that two boats launched from the nearby similarly stranded *Pennsylvania* were both swamped. Rescue attempts by the steam tug *Victoria* and Pilot Boat No.5 did manage to take off 22 passengers and crew who were subsequently landed at Liverpool. A second attempt later on Tuesday evening proved abortive due to the weather, and during the early hours of Wednesday morning the ship broke into two pieces. During that night a great number of passengers perished from the cold and the continuous swamping by waves. Daylight revealed some thirty dead on the poop or in the rigging. On Wednesday morning the *Victoria*, assisted by the Hoylake lifeboat, took off the remainder of the passengers. The last man to leave was the Mate. Of the original 110 passengers and crew, 53 were lost; the passengers aged between a few months and 70 years.

PENNSYLVANIA Owned by the Blue Swallowtail Line. New York packet.

Prior to Sunday 6th January, the *Pennsylvania* had already been delayed in Liverpool by bad weather in the previous week. With the temporary improvement that Sunday morning, Captain Smith, an experienced and popular master and shortly due for retirement, boarded his ship at 10.30am "in good humour". He was anxious to sail on that afternoon tide to keep ahead of two New York steam packets currently berthed in Liverpool. The

outward run to Point Lynas was fine with southerly winds, but about 9.00pm there was a dead calm for ten minutes, followed by a freshening south westerly breeze. As the wind increased, sails were either taken in or close-reefed. By 2.00am on Monday morning a westerly hurricane was blowing and the vessel lost the fore and mizzen topsail yards, and the main topsail was blown out of its bolt ropes. The furled courses were blown to ribbons and the fore-yard badly sprung. Throughout Monday the spray was so thick that land and sea-marks were obscured and the vessel was "drifting at the mercy of the wind and waves, and it was impossible to set other sails as no man could stand on deck".

Tuesday morning found them off the Orme's Head and some sails were set and a course made for Liverpool. On approaching the outlying banks, and on a lee shore, they were unable to find the North West Lightfloat (the lead buoy towards the Rock Channel) and followed half a mile astern of the *Lockwoods* which was similarly searching. At about two to three miles off shore, the *Pennsylvania* put out an anchor and 30 fathoms of cable but it carried away. The vessel then struck heavily on the Hoyle Bank, half a mile to the eastward of *Lockwoods* and, swamped by the waves, quickly filled with water. The ship had left Liverpool with 35 crew and 5 passengers; and these passengers plus the First and Second Mates and five crew then launched the jolly boat over the stern. They made for the Wirral shore - about three miles distant - but within a mile from the beach the boat was swamped. One passenger was able to swim for the shore (and later proved to be a very credible witness at the Inquest). The others either clung to the upturned boat or were washed away. Two managed to swim to a sandbank nearby, but between them and the land lay a deep gutter, and although helpers from the shore waded out as far as they dare to help them, the two were overwhelmed. The bodies of those drowned were to be washed

ashore later and taken to Leasowe Castle for identification. Some were to be buried in Wallasey churchyard.

Meanwhile, back on the *Pennsylvania* attempts were made to launch the longboat, but this too was to be swamped. Immediately afterwards two successive waves rode over the deck, the second catching Captain Smith and washing him overboard to his death. He left a widow and two children in New York. All this took place at about 3.00pm on Tuesday, and with that second wave, the Third Mate ordered the crew into the rigging to save themselves. Wrapping themselves in sails for protection from the waves and biting cold they stayed there until rescued by the steam tug *Victoria* at 10.30am on Wednesday. By then, three of the crew had "starved to death in the rigging". Of the 40 who had started the voyage, 21 were saved and 19 were lost.

ST ANDREW New York packet, built N.Y. 1834, 651 tons Red Star Line.

Left Liverpool, at 2.00pm on Sunday 6th January, and like the *Lockwoods* and the *Pennsylvania* met the same atrocious conditions at approximately the same time. Even the new, previously unused, sails were torn to shreds and she remained unmanageable throughout Monday until the upper part of the masts were cut away and the vessel jury-rigged with a mizzen mast and a foresail. Early on Tuesday and in a crippled state she made for Liverpool. At about 10.30am she struck the Burbo Bank. By 1.00pm the steam tug *Victoria* was on the way and took off 26 persons. The inward steamer *Mountaineer* was in the vicinity and took off the rest of the crew. Later the *St. Andrew* was washed from the bank and up on to the shore, a total loss.

OXFORD Black Ball Line - New York packet.

Ashore in Bootle Bay and, although damaged as previously

stated, lost no crew or passengers (or their luggage) and was later re-floated. On survey the hull was found to be undamaged.

HEROISM, DERELICTION AND THE AFTERMATH

The newsgathering of 1839 depended very much in these difficult circumstances of initially publishing whatever could be gleaned from what might now be called 'unofficial sources'. There is no 'disaster supremo' to give an interview, and therefore any witness is given equal credibility and equal space. It takes time for the full truth to come out, usually at the Inquests. Praise and criticism tend to come in equal and immoderate terms, but eventually a reasonably accurate picture does emerge.

Heroes and heroic acts there were, and amongst these must highly rank the rescue services of the steam tug *Victoria*, the steam vessel *Mountaineer* and the assistance of No.5 Pilot Boat, and the Hoylake and Magazines lifeboats - although the latter did come in for some criticism. Between them they saved over 120 lives, mainly from the *St. Andrew*, the *Pennsylvania* and the *Lockwoods*. The captain and crew of the *Victoria*, including 16 volunteer pilots, took considerable risks in taking off survivors, not least from the poop of the *Lockwoods* when that part of the vessel remaining above the waterline was being washed by seas. Also the *Mountaineer* which went to give help when others passed by. There seems to be no criticism and only praise for the captains, officers and crew of the stricken ships, and some are singled out for special consideration such as the mate of the *Lockwoods* who, despite and ever worsening situation, insisted on being the last to be taken off.

On the debit side, there is criticism of the North West Lightfloat being off station, and thus contributing to the grounding and loss of a number of ships. This controversy eventually settled on the Lightfloat's moorings which had carried

away (and, after all, with no moorings, where else could she go?). The Magazines lifeboat was towed out to the scene by the *Victoria*, and after rendering some help suddenly put up sail and made for home despite the pilots offering to take over and man the boat themselves. Even worse, the Formby lifeboat was severely censured by the owner of the *Harvest Home*, wrecked on Mad Wharf sands, Formby, for not rowing out to the stricken vessel after two of the ship's crew had launched their own boat and rowed ashore to raise the alarm. According to the report, the crew refused to go out and seven of the *Harvest Home*'s crew were left to die, overwhelmed by the bitter weather, lashed to the rigging from Monday midnight. Two were found still alive when the Formby lifeboat rowed out the one and a half miles on Thursday.

There does not appear to be any clear number for the total loss of life from ships - perhaps because of the widespread nature of the casualties, but a figure of 100+ is mentioned.

The loss of ships and cargoes was also of considerable concern to both owners and underwriters, particularly with the larger ships on the U.S. and Indian runs with valuable commodities. Some cargoes were washed out; for example, bales of cotton were washed up on the beaches of New Brighton and Otterspool. Other cargoes were saved and both at North Wirral and Bootle Bay, revenue, customs and police officers were out in force to prevent 'wrecking' (looting). Offenders were arrested and brought to court in Liverpool and Birkenhead.

Some cargoes were saved such as that of the *Crusader*, ex Liverpool and bound for Bombay, wrecked on Blackpool beach, with "a very valuable cargo". The tobacco on board the *Favourite*, ex Liverpool, bound Genoa, was washed ashore in the same locality.

An initial estimate of Liverpool losses varied around the £500,000 mark.

Whatever the actual strength the wind reached that night will never be known - the term "hurricane" (4) only indicating something above "storm" force, but there were reports of saline deposits on trees and leaves 70 miles inshore from Huddersfield and Leeds to Hebden Bridge.

NOTES

(1) The 'new' channel, forerunner of the present Queens Channel, had been surveyed by Denham, but not yet marked.

(2) Bootle Bay of that time roughly equates to the present position of Scaforth/Gladstone Docks.

(3) Small but stoutly built ex sailing craft were often modified for use as seamarks.

(4) In 1839 Admiral Beaufort was Hydrographer to the Navy, but it seems that his scale of wind forces had not yet been adopted. On the Beaufort Scale of today, "Hurricane" strength is Force 12, above 65mph (100 km/h)

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MERSEY SAILING FERRY BOATS

by Terry Kavanagh

In *A Second Merseyside Maritime History* (LNRS 1992), M.K. Stammers outlined the history and development of the Mersey ferry sailing boats from the beginning of the 18th century to their disappearance around the middle of the 19th century. But he said little about the larger craft employed on the Eastham, Ellesmere Port, and Runcorn services. This article attempts to examine these packets - as well as the smaller sail boats.

During the 18th century Eastham and Ince were busy ferry terminals; boats plied regularly between those places and Liverpool, carrying horses, cattle and farm produce, in addition to passengers. There was great rivalry between the boat crews, and early one morning in November 1751:

"the Eastham and Ince Boats put off from Liverpoole, each having some passengers on board, and they laid a wager which should get to Ince first. It being a foggy morning, and the latter taking a nearer course, unfortunately run against a flat, whereby six persons were drowned, and the same number saved themselves by climbing on the flat, where they stay'd secure till assistance came."

These two boats probably carried a single square sail; whereas, "a large boat used [later at Ince] as a ferry", and the "elegant, strong and commodious [Eastham] Boat . . . fitted up in 1783, were fore-and-aft rigged.² But all four were either open or part-decked.

In February 1791, however, "a boat completely decked over," and intended for passengers only, made her first trip across the Mersey from Liverpool to Eastham. This schooner-rigged packet was "strong, safe," had "two commodious cabins," and "by far surpassed any thing of the kind ever seen on that river."³ (Moreover, her crew were "experienced, civil, and of tried sobriety.") In all probability she was the 25-tons register *Friends*, owned by Francis Marson, a Liverpool victualler: built at Liverpool in 1772 as an open boat of under 10 tons burthen, her dimensions were 39ft 6in x 12ft 8in x 7ft 1in.⁴ She was sold in 1797, and registered anew at Oban. Nevertheless the Chester stage-coach continued to meet "a safe and convenient packet" at Eastham every day, in the early 1800's. Which packet could have been the smack-rigged *Stanley* - a number of Eastham ferry boats were named after members of the Stanleys of Hooton, who were lords of the manor of Eastham and took a personal interest in the ferry. Launched at Liverpool by Wright & Mottershead in 1800, the *Stanley* measured 42ft x 14ft 9ins x 8ft giving a registered tonnage of 36tons.⁶

The Eastham packet's captain, Samuel Smith, who also kept the Ferry Hotel started a new sailing ferry, possibly named the "*Earl of Chester*", in 1815. During the winter months, this vessel deputised for the *Princess Charlotte* steam packet, which was introduced the following year. Joseph Parry, not Smith,⁷ was master of the sailing packet by then. Smith may also have acquired three boats which Daniel Urmson, of Eastham ferry, had put on sale in 1796; namely, "a very fine Boat, about 20 tons, half-decked, very convenient for carrying cattle..... a two-mast Boat, in good order, suitable for ferrying horses, etc over the Mersey;" and a decked flat of around 40 tons burthen.⁸ Certainly Smith offered to ferry horses "and carriages" across the river with "the Eastham Flat and Cattle Boats", for the Chester Races in May 1817.⁹

Twentytwo years earlier, in July 1795, two newly-built Liverpool packets met the canal packet boat from Chester for the first time, at Ellesmere Port. The schooner *John & Nancy* - belonging to William Hinde, a victualler, and John Whitby, her master - was one of these river packets. Built at Harrington, near Liverpool, she registered 21 tons, and measured 34ft x 12ft x 6ft 8ins. A Liverpool mariner, Richard Pattison, bought her four years later; and shortly afterwards she was rigged as a sloop.¹⁰ The other Mersey packet, possibly called the *Eliza*, was owned and skippered by Pat. Coffield. This man also operated flats on the Wirral Linc of the Ellesmere Canal - and one day in September 1799, he

having stayed after the sailing of the packet to assist a flatt through the [Whitby] locks; the wind and weather being fine, took a *small cockboat*, with a sail, in order to return to Liverpool, but by some means the boat was upset, and he, one W. Jones, who went to assist him, unfortunately drowned."¹¹

In spite of that tragedy, "two very stout, double-decked" packets sailed every day from his widow, Elizabeth Coffield's, Boat House, Salthouse Dock Gates, Liverpool. Rumour had it that one of them was lost on a trip from Ellesmere Port in May 1805. But this proved false, "she having a pleasant passage of an hour and a quarter,"¹² Eight months later though, this or the other packet,

"on returning to Liverpool after dark, unfortunately got athwart an American ship which was lying at anchor in the river, and received so much damage to her hull, that neither passengers nor boatmen thought it safe to remain in her, but got on board the American ship, which happened to be performing quarantine, and where they were obliged to remain four or five days before they could be liberated."¹³

In April 1807, Samuel Ackerley, captain of the Ellesmere Canal Packet and W. Fairhurst, a Liverpool flatowner, purchased Mrs Coffield's packets. Just over

twelve months later, one of them., the "*Eliza*", was advertised for sale, she being "well adapted for the fishing trade."¹⁴

The "*Eliza*" was replaced by the 48-tons register *Telford*, a smack-rigged packet with a sliding bowsprit, admeasuring 47.1ft x 14.4ft x 8.2ft, and which had been launched from Cortney & Co's Roodee yard, at Chester in April 1808.¹⁵ The *Telford* seems to have had a trouble-free career on the Mersey, apart from an accident that happened five years later. She had just arrived at Liverpool, when an unmanageable horse backed a cart over the quay of Coffield's wharf and fell thirty feet on to her deck which had been crowded with passengers only minutes before. In 1817 this packet went on sale; but she remained on the Ellesmere Port service for another three years, when the steam packet *Prince Regent* took her place.¹⁶ The captain of the *Telford*, James Diamond, transferred to the steamboat, and was drowned - with his infant son - after it sank in the Mersey during a terrible hurricane in December 1822. As a result, the "*Telford*" was recommissioned; and the "Chester Chronicle" opined that, "during the winter season, we think it fully as desirable to employ such vessels, particularly at ferries so far distant from Liverpool."¹⁷ But she was sold the following October, having been superseded by the Runcorn steamboats. In 1827 her owners were John Hewitt, Chester, mariner, and representatives of the late Samuel Ackerley; John Radley, the captain, became part owner later.¹⁸ She was employed in the coasting trade and on the Dutch coast, being classed E1 for 9 years at Lloyds. In 1846 she was registered at Peel, IoM, and probably used in the Manx herring fishery, because she was part-owned by a fishmonger, Robert Watson, of Manchester, when re-registered at Liverpool in 1851. The other part-owners were John Royle and James Kavanagh, both mariners of Arklow, Co Wicklow, Ireland. Her registry was transferred to Dublin in 1859.¹⁹

But back to the Mersey. Here we find that in July 1802, the Runcorn boat, with nine or ten passengers and five horses, intended for Chester Fair, overturned, when four passengers and most of the horses drowned.²⁰ We also notice that, three years on, a decked packet (name unknown), William Woods, master, was sailing to Runcorn every day from the Parade Slip, Liverpool.²¹ And in 1806, the *Ann*, a new square-sterned schooner, which had a quarter deck and cabin, could have joined her on that service. She registered 61 tons, measured 60ft x 14ft 9ins x 7ft 2ins, and was built at Runcorn by Thomas Sothorn & Co.²² Be that as it may, the *British Queen*, a counter-sterned cutter of 72 tons burthen, measuring 59ft 7ins x 17ft x 6ft, was definitely a Runcorn packet. She had been built at that place in 1810 by William Wright - a part owner; together with her captain, Thomas Parr, and several others, mostly victuallers.²³ That same year Charles Hickson at Weston Point launched the *Lady Stanley* (Mainwaring, master), a square-sterned cutter with a running bowsprit. Registering 46 tons burthen, and measuring 48ft x 15ft 5ins x

5ft 7ins, she conveyed passengers to and from the Northwich Canal Packet *Earl of Stamford*, at Weston Point.²⁴ In September 1811, one of the packets (Peacock, master) from Runcorn to Liverpool, struck on a sandbank above Dungeon Point. The packet's small boat full of passengers were safely put aboard a Liverpool-bound flat. But as the boat came alongside the flat a second time with the rest it swamped, and three persons were drowned, the packet captain's young child among them. Four years later, it appears that one of the above mentioned packets was becalmed and the Runcorn steamboat towed her for ten miles.²⁵

Before the advent of steam propulsion on the Mersey, the principal means of access to the short-distance ferries - Tranmere, Woodside, Seacombe, Rock Ferry and New Ferry - "was by large four-oared [sail] boats that carried about thirty passengers, but which seldom received their full complement."²⁶ Now according to contemporary advertisements, these ferries were regularly attended by "good, stout", "..... safe and comfortable boats", manned by "steady" and "experienced Boatmen."²⁷ Again, "five large Ferry Boats, good as new," were advertised for sale by one Joseph Bushell at Rock Ferry, in March 1802.²⁸ And John Bagshaw, who took over the Rock-House and Inn from him, informed the public that:

"Stout, safe and swift-sailing Boats, under the management of skilful and obliging Boatmen, are constantly plying between this Ferry and Liverpool every hour of the day, as well for the conveyance of passengers as horses, chaises etc. and a large sloop-boat for cattle, sheep, corn, cheese and other heavy goods, sails for Liverpool every day at high-water."²⁹

Fortunately for Bagshaw and the other operators, there was no Trade Description Act in those days, otherwise legal action might have been taken against them. Because the ferry boats were very unsafe. "They are all open; and in stormy weather, in addition to being lightly built, frequently carry sail sufficient for boats of great burden," the *Chester Chronicle* warns its readers.³⁰ As to the boatmen, they were, with few exceptions, utterly reckless and incompetent. A correspondent in the *Liverpool Mercury* wrote:

"I was coming from Birkenhead a few weeks since in one of the ferry boats. It was a fine breezy day, and there were several ladies in the boat. The man at the helm, however, so managed it that the boat heeled completely on one side, and this frequently; and from the countenance and manner of the helmsman I strongly suspect he did it on purpose. At length, the gunwale went so low that the water came fairly into the boat, to the great alarm of the passengers. Sometimes an inexperienced passenger was allowed to take the helm."³¹

Small wonder, then, that fatal accidents not infrequently occurred to passengers and crews. In April 1786, for example, a boat from the New Ferry was

lost near Liverpool and seven persons perished. Some years later a ferry-boat owner named Clarke was drowned when his boat capsized in a violent squall.³² In June 1817, the Rock Ferry boat belonging to the "Bang-Up Coach", which had seven passengers, the coachman, and two boatmen on board, sank on its way from Liverpool.

"At the time, the wind blew a perfect hurricane, and waves rolled with tremendous violence. The boat had scarcely reached the mid-way of its passage, about two miles, when it shipped an immense mass of water, filled and instantly sunk ! The coachman who was heavily clad in waistcoats, top-coats, and boots, instantly disappeared, and a female, also found a watery grave !"³³

(A boat from Tranmere, belonging to the Royal Alexander Coach, rescued some of the passengers.) And in June 1827, a boat owned by Thomas Parry of the Seacombe Ferry and Hotel containing the boatman, a boy assistant, and one passenger, overturned during a heavy squall through carrying too much canvas. The boy was saved by clinging to a ladder thrown to him by the crew of a passing flat; but the other two were drowned.³⁴

Some of the ferry boat proprietors exhibited a blatant disregard for the safety of passengers and crews. In January 1818, for instance, William Mears, of the Birkenhead Ferry and Hotel

"despatched one of the vessels so overladen with passengers, horses, and baggage that as it neared Liverpool quay it was nearly swamped by a wave, and at the same time the danger was increased by a rope from a steam packet getting foul of the mast of the ferry boat. The crew were inexperienced, and the craft was nearly lost."³⁵

The river gig owners were no better in this respect. In November 1824, three of those long narrowboats went as far out as Hoyle Bank to meet the "*City of Dublin*" steam packet, which couldn't come up the river because it was then near low water. One of the gigs, the property of Richard Parry, jun., who had three assistants with him, took in too many passengers, along with their luggage, and then rowed back towards Liverpool. Unfortunately, the sheets to the foresail and jigger had been carelessly made fast, which caused the boat to lurch when a squall struck it opposite Seacombe, and from being so deeply laden it went over instantly and sank. It was supposed that 18 people drowned including the steam packet's supercargo, Edward Coyne; a Liverpool porter, Lewis Angel, and two boatmen named T. Jones and Michael Parker.³⁶ Ten years later, in November 1834, two of the gig boats plying for hire at New Ferry - the "*Providence*" and the "*Harriet*", a new boat, 22ft long by about 5ft 7in in breadth, owned respectively by Manuel Rodriguez and Thomas Bennett - were involved in a dreadful accident, following a prize fight at

Bromborough. These two boats, in which there were at least 53 fight-goers, and which were grossly overloaded, were caught in a squall, in returning to Liverpool, and at once sank. Not more than 30 persons were saved; four of them being picked up by the Rock Ferry sailing boat called the "*William*".³⁷

The "*William*", and the remaining ferry sail boats, gave way to steam power eventually. But many people continued to enjoy the pleasure of a sail on the Mersey. Sadly, a cutter-rigged trawl-boat or shrimper - manned by Joseph and William Blackie, the owner's sons, and having on board fourteen passengers - capsized on one such excursion in August 1850. It appears the boat hoisted all sail, with the intention of racing home from Eastham to Liverpool with another half-decked fishing or pleasure boat, when a sudden gale of wind struck her and she heeled over and sank. The other half-decker, having a reef in her mainsail, weathered the squall, but she couldn't render any assistance; and nine lives were lost, William Blackie, aged 18 among them.³⁸

Mersey boatmen weren't alone in trying to outsail each other. Ferryman on the Dee were notorious for carrying too much canvas, in order to be "*first boat*" and get the most passengers, but that, of course, is another story.

REFERENCES

- 1 *Chester Courant* (hereafter *Cour*) 27 Nov 1912 p3
- 2 *Chester Chronicle* (hereafter *Chron*) 28 March 1783; Gore, J. *Liverpool Directory* (hereafter *Gore's*), 1790; *Cheshire Observer* 12 Jan 1935, p13 The square-rigged Eastham ferry is shown on S & N Buck's *Prospect of Liverpool* 1728.
- 3 *Chron* 18 Feb 1791. 4 *Cour* 28 July 1795
- 5 MMM. LCSR. 67/1791. Three (smaller) polemast schooners registered at Liverpool in 1789, had also been built there as open boats - the *Polly* (1783), the *Ellen* (1784), and the *Brothers* (1780), (ibid, 25, 37, 39/1789). This last vessel, which registered 10 tons and measured 27ft x 9ft x 4ft, and belonged to a L'pool fisherman, Peter Waters, was lost a couple of years later. In the meantime, another open schooner rigged boat, the *Royal George* (L'pool 1765), had been decked over. Registering 11 tons burthen and measuring 28ft 4in x 10ft x 5ft, she was owned by Abel Ball, a Liverpool boatbuilder, Owen Hughes, a ship carpenter, and her master, John William. Her registry was transferred to London shortly afterwards (MMM. LCSR 67/1790)
- 6 *Cour* 14 May 1802; MMM LCSR 74/1820. 7 *Chron* 2 June 1815; Gore's 1805 & 1818
- 8 *Chron* 10 June 1791; *Cour* 29 March 1796. Nothing is known about the dimensions of these boats. But the first one was probably similar to the 20ton register schooner-rigged boat *William & Margaret*. Built by Bland & Challoner at Liverpool in 1811, she measured 32ft 9in x 12ft 9in x 4ft 5in, and was owned by her master, Matthew Stanton, (MMM. LCSR 42/1815). There was also a 2-masted boat called *Friends*, of 15 tons burthen, which measured 28ft 7in x 11ft 5in x 4ft 8in. Built at L'pool in 1805 by Thomas Baitson, she later belonged to Henry Hodges, a fisherman at that port, and had previously been employed in the river trade (ibid 132/1817).

- 9 *Cour* 6 May 1871. He may have been the Samuel Smith, of Seacombe, mariner, who owned the 14-tons, 2-masted boat *Molly*, which was carvel built at Liverpool in 1791 and which measured 29ft 4in x 11ft 3in x 5ft though this particular boat was sold in Feb. 1817 (MMM LCSR 92/1791.)
- 10 MMM. LCSR. 67/1795; 193/1799. See also *Chron* 10 July 1795
- 11 *Chron* 13 Sept 1799
- 12 *Gore's* 1805; *Chron* 17 May 1805
- 13 *Chron* 24 Jan 1806. 14 *ibid.* 24 April 1807; 10th June 1808
- 15 MMM. LCSR 285/1851; *Chron* 22 April 1808
- 16 *Cour* 29 June 1813. *Chron* 5 Sept 1817 & 20 Sept 1820; *Gore's* 1818
- 17 *Chron* 13 Dec 1822
- 18 *ibid.* 10 Oct 1823; PRO. BT107/190
- 19 MMM. LCSR. 285/1851
- 20 *Chron* 9 July 1802. N. Sherwood, Liverpool coach-owner was among the four.
- 21 *Gore's* 1805. 22 MMM. LCSR 159/1817. 23 *ibid.* 59/1817
- 24 *ibid.* 124/1818; *Chron* 1 June 1810 & 12 June 1818, *Gore's* 1818
- 25 *Chron* 6 Sept 1811; *Cour* 3 Sept 1811; F. Neal, "L'pool Shipping in the Early Nineteenth Century", in *Liverpool & Merseyside ; Essays in the Economic and Social History of the Port and its Hinterland*, ed. J.R. Harris. (London 1969), p176
- 26 Hilda Gamlin, *Twixt Mersey and Dee* (Liverpool 1897) p56. This book contains a drawing of Woodside Ferry in 1818, showing a schooner shallop ferry boat. M.K. Stammers has identified a typical schooner-rigged ferry boat - the 7-tons *Mary Anne* built at Liverpool in 1790, and measured 26ft 1in x 8ft 10in x 5ft. (MMM LCSR. 36/1793. In Gamlin's other work, *Memories of Old Birkenhead* (Liverpool 1892), there is a print of the same ferry, dated 1791, which features a smaller boat with a spritsail and jigger.
- 27 *Gore's* 1811; *Chron* 5 June 1801; 28 March, 9 May 1806; 27 Aug 1813. Some of the ferries were bye boats others belonged to the coaches. eg The Royal Mail Coach packet boat at Tranmere Ferry, which later moved to Woodside.
- 28 *Chron* 12 March 1802. 29 *ibid* 25 May 1802
- 30 *ibid* 10 June 1817. See also *Cour* 10 June 1817, and Richard Brooke, *Liverpool As It Was 1775-1800* (Liverpool 1853) pp156-7.
- 31 Quoted in Gamlin, *op cit.* p. 57. The ferrymen were notorious for overcharging passengers, especially after 6pm, when apparently they were free to do so. On this and other malpractices, see *ibid.* pp 56-60. (It appears that the coachmen were just as bad. "A Traveller" found "the drivers insolent, imposing, and drunken". See *Cour* 16 May 1815.)
- 32 *Cour* 4 April 1786; *Chron* 12 Feb 1808. He was part of the two-man crew, and could have been the William Clark, boatman who owned the boat *Friends*. This boat registering 25 tons and measuring 28ft x 10ft 10in x 5ft, was built by Thomas Baitson at Liverpool in 1806 (MMM. LCSR. 157/1807).
- 33 *Chron* 6 June 1817
- 34 *ibid* 15 June 1827; *Cour* 12 June 1827
- 35 Gamlin, *Mersey, op cit.* p.58
- 36 *Chron* 3 & 7 Dec. 1824; *Cour* 7 Dec 1824
- 37 *Chron* 21 Nov 1834; *Cour* 25 Nov 1834
- 38 *Chron* 24 Aug 1850

IRISH SEA CONTAINER TRADE AT PRESTON

part 2

by Peter Kenyon

In January 1960 the Atlantic Steam Navigation commenced operating a container-only service to Larne, alongside their ferry operations, using *Elisa* and *Goodwill*, and additionally the *Prior* as traffic demanded. The operators of this service were soon recorded as ASN/ACCS in the dock movements book. NITS were still operating a separate venture.

The "Journal of Commerce" stated, on 14th July 1960, that a new service would commence out of Greenore, with the English terminal being Preston. Mr A.M.O'Reilly had purchased the rail and harbour installations at Greenore and improved them for ferry operations and was behind this new venture. This was the start of Greenore Ferry Services (GFS) which would go on to purchase its own vessels. The first sailing, by mv *Friendship*, discharged at Preston on 14th July 1961, looking very smart with chocolate-brown hull (brightly painted hulls were unusual then). The GFS owned vessels of the future were probably the most colourful sailing out of Preston, sporting the national colours of Eire with light grey hulls and blue boot topping.

One of the UK's major coastal shipping companies arrived on the Preston scene in August 1960 when mv *Stream Fisher*, owned by James Fisher & Sons of Barrow, was chartered by ASN for the Larne route. On 19th June 1961 another new vessel, the *Goodwill Trader*, arrived at Preston from her builders in Holland.

In "Lloyd's List", of 11th July 1961, it was reported that a new service was to start from Preston to Londonderry. John Rainey Ltd, one of Ulster's oldest shipping and coal importing companies, was to enter Irish Sea services by forming Anglo-Irish Transport Ltd (AIT Ltd) using its own vessel *Loch Linnhe* and chartering in when necessary. By October 1961 GFS increased its sailings by chartering the *Noach*, and then replacing her with the *Senang* as a 'running mate' for the *Friendship*.

Drogheda was the next port to be served from Preston when ASN moved the *Stream Fisher* to this new service in December 1961, and added the *Noach* in the early part of 1962. *Loch Linnhe*'s arrival from Larne on 18th February positioned her to make the first sailing to Londonderry on the 21st for AIT Ltd. To replace this last vessel NITS chartered Coast Line's *Spaniel*, the first of a large number of vessels to fly the Coast Lines' flag on services from the

Ribble. There were more changes in early 1962 when the *Loch Etive* joined the *Loch Linnhe* for AIT. The GFS vessels *Friendship* and *Senang* were replaced by the Dutch *Zus* and the first German vessel to be used, the *Elfi Breuer*, although in August 1962 the *Zus* was in turn replaced by the Dutch *Friso*. The next A.C.Hoff vessel *Goodwill Merchant* joined ASN/ACCS from her builders in December.

Three new routes were commenced in 1963. The British & Irish Steam Packet Co. had operated a break-bulk service between Dublin and Preston for many years, and now placed their *Inniscarra* on a weekly container sailing, but loads were never heavy. ASN utilised the *Stream Fisher* and the *Elisa* in March on their new Dublin service. The third new route was operated by Clyde Shipping with a Waterford service using the German *Astarte* which arrived Preston on 29th May. In a press report in June 1963 it was stated that eight companies, making 28 sailings per week, operated from Preston. (A summary of one week's sailings for June 1963, taken from the port movements book, is given as an appendix.)

The Greenore service was now recorded as Wetherall Ltd, and later became known as Cross Channel Container Services Ltd. The regular vessel *Prior* changed her name to *Trinitas*, but still operated to Greenore. The ASN service to Dublin acquired a second Fisher vessel with the *Bay Fisher* joining the *Stream Fisher*. This route was to be a preserve of Fisher vessels almost to the end. The *Roscrea* had a spell on the Greenore service in May and June of 1964, and AIT had added Portrush to its routes by November.

January 1965 found the Dutch *Ingakbir* serving the Portrush route, and other newcomers this year were *Leven Fisher*, *Eden Fisher* (a new building) and the Dutch *Juvalta*. In October *Firth Fisher* brought up to four the number of 'Fishers' on the ASN Dublin route. The Waterford service had been taken over by ASN in November 1964 and the chartered *Fastnet* now replaced the *Elfi Breuer*. Other German vessels *Astarte* and *Werner Mayberg* also worked on this route until July 1967, when the *Fastnet* arrived in Preston for the last time, ending the Waterford service for ASN.

The Portrush service was abandoned by AIT, and they now served only Londonderry. W.A.Savage & Co. (Coast Lines) had provided the vessels for these routes, occasionally loading at both ports on one voyage to Preston. The vessels used had all been Savage's ex Dutchmen: *Fallowfield*, *Fernfield*, *Foxfield*, *Earlsfield* and *Greenfield*.

A new Belfast service commenced at the end of 1966 operated by Hugh Craig & Co. of Belfast. This same firm had operated a break-bulk service in

pre-war days under the title of Belfast & Preston Transport Co. Ltd using their own coasters including the famous *Helen Craig*, which had sailed throughout World War II. The company now converted to containers using the German *Butjadingen* and later the *Lamara*. The first sailing was on 16th December.

Another short-lived service to the Isle of Man, by local haulage contractor W. Edmundson in September 1966, was later known as Ronagency. The Dutch *Lireco* was used on sailings to Castletown and Douglas, but by September 1967 this service transferred from Preston to Glasson Dock.

A.C.Hoffs's new *Goodwill Trader* arrived in Preston from her builders in Holland on 21st November 1966, becoming the fourth purpose-built vessel for ASN service, the first used on the Dublin route. Shamrock Shipping Co. joined the container operators when their *Curran* arrived Preston 18th February 1967, followed by the *Moyle* 10th April. These larger new buildings and, at 874 nrt, had twice the carrying capacity of earlier vessels.

The port movement book for April 1967 recorded 273 coastal arrivals, 180 or two-thirds of them carrying containers, showing the importance of unit load lo-lo services to the port. Still larger vessels were being built for charter to ASN, with James Fisher ordering the *Solway Fisher* and *Orwell Fisher*, both at 1,374grt, and the German company of August Bolten Wm Millers Nachts built the *Barbel Bolten* and *Marietta Bolten*, each of 999grt. These four vessels eventually joined ASN's prestige Larne service, and the *Barbel Bolten* made her first sailing with 597 tons of cargo, compared with the average loading of 200/300 tons on the smaller vessels.

In mid 1968 Geest Industries Limited commenced a feeder container service to Drogheda to distribute bananas and fruit from its arrivals from the Leeward and Windward islands at Preston. The coaster *Geestdijk* was employed, making its first sailing on 5th September. She returned to Preston with exports for the West Indies or just empty fruit containers.

In July 1969 there were 145 container vessel arrivals from Irish ports, the reduction being due to the larger and more economical vessels now employed. The next incident in the Preston container story was the disastrous ten week Preston dockers' strike which started on 7th August and lasted until 20th October. It was the height of the timber season and the Russian timber carriers arrived as usual. Much trade was lost with container and coastal traffic finding alternative ports, and some never returned.

to be concluded

One Week of Container Services at Preston, June 1963

Arrived	Vessel	From	Sld	For	Service
2 am	Stream Fisher	Dublin	4th am	Dubl	ASN(Dub)
2 am	Goodwill Merch't	Larne	2th pm	Larne	ASN/ACC
4 am	Goodwill Trader	Larne	4th pm	Larne	ASN/ACC
4 pm	Loch Linnhe	Londonderry	6th pm	L'derry	AIT Ltd
5 am	Elisa	Dublin	6th pm	Dub	ASN(Dub)
5 am	Friso	Greenore	6th am	Greenore	W'ell
5 am	Goodwill Merchant	Larne	6th pm	Larne	ASN/ACC
5 am	Prior	Drogheda	6th pm	Drog'da	ASN(Drg)
5 pm	Astarte	Waterford	6th pm	Waterford	Sellers
6 am	Cambrian Coast	Dublin	6th pm	Dublin	B&ISPCo.
6 am	Stream Fisher	Dublin	6th pm	Dublin	ASN(Dub)
6 am	Goodwill Trader	Larne	6th pm	Larne	ASN/ACC
6 am	Loch Etive	Londonderry	8th am	L'derry	AIT
7 pm	Elisa	Dublin	8th am	Dub	ASN
7 pm	Goodwill Merchant	Larne	8th am	Larne	ASN/ACC
8 pm	Stream Fisher	Dublin	11th am	Dub	ASN(Dub)
8 pm	Friso	Greenore	10th pm	Greenore	W'ell
8 pm	Pointer	Larne	9th am	Larne	NITS
8 pm	Goodwill Trader	Larne	9th pm	Larne	ASN/ACC
8 pm	Prior	Drogheda	9th pm	Drog'da	ASN(Drg)
9 am	Astarte	Waterford	10th am	Waterf'd	Sellers
9 am	Loch Linnhe	Londonderry	11th am	L'derry	AIT
9 pm	Goodwill Merchant	Larne	11th pm	Lrn	ASN/ACCs

*During the above period, ASN's ro-ro vessels made 8 sailings to Larne :
Bardic Ferry : 3, Empire Nordic : 2, Ionic Ferry : 3.*

ASN/ACC	Atlantic Steam Navigation/Anglo Continental Container Service
ASN(Dub)	Atlantic Steam Navigation (Dublin service)
ASN(Drog)	Atlantic Steam Navigation (Drogheda service)
A.I.T.	Anglo-Irish Transport Ltd
B&ISPCo	British & Irish Steam Packet Co.Ltd.
Sellers	J.S.Sellers (Preston) Ltd, Agents for Waterford service
NITS	Northern Irish Trailer Services Ltd.
W'well	Weatherwell Ltd, for the Greenore service

THE STEWART BALE PHOTO-NEGATIVE ARCHIVE

The Stewart Bale Photo-negative Archive is so-called because it is the collection of surviving negatives of the pictures taken by Stewart Bale Ltd, a Liverpool commercial photographic firm which operated between about 1911 and 1980.

Stewart Bale was an Australian printer who emigrated to Britain in the early 1900's and ran an advertising agency. However, finding it difficult to commission illustrative photography of the requisite standard, he encouraged his son Edward Stewart Bale to take up photography. As additional employees were taken on, the photographic side of the business expanded and Stewart Bale Ltd began to earn a reputation as specialists in the fields of architectural, commercial and shipping photography.

"His name is associated with a quality of performance which has never been equalled in the field in which he specialised"

(The British Journal of Photography,)

In the early days Bale's situation in the busy port of Liverpool with a hinterland of the Midlands and north of England, certainly contributed to their success. Many of the greatest shipping companies were based in Liverpool and Stewart Bale was able to encroach on a market previously monopolised by the London firm of Bedford Lemere. Indeed, the Stewart Bale client records stands as a 'Hall of Fame' of Liverpool's industrial heritage, with customers such as the Cunard Line, White Star Line, Alfred Holts, Cammell Lairds, Hornby/Meccano and British Insulated Callender Cables. Stewart Bale was appointed official photographer to cover such events as the construction of the Queensway and Kingsway Mersey Tunnels, and the building of both the Liverpool Anglican and Metropolitan Cathedrals.

Stewart Bale photographers continued to use large format cameras long after most commercial photographers had switched to modern equipment. The larger cameras had a tilting back which could compensate the distortion often experienced in architectural photography. The cameras used glass plate negatives which produced exceptional results but required great discipline on the part of the photographer. Indeed, Edward Stewart Bale, who later headed the firm, demanded great attention to detail; yet he was a kindly and thoughtful man, always referred to as 'Mr Edward', who regarded his staff as a second family.

Although based in Liverpool (a London office opened later, evidence exists of its operation between 1949 and 1970) the firm covered a wide geographical area. Superb craftsmanship and technical excellence led to commissions being recieved from almost anywhere in the country at a time of considerable industrial, commercial and social development.

Life was exciting for young apprentices at Stewart Bale; frequently they were sent to photograph the construction of the great passenger liners of the Cunard Line such as the "534" - *Queen Mary* and *Queen Elizabeth* at John Brown's yard on the Clyde, or to cover speed trials off the Isle of Arran. Less enjoyable assignments, however, included recording the devastation inflicted on Liverpool during WWII. There was also work for the Admiralty, such as the coverage of the *Thetis* submarine disaster in 1939.

Stewart Bale had founded a company widely regarded as the best of its kind in the country. When Edward died in 1944, his son Ted took over for a short period until he himself died. Hilda Bale-Williams, Ted's widow, then gained control of the company. During the War most of the staff had either gone into the services or been laid off until 1946 when work resumed. However Post-War Britain was a very different place. Although the company continued to prosper throughout the 1950's and 60's, in spite of an earlier wage dispute which had led to the resignation of three senior members of staff, the industrial profile of the country was changing. After enforced cutbacks Stewart Bale Ltd ceased operation in the early 1980's.

National Museums & Art Galleries on Merseyside purchased the collection of surviving Stewart Bale negatives in 1986. Housed within the Department of Archives at the Merseyside Maritime Museum, the collection of approximately 200,000 glass plate and film sheet negatives is currently being documented, cleaned and restored to archival standards. An index of the Archive is being created facilitate use of the images by member of the public, academic and commerical researchers alike.

"Thus his work will indeed live on"

(The British Journal of Photography, vol 91 13/10/1944)

Karen Howard

Curator of the Stewart Bale Archive

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LETTER FROM THE CHAIRMAN

Dear Friends,

Seven days into the Chairmanship of this Society I am persuaded that I should write to you, the members, and give some account of myself, for I am aware that there may still be some who are not quite sure of whom they voted for on the 16th May. Needless to say, I am acutely conscious of the honour and dignity of this office into which you have impelled me, and I am humbly grateful for your trust and confidence. That said, I can only assert that, with the help and encouragement of your Council, I shall do my best to vindicate your choice, and uphold the tenets and prestige of our Society.

I began my working life at sea during the Second World War and served my employers, the Charente Steamship Company Ltd (Thos & Jas Harrison, Ltd), for forty-six years, until my retirement in 1986. For more than two-thirds of that period I remained at sea, serving the final twelve years of my employment ashore as a marine superintendent.

It was after I had cleared my desk that I hit upon the notion of writing a "Fleet History of the Harrison Line", something which at that time had not been done before, although Professor Francis Hyde of Liverpool University had produced an excellent book in the 'Sixties, discussing the Company's financial structure, policy and development. (And it is true that a few years ago Duncan Haws intervened with volume 15 of his Merchant Fleets Series, but it is to be hoped that my book will be rather more comprehensive!)

With this end in view I joined the LNRS. I could not have made a wiser decision, for the willing assistance I have since enjoyed as a member, and the excellent facilities available in the Museum Archives, have been most commendable. The manuscript is presently lodged with my publishers, the World Ship Society, undergoing the process of editing to "reduce it to a marketable size", whatever that may mean. It is at present hoped that the book will be ready for launching at the time of the AGM of the World Ship Society, at Liverpool in May 1997, - their 50th Anniversary.

Before I close, permit me to introduce our Vice-Chairman, Capt. M.D.R.(Mike) Jones, an old and valued friend and colleague for many years. He also was a shipmaster with Harrison Line, and reached the peak of his career when he was appointed Chief Marine Superintendent in 1989. Now retired, Michael is still actively involved with a number of maritime organisations and charities, such as the Hon Company of Master Mariners, the King George V Fund for Sailors, the Mersey Missions to Seamen and the World Ship Society. I look forward to his support during my term of office - how he will find the time remains a mystery to which he undoubtedly has the solution!

Well I think that is enough prattle for a first letter. May I finish by wishing you all a happy and rewarding time during the long summer break, and may your many and varied research projects prosper

Graeme Cubbin

LOCAL NEWS

A German submarine, sunk off the island of Anholt, Denmark, in the final few days of WWII, was raised by a consortium of Danish businessmen, who thought (wrongly) there was valuable cargo to be salvaged. The vessel was obtained by The Warship Preservation Trust and brought to Birkenhead Docks to be prepared for exhibition alongside the H.M. *Plymouth* and H.M. *Onyx*. The U-boat had the number U-534 (remember the *Queen Mary*?) and is said to be "clean" ie that it not been involved in hostile action.

The submarine arrived at B'head Docks 30th May. It will be some time before the vessel will be open to the public. Also many of the artifacts found aboard the submarine will eventually be on display.

The Clubship Landfall which has lain around the Mersey Docks since the War is now in Cammell Lairds undergoing restoration to her original state - L.S.T. A Tank Landing Craft, and on completion of the work will become a unit of the Warship Preservation Trust floating museum display in Birkenhead Docks

Research Notes

The demise of Stewart Bale Ltd, commercial photographers, left a collection of 200,000 unique negatives in the possession of the Merseyside Museums. Possibly a quarter are photographs of ships, shipping subjects and (mainly) Liverpool architecture. They are currently being processed for conservation although most are in very good condition. However the work of listing, cataloguing and indexing is expected to take most of the next ten years. Several LNRS members are assisting in the identification and description of the large (10" x 8") glass plates. The earliest of the ship photos are from about 1920 - eg the *White Star Baltic* and, mostly, are of the accommodation in passenger ships.

Prints from the plates are available at a cost of £12.50

LIVERPOOL NAUTICAL RESEARCH SOCIETY



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Society Notes:

HAVE YOU PAID YOUR SUBS ?

The Society is now having to pay its way : the full costs of BULLETIN and the use of the room for meetings. It is important that the finances remain in good order.

Notices are going out with this issue.

A Saga of the *Independence Hall*

The *Independence Hall* was a WWI standard-design vessel - equates somewhat to the WWII Liberty vessels. Many of them were known as "Hog Islanders" after the shipyard where they were built at Hog Island on the River Delaware a few miles below Philadelphia. The dimensions were 390ft x 54.2ft x 27.8ft giving 5,050grt 3,076nrt

Sable Island is a small patch of land about 180 nautical miles almost due east of Halifax N.S. As its name implies it is a large sandbank almost in the middle of nowhere in fact about 18n. miles (32km) long and 1n. mile (1.5km) wide. During 1942 a convoy left Halifax and passed close to the Islands in rough weather. One of the vessels ran aground, broke in two and was lost. This is the story of the stranding and the rescue of the surviving crew compiled mainly from one of those rescued. A member of the LNRS. who sent this story to me was a crew-member of the one of the rescuing boats.

I enrolled in the apprentice seamen's program of the U.S. maritime Service in July 1941 when 18 yrs old. The USA had not yet entered WWII. After three months training at Hoffman Island, NY, my section was assigned to the training vessel *Vema* (ex *Hussar*), a 3-masted schooner with auxiliary engine. She carried 90 trainees (permanent crew of 10). On board for one month, we then returned to Hoffman Island for a further month before being assigned to US M.S. *Empire State*, a WWI 'Hog Islander' previously a NY state school ship. I trained an additional three months on the *Empire State* as a 'snipe' (engineer). We did turns as galley fireman, (the cooks were oil burners), wiper, oiler, fireman and water-tender. At 19 I completed my training as the USA entered WWII.

My Father was assistant Engineer on a Moore McCormack vessel *Independence Hall*, a WWI Hog Islander with an engine-room identical to *Empire State*. He telephoned me in New York, where we lived, and advised me that there was a fireman/water-tender's job open on the ship which was then loading at Philadelphia, PA.

I went by rail to Philadelphia, reported to the Seamen's Union Hall and was assigned to the vessel as a fireman/water-tender. I proceeded to the ship and noted that she was loading a complete cargo of war materials. Barbed wire, munitions etc. and finally 13 tanks on deck six forward and seven aft of the midship house.

We sailed un-escorted to New York, Boston and finally to Halifax, NS, where we were to become a part of convoy SC73 to sail first to Scotland, then on to Murmansk, Russia. To my knowledge SC73 was the first or second convoy to attempt this run.

We sailed from Halifax on 6th March in single file and if I remember correctly we were to form a convoy either some hours later or the following day. I think that we were third ship from the last; and if I am correct the last two, one of which was the *Calmar*, were torpedoed and sunk. During the day the weather began worsening and by the following morning, the weather was horrible. I was in the 8-12 watch with 3rd Assistant Engineer/oiler, Edward Ginivan, who was rather eccentric to begin with and who later became a casualty.

On the morning of 7th March, the bos'n and other crew members were either trying to swing out or swing in the boats on the lee side of the midships house, when the bos'n was gashed in the head by one of the round bars. The third Mate, Mr. Lee, came back from the bridge with the medical kit to stitch the bos'n's wound and ultimately this saved his (Lee's) life. I don't remember exactly what time it was but there was suddenly a tremendous bang, the engine room telegraph went to full astern, the engine was so set and the stoke-hold started filling with water.

The configuration of 'hog islanders' was a fore-deck, with nos one and two holds, bridge deck, with no. three hold and the midships house, the after deck, with nos four and five holds and poop-deck; the stokehold bulkhead was also the after bulkhead of no. three hold. The oiler started the bilge-pump to drain no three hold but the stokehold continued filling with water. (None of us in the

machinery spaces realised that the ship had broken in two.) By noon when I was supposed to be relieved by the 12-4 fireman, the stoke-hold floor-plates were already starting to float around and I was probably smoking two cigarettes at one time and already thinking that I would be dead before the day was over. My relief was yelling to me that he was afraid to come down, so I was stuck. The third engineer tied a line around me so that I could be pulled out of the stoke-hold in the event that I was injured or completely flooded out. Sometime later someone came down (it might have been my Father) and told me come up on deck via the engine-room ladders. I went top-side and out on deck. The first thing I noticed was what appeared to be another vessel a few hundred yards away from us and asked what ship it was: then I learned that it was the other half of our ship. Looking down I saw that I was standing at the common bulkhead of no. three hold and the stoke-hold. The seas were very rough and I then returned to the stoke-hold with the engine still going astern.

About an hour later, the third mate, Mr Lee, told us to prepare to abandon ship. We secured the plant and came up on deck where we were told to get in the two lifeboats on the weather side. We so did but as soon as they started to lower them it became obvious that if we touched the water we would be slammed into the side of the ship and probably killed. We pulled up the boats to the deck and went into one of the rooms. The house had rooms on both port and starboard sides with two open passages running from fore to aft. I think that we all went into the crews messroom where there was some food and after the slop chest was broken into, those of us who were wet (I was was one) were able to obtain dry clothes, cigarettes and boots.

We had just settled in at the messroom when several lube-oil drums on the deck above us broke loose and as we rolled from side to side so did the drums. When they eventually began to break through the overhead deck, we decided to abandon the messroom for

the top of the engine-room. this was not as easy as it sounds because the waves were coming through both the mid-ships passage ways described above and any movement had to be carefully timed and quickly done between waves. We made these moves one at a time until most of us were inside the engine-room fiddley. When wiper Richard Nathan (known to us as shorty) made his move - his timing was off and a wave caught him and carried him through the passage-way and over the rail at no. 4 hold. He managed to hold on for maybe half a minute screaming "Help me, Held me!", but all we could do was to stand there and watch him being swept away by a wave. Those few minutes haunted me for a long time afterwards and it was also a long time before I stopped dreaming about the whole incident and screaming in my sleep.

The weather was still bad. We were continually taking seas through the engine-room skylight. It was cold and we were all soaking wet. Some of us hugged each other to try to get warm. There were now seven known dead: E.A. Curott, master, F.L. Edwards, chief mate, O. Jones, second mate, R. Nathan, wiper, McCray, and two other ABs, whose names I have no record of. We had no food or water at this point and most of us were very thirsty. We couldn't smoke because the water in the engine-room was now up to about 50% of its height and floating on the top was lube oil, kerosene etc. which we were afraid might catch fire. The radio operator, alive because the radio shack and his quarters were on our part of the vessel, said that he thought that he had gotten out an SOS before the ship broke and the antenna parted. We were aground off Sable island and sinking slowly. All we could do was to stay where we were and hope that our plight was known. The weather was still horrible: we stayed this way throughout the night.

In the morning we heard an airplane flying nearby and as it had calmed down slightly we all went to the top deck of the house and waved whatever we could get our hands on to attract the plane's attention. It flew overhead and banked its wings to let us know that

it had seen us and then flew off. We hoped that whoever it notified would get there soon because the weather was still bad and we were still slowly sinking. I learned later that it was a Royal Canadian Air force plane.

A couple of hours later a Canadian corvette showed up and came as close as it could and proceeded to try to launch a boat. Almost immediately the boat capsized and luckily all the men on board were able to get back on the corvette. Signals were then exchanged with us and they advised us (I think) that they would try to rescue us when the weather subsided. An hour later or so a British destroyer (HMS *Witch*) approached. Again as close as it could in the very shallow water and proceeded to launch one of its boats. I believe, but I am not sure, that it was manned by volunteers. This boat also capsized and one man was lost in the effort. When we heard this we really started to give up hope because we thought that no-one would do anything else until it was calm and we didn't think that we would last until then.

Witch, however, proceeded to launch another boat and this one made it to us and removed us several at a time. At this point there were 38 of us; our chief cook, V. Sarabia, and the oiler on my watch, E. Ginivan, having died during the night: the cook by his own hand and the oiler having gone crazy. A total of ten were now dead. The boat made several trips back and forth, using oars only, until we were safely aboard the *Witch*. We were taken below, our clothes dried out for us, given water and food and made to feel comfortable. I was given a hammock to sleep in and I slept very well that night.

The next morning, on arrival Halifax, NS, we were met by people from the Canadian Red Cross who gave each of us a bundle which I remember contained a handknit woollen sweater with the knitter's name and address written on a small piece of paper wrapped in the sweater. There was also, if my memory is correct, one or more packs of cigarettes, a razor, shaving cream, a tooth brush and tooth paste. We boarded a bus and were taken to the local

YMCA where we spent a full day and night. The next morning we were taken to Halifax railroad station to board a Canadian National train for Boston, Mass. I remember this because this was the first time I rode a sleeping car. We arrived at Boston the next day, transferred from North Station to South Station and boarded another train for New York.

Within the next couple of days the US Maritime Commission (a governmental regulatory agency) conducted an investigation of the disaster. Mr Lee, the third mate, sat through the entire hearing and when I was called to give testimony, he advised Mr Mitchell and Mr Donovan, the two attorneys representing the Government, that I had remained on watch in the boiler room until the order was given to abandon ship. Mr Mitchell and Mr Donovan asked if I would like to attend their cadet program and become a marine engineer. I was thrilled at the prospect and they wrote me a beautiful letter of recommendation, through which I was appointed to the U.S. Merchant Marine Academy. That school changed the entire course of my life.

I remained in shipping, including a stint as engineering officer on the USS "T.E. Chandler" (DD717), for the rest of my working life. ending up as a marine consultant engineer in Singapore from where I retired to Florida in 1980.

Phillip F. Gresser

Mr Gresser worked in the UK for two periods - his daughter was born in London and he retains close ties and many friends there. In June he lunched with members of HMS *Witch* who had participated in the rescue of the crew of the "Independence Hall".

HMS *Witch*, incidentally, was based on the Mersey for a few months, sailing from Herculanum Dock - Ed

From W. J Lee, surviving third officer, steamship INDEPENDENCE HALL.

To: The Honorable The First Lord of the Admiralty

Subject: H.M.S. WITCH, commendation of officers and crew

1 As a private citizen of the United States of America, I feel it my duty to bring to the attention of The Admiralty the heroic action of the commander, officers, and crew of H.M.S. WITCH, Lieutenant-commander Holmes in command.

2 About 1430, 7 March, 1942, with the wind at gale force and seas mountainous, the American steamship INDEPENDENCE HALL was broken in half and grounded on a shoal off Sable Island. Tremendous seas destroyed all lifeboats. About noon, 8 March, three units of the Royal Canadian Navy arrived on the scene and launched lifeboats which made valiant but unsuccessful efforts to reach the wreckage. At 1700 that day, H.M.S. WITCH approached and her commanding officer laid his ship close to the shoal. Through his tenacity and seamanship and the ability of the pulling boat officers and crew, some of whom were officers, four trips were made through extremely high surf which now was doubly dangerous due to a cross tide and wind. Thirty-seven survivors, all remaining on the wreckage, were taken off, the last after nightfall. One crew member of H.M.S. WITCH, the boatswain, was lost during the rescue attempts.

3 Sub-Lieutenant Fothergill, who was in charge of the first two rescue trips, is responsible for the removal of 24 survivors. His seamanship is deserving of highest praise. While seas were running dangerously, he brought his boat back and forth through white water a distance of about a mile each way. At times his boat actually stood on end, yet he and his crew maintained stroke and control.

4 Lieutenant Eric Peterson, of the Royal Canadian Navy, who made the two final boat trips, removed a total of 14 survivors. He,

too, is deserving of praise for bringing his boat through safely after nightfall.

5 After arrival on board, the survivors were taken in hand by officers and crew members and every attention and courtesy was shown us.

6 Lest it may not be brought to your attention by official report, I should tell you that when the WITCH's boatswain was lost, Lieutenant Janion went overboard in an endeavour to rescue him, risking his life in extremely high seas.

7 I append a list of those, by no means complete, who did their utmost for our comfort and safe arrival ashore.

8 I trust that you will regard this as an expression of our sincere gratitude and admiration for the splendid seamanship and high courage of these men of His Majesty's Navy. Their actions were indeed in keeping with the highest tradition of the Royal Navy.

signed *Walter J. Lee*

New York, N.Y.
March 18th, 1942

sole surviving Deck Officer
Steamship INDEPENDENCE HALL

PERSONNEL H.M.S. WITCH, REFERRED TO IN PARAGRAPH 7

Lieutenant-Commander Holmes, R.N.

Lieutenant Janion, R.N.V.R.

Lieutenant Souter, R.N.V.R.

Surgeon-Lieutenant Cates, R.N.

Sub-Lieutenant Fothergill, R.N.V.R.

Commissioned Engineer Saunders, R.N.

Sub-Lieutenant Breckell, R.N.V.R.

Gunner (T) Kavanaugh

Midshipman Bicket, R.N.V.R.

GELLATLY HANKEY SEWELL & COMPANY

by David Eccles

GELLATLY HANKEY, a company well known in shipping circles, although a London firm, had a strong presence on Merseyside. Now part of the Inchcape Group, it trades from Pacific Chambers, Canada Dock, Liverpool as Inchcape Shipping Services (U.K) Ltd. The history of the company has been written by George Blake in his book '*Gellatlys 1862-1962*'.

The company was founded in May 1862 by Edward Gellatly after the death of his employer Duncan Dunbar, the London ship-owner and merchant. Gellatly, experienced in ship management, entered partnership with Jameson Hankey, son of a merchant banker, and Fredrick Sewell, the son of a Limehouse brewer, forming Gellatly, Hankey & Sewell to continue the business already established by Duncan Dunbar. With its head office at 27 Leadenhall Street, the new firm purchased some of the assets of the Dunbar company including Dunbar Wharf, Limehouse, and seven sailing vessels: *Duncan Dunbar*, *Edwin Fox*, *Salamanca*, *Vimeira*, *Hougoumont*, *Northfleet* and *Morayshire*. The latter three ships were re-sold that year, the others continuing the trade to India, Australia and the Orient. In 1866 Thomas Garland, an experienced ship-broker, joined the partnership; thus the Company acquired the ability to cover all aspects of shipping - shipowning, agency, forwarding, brokerage, insurance and offer coaling facilities at Gibraltar, Capetown and Galle (Sri Lanka).

In 1869, the year the Suez Canal opened for traffic, Gellatly, Hankey, Sewell & Co (GHS) opened a Manchester branch. It then sold the *Salamanca*, followed by the *Vimeira* in 1870 and the *Edwin Fox* in 1874, but continued shipowning with the re-purchase of the *Hougoumont* they had sold in 1862. This vessel was purchased at Liverpool by George Sutherland the manager of the company branch

office which opened that year in Fenwick Street. The same year GHS, as shipping agents, advertised regular steamship services from London to Italy, and via Suez to Bombay, Calcutta, Colombo, Madras, Rangoon, Penang, Singapore, Java, Saigon, China, Japan, Aden, Mauritius, Zanzibar, Karachi, Suez, Algiers, Persian Gulf.

The company's first steamer, *Afghan*, built for them in 1877, traded to Australia, India and China, and was joined by the *Sikh* in 1880 and the *Pathan* and *Ghazee* in 1883. They each carried 20 first-class passengers and about 3000 tons of cargo, and were driven by compound engines. In 1883 these steamers were transferred to the Mogul Steamship Company which forms the subject of a separate history.

A branch of GHS was established at Antwerp by Edmund Evan-Thomas, the son-in-law of Jameson Hankey. In 1887 this branch commenced a steamship service via Dunbar Wharf to Marseilles, Genoa and Leghorn after the purchase of the cargo steamer *Cyrenian* (1403gt). This vessel had been built by Bowdler, Chaffer & Co, Seacombe, Wirral for F.R. Leyland in 1874. In January the same year the Plate SS Co was formed for a service to the River Plate via Duncan Wharf and after the purchase from Gray, Dawes & Co of the Anglo-Indian Steamship Company with its only steamer, the 5-year old *Anglo Indian* (2123gt), which had accommodation for 480 passengers. She was followed in service by the cargo steamer *Orono* (2033gt) delivered in March by J.Laing & Co and fitted with triple-expansion machinery. The Plate SS Co were registered owners; this vessel initiated a GHS custom to register their ships at Rochester. Later in the year the 5-year old cargo steamer *Silksworth* (1347gt) was purchased for the Plate SS Co to be re-named *Ocampo*. During the year GHS sold the ship *Hougomount* for use in the Thames as a hospital hulk.

Two cargo steamers entered company service in 1889. The twenty-seven year old *Fusi Yama* (994gt) was purchased from Wake & Sanders of London for the Italian trade, and the *Olympo* (2164gt)

was built for the Plate SS Co by Sir Raylton Dixon. In April 1890 the cargo steamer *Ocampo* was sold at Sunderland to be replaced the following month by the eighteen-year old *Ettrickdale* (2052gt) which carried 65 passengers and was re-named *Ocampo*. This vessel, built for T & J Harrison as the *Chancellor* in 1872, was renamed when sold in 1886. Later that year the *Anglo Indian* was re-engined then transferred to the Plate SS Co and re-named *Oro*. In 1892 the cargo vessel *Provincial* (1244gt) was leased from W. Harkness the Middlesbrough shipbuilder. Fitted with triple-expansion machinery working at 150psi she traded on both the Italian and River Plate service until 1893, when GHS purchased the ten-year-old *Energia* (3177gt) which was driven by a compound engine working at 90psi steam pressure.

The *Cyrenian*, *Fusi Yama* and *Energia* were employed on the Italian service from 1891 until the *Fusi Yama* was sunk off Finisterre on September 3rd 1896. She was never replaced. The following month the cargo steamer *Oceano* (2715gt) was delivered by Sir Raylton Dixon to the Plate SS Co which came under the management of Gellatly Hankey & Co that year and after Frederick Sewell withdrew from the business.

Five steamers were employed on the River Plate service during 1897, but early the following year the *Orono* and the *Oro* were sold to German and Belgian owners to be renamed *Altona* and *Charles Rogier* respectively. They were replaced in November 1898 by a larger vessel named *Orono* (2891gt), built by Sir Raylton Dixon of 4,600 dwt.

The *Energia* which carried 23 passengers was sold in 1901 to Japanese owners for coastal trading leaving the *Cyrenian* to service Italian ports alone. The *Oro* (3353gt) entered service in 1900, and five vessels maintained the River Plate service until 1904 when the thirty-two year old *Ocampo* was sold to Japan.

The Plate SS Company continued regular trade between Antwerp, London and River Plate ports until 1909 when it ceased

trading after the *Oceano*, *Orono* and *Oro* were sold to the Cunard SS Company for their Mediterranean service. The *Olympo* then joined the *Cyrenian* on the company's service to Italian ports via Marseilles until the *Olympo* was sunk off Naples after collision on November 10th 1911. The same month the 37-year old *Cyrenian* had suffered cargo damage due to hull leakage at Naples, and the following month was sold at Antwerp for demolition.

Gellatly Hankey & Company also established, owned and managed the Mogul Steamship Company and continued shipowning until 1923 when the *Pathan* was sold.

FLEET LISTS

GELLATLEY, HANKEY, SEWELL & Co 1862 -1887
109 Leadenhall St, London.

Sailing vessels

Vimeira (ON 8106) 1037t. bt 1851 by Laing, Sunderland for D.Dunbar registered London. Purchased 1862 by G.H.S & Co. Sold 1870 to J.R.Grant, London -87 T.Goldfinch, London -88, N.Olsen, Arendal. Last report arrival Regent Canal Dock from Kotka August 1903.

Hougoumont (ON 9135) 875t. bt 1852 at Moulmain (Burma) for D.Dunbar registered London. (Chartered as French transport r/n *Baraguay D'Hilliers* during Crimea War 1854/56). Purchased 1862 by GHS & Co for re-sale to J Hamank, Liverpool. Re-purchased Liverpool Sept 1874 by GHS, sold 1887 for conversion to Thames hospital hulk.

Edwin Fox (ON 4673) 892t, bt 1853 Calcutta as a Transport. Bought by D.Dunbar in 1856 reg'd London. Purch'd 1862 by GHS & Co. Sold Shaw Savill 1874. 1885 freezing hulk at Dunedin - 1900 Coal hulk at Picton. Re-rigged as a floating museum in Picton NZ: presently undergoing restoration there.

Salamanca (ON 15491) 861t, bt 1853 by Laing, Sunderland for D. Dunbar, purchased 1862 by GHS, old 1869 to J.Nourse. Last sighted 27/11/1870 in Lat 3° N Atlantic on passage London-Negapatam. Missing.

Northfleet (ON 11967) 895t, bt Northfleet 1853 for D Dunbar. Purch'd 1862 by GHS for re-sale to Freeman, London -73 W.Patten, London. Sunk at anchor Dungeness 12/1/73 by ss.*Murillo* (Spanish)

Morayshire 788t, bt 1853 at Moulmain for D. Dunbar reg'd London. Purchased 1862 by GHS & Co for re-sale to Scott, London. Driven ashore Seebpore (Bengal) by cyclone 5/10/1864. Refloated but condemned.

Duncan Dunbar 1374t, bt 1857 by Laing, Sunderland for D. Dunbar reg'd London. Purchased 1862 by GHS. On passage London-Sydney wrecked on Los Roos North of Permanbuco 7/10/1865. All passengers & crew saved.

GELLATLY HANKEY SEWELL & Co 1887-1911

Billiter St, London

Steamers

ss. *Anglo Indian* (ON 86119) 2123gt, bt 3/1883 by Campbell, McIntosh & Bowstead, Newc'sle for Anglo-Indian SS Co (Gray Dawes & Co) reg Newc'sle. Purch'd by GHS in 1886 for Plate SS Co.- 90 r/n *ORO*. Sold 1898 Schepens Tunnelier, Antwerp, r/n *Charles Rogier* - 1901 sold to G.D. Medhurst r/n *Yoshino Maru* reg Hong Kong. Destroyed by cotton cargo-fire 11/10/1902 on passage Shanghai-Kobe.

ss. *Ocampo* (1) (ON 85020) 1347gt (ex *Silksworth*) bt 8/1882 by E. Withy Co W Hartlep'l for First Northern SS Co, Newc'sle. Purch'd 1886 by GHS for Plate SS.Co - 88 r/n *Ocampo*. Sold April 1890 on Tyneside to Fenwick Stohart & Co r/n *Bywell*. Sunk off Longships in collision with ss.*Caradoc* 15/1/94.

ss. *Ocampo* (II) (ON 69232) 2052 gt (ex *Chancellor* ex *Ettrickdale*), bt Nov 1872 by J Laing Newcastle for Charente SS Co. Sold 1886 to J.Laing r/n *Ettrickdale*. Purch'd '90 by GHS for Plate SS Co r/n *Ocampo*. Sold 1904 to Japanese r/n *Kyoyei Maru No 1*. Wrecked off Hokkaido 12/12/1907.

ss. *Orono* (ON 90993) 2033 gt, bt 1/87 by J.Laing for Plate SS Co. Sold Antwerp 2/98 to Glafcke & Hennings, Hamburg r/n *Altona* -99 Deutsche Levante Line r/n *Pyrogos*. Sunk in col'n with ss.*Violet* in R.Elbe 10/5/08.

ss. *Cyrenian* (ON 70881) 1403gt, bt 9/74 for FR Leyland by Bowdler & Chaffer, Wal'sey. Purch'd '86 by GHS for Italian trade. Sold Antwerp 12/11 for scrap.

ss. *Fusi Yama* (ON 45069) 994 gt, bt Sept 1862 by T.Stephenson & Sons, Stockton for H. Coventry, London. Purchased 1889 from Wake & Sanders, London by GHS for Italian trade. Sunk after collision with ss.*Ravensheugh* off Finisterre 3/9/1896 (all crew saved).

ss. *Energia* (ON 87114) 3177gt bt 1/1883 by Tyne Iron S.B.Co, Newcastle for Newton Bros, London. Purch'd 1893 by GHS from G.Croshaw Co for Italian trade. Sold Japan 2/1901 r/n *Shakano Maru* - 08, r/n *Shakano-O Maru* till 1920.

ss. *Olympo* (ON 94574) 2164gt bt Sep 1889 by Sir Raylton Dixon for Plate SS Co. Sunk off Naples in collision with Italian ss.*Imera* 10/11/11. Salvaged and sold to Deutsche Levante Line r/n *Delos*. Seized at Antwerp 1914. In 1920 r/n *Maid of Delos* when purchased by Byron SS Co. Sent distress message 23/12/1922 on passage Braila-Belfast. Wreckage found.

ss. *Provencal* (ON 98776) 1244gt bt 1891 by W Harkness & Sons, Middlesbrough. Leased to GHS & Co from 1892 until 5/93. Managed by E.Harris & Co-98. Sold Chr Klaveness r/n *Thelma*, (Norwegian). On passage Tyne/Hamburg with coal, sunk River Elbe 24/10/1898 in coll's'n with ss.*Mars*.

ss. *Oceano* (ON 106521) 2715gt bt 10/96 by Sir Raylton Dixon for Plate SS Co. Sold 10/1909 to Cunard SS Co r/n *Lycia*. Torp'd 11/2/17.

ss. *Orono* (ON 109921) 2891gt bt 11/98 by Sir Raylton Dixon for Plate SS Co. Sold 10/1909 to Cunard SS Co r/n *Thracia*. Torpedoed 27/3/1917.

ss. *Oro* (ON 1093) 3353gt bt 1/1900 by Sir Raylton Dixon for Plate SS Co. Sold 10/1909 to Cunard SS Co r/n *Phrygia* till 8/1928. Sold London-Greeks (Olivier) r/n *Alkyon* by Commercial Nav Co, Piraeus, 10/1931 r/n *Phrygia* by Anglo Maritime Shipping reg'd London- 33 reg'd Panama. Arrived Genoa 6/1933 for demolition.

IRISH SEA CONTAINER TRADE AT PRESTON

Part 3

by Peter Kenyon

Greenore Ferry Services (GFS) purchased a second-hand vessel, renaming her *Owenbawn*. She made her first visit to Preston in August 1970. The same company also chartered their new *Owenglas* to Coast Lines in January 1971 and re-named her *Irish Coast* while she was employed on the Larne route. There was much reorganisation of services during the first six months of 1972 with ASN gradually reducing its Larne sailings and increasing those to Belfast, Drogheda and Dublin. By June ASN had only ro-ro services to Larne: Coast Lines were now operating from Preston to Larne, Londonderry, Newry and Drogheda: GFS chartered the Irish *Mulcair* and the *Regine* (German) to shift a backlog of cargo after a national dock strike in August 1972.

Soundings in the Ribble were so bad that, in October 1972, four inward-bound vessels and three outward-bound were neaped. Container companies were putting a 48-hour delay notice on delivery times. If Preston wished to continue with fixed schedule services, then expensive dredging would have to be carried out; not easy for a municipally owned and operated port and would be the principal reason for the gradual run down of container services.

The Belfast Steamship Company purchased the German *Embdena* which had been sailing to Londonderry for Coast Lines, renaming her *Ulster Merchant*, still operating to Londonderry. The Irish *Mayo* was chartered by Coast Lines in early 1973 and placed on their Larne service; this vessel also sailed for GFS to Greenore. Warrenpoint was now included in Coast Lines' services using the *Goodwill Trader* and the German *Amuthon*.

The *Barbel Boltten* went off charter and sailed for Hamburg on 19th June 1973, and her sister the *Marietta Boltten* lay idle at Preston throughout July, before she also went off hire on 18th August. Early

in 1974 ASN announced that its Dublin service would cease by the end of April, and on 10th May announced that the bulk of its Irish Sea services would be moved to Cairnryan in Scotland. At the same time NITS announced that it would leave Preston for a purpose-built terminal at Fleetwood, and go into ro-ro operations by forming a new company with Ferrymasters. This move alone cost Preston eight to ten sailings a week, and the ASN move would lose the port another twelve sailings per week. The reason for the NITS move was that ro-ro had made large gains at the expense of lo-lo in Irish Sea services, and Fleetwood's new terminal would enable fixed schedules to be operated more easily. The services from Preston for 1974 were ASN's reduced Belfast route; AIT services to Warrenpoint and Drogheda, and the Greenore Ferry Service. Industrial action at Liverpool resulted in the B.& I's *Wicklow* operating from Preston for a time.

The *JOURNAL OF COMMERCE* published a Preston Port Survey in March 1975 which showed the port as having Containerway and Road Ferry services to Belfast; AIT to Larne, and GFS to Greenore. The report went on to state that Preston had replaced lost trade with general cargo services to the Mediterranean and Spanish ports, some of these services handling containers. The Sealand Feeder container service to Rotterdam was flourishing.

Some routes closed in 1975 with the *Goodwill Trader* taking the final Londonderry sailing on 30th January. Belfast ceased to be served from Preston when the *Solway Fisher* and *Orwell Fisher* made their last sailings on 28th and 29th December. The Isle of Man service was regained from Glasson Dock and operated by Ronagency (Wm.Edmundson) using the *Northgate* and the *Tower Marie* on a daily service to the Island. ASN's last service on the Ribble transferred its Irish terminal from Dublin to Greenore in May 1976, and the only other services were AIT to Warrenpoint and Ronagency to the Isle of Man.

The Greenore service was renamed Irish Ferryways in February 1978. Preston's last "new" service was inaugurated by Unit Shipping in April 1978 with the *Guernsey Fisher* sailing to Belfast. After starting the container business in 1954, Preston was now left with three small services. This was not the end of containers at Preston as over the years trouble at other ports and on British Rail had resulted in many diversions. British Rail even ran 'liner trains' to Preston Dock with containers for these services. The following list of unit loads appears in the Port Arrivals book for March, 1978 :

Lys Line (foreign)	2	unit loads
Irish Ferryways (Greenore)	429	unit loads
AIT(Warrenpoint)	487	unit loads
Ronagency (Isle of Man)	53	unit loads
Hispania Maritime (foreign)	91	unit loads
OCL (foreign feeder)	616	unit loads
B & I Line (Irish Sea)	32	unit loads
OOS Line (foreign feeder)	113	unit loads

In 1981 the AIT service was renamed Irish Sea Services and operated to Dublin with the *Goodwill Traveller* and to Warrenpoint with the German *Markus*. The last sailing was to Dublin on 23rd June with 33 units, 450 tons. Unit Shipping's final sailing was taken by the *Guernsey Fisher* when she sailed down the Ribble bound for Belfast on 30th May. On 11th June the *Owenglas* made the last sailing from Preston with containers when she departed for Greenore, and on 14th June 1981 the *Orwell Fisher* arrived at Preston for the last time with 'boxes' from Greenore. Thus ended the port of Preston's container services across the Irish Sea after twenty six years.

ABBREVIATIONS FOR CONTAINER SERVICES

In which the vessels of the following list operated :

AIT	Anglo Irish Transport to Londonderry
AIT (N)	Anglo Irish Transport to Newry
AIT (P)	Anglo Irish Transport to Portrush
AIT (W)	Anglo Irish Transport to Warrenpoint
ASN	Atlantic Steam Navigation/ACCS to Larne
ASN (B)	Atlantic Steam Navigation to Belfast
ASN (D)	Atlantic Steam Navigation to Dublin
ASN (Drog)	Atlantic Steam Navigation to Drogheda
ASN (G)	Atlantic Steam Navigation to Greenore
ASN (W)	Atlantic Steam Navigation to Waterford
B&ISPCo	British & Irish Steam Packet Co to Dublin
BI (D)	British & Irish Steam Packet Co to Dublin
B & I Line	British & Irish Line to Dublin
BPT	Belfast & Preston Transport to Belfast
CLD	Coast Lines to Dublin
CLW	Coast Lines to Warrenpoint
G.Ind	Geest Industries to Drogheda
GR	Greenore Ferry Services to Greenore
IF	Irish Ferryways (Greenore Ferry Services renamed Feb., 1978)
IF(B)	Irish Ferryways to Belfast from Sept., 1978
JSS(W)	J.S.Sellers (Preston) Ltd to Waterford
NITS	Northern Irish Trailer Service to Larne
RON	Ronagency (W.Edmundson) to Castletown and Douglas, IoM.
UNIT	Unit Shipping to Belfast from 30/4/1978

VESSELS OPERATED in CONTAINER SERVICES from PRESTON

Ex name(s) of vessels are given only when operated on container services from Preston with that name.

Vessel	Flag/grt/built	Owner	Services
A.R.Rawall	Ir/425/'48	D.Fitzpatrick	ASN
Amuthon	Gn/499/'70	Amuthon Emden Kust	CLW
Arklow Bay	Ir/566/'53	Arklow Shpg	IT(N)
(ex Fallowfield, '71)			
Astarte	Gn/424/'57	Johns. Thode	JSS(W), ASN(W), GR
Barbel Boltan	Gn/998/'68	A.Boltan & W Muller	ASN
Bay Fisher	Br/1289/'58	Jas Fisher & Sons	ASN(D)
Bell Concord	Ir/806/'53	Concord Shipping	GR
Biscaya	Du/500/'57	H.Pepping	ASN
Bounty	Du/495/'57	P.J.Balk	ASN
Butjadingen	Gn/500/'61	Richard Busing	BPT
Cambrian Coast	Br/560/'57	Coast Lines	
B&ISP, AIT, AIT(P), AIT(W), AIT(N), ASN(Drog)			
Capacity	Br/461/'63	F.T.Everard & Sons	RON
City of Le Havre	Gn/499/'63	= = =	BPT
Cliffville	Br/965/'44	John S.Monks	ASN
Clipper	Du/500/'56	AC Hoff	ASN, ASN(D), ASN(Drog)
Coria	Du/499/'67	H.Pepping	ASN
Curran	Br/1325/'67	Shamrock Shipping	ASN, ASN(D)
Derwent Fisher	Br/1096/'66	Jas Fisher & Sons	ASN(D)
Dorset Coast	Br/1225/'59	Coast Lines	NITS
Dromineer	Ir/857/'46	Limerick SS Co	GR
Earlsfield	Br/635/'52	W.A.Savage	AIT
Eden Fisher	Br/1173/'6	James Fisher & Sons	ASN, ASN(D)
Elfi Breuer	Gn/499/'57	Jurgen Heinz	GR, ASN(W)
Elisa (ex Biscaya)	Du/500/'57	H.Pepping	ASN, ASN(D), ASN(B)
Embdena	Gn/499/'71	Embdena Emden Kust	AIT
Evertsen	Du/499/'62	J.Vermaas Schps	AIT(P)
Fallowfield	Br/566/'53	W.A.Savage	IT(P), AIT
Fastnet	Du/499/'65	J.Klugkist	ASN(W)
Fernfield	Br/561/'54	W.A.Savage	NITS, AIT(P), AIT

Fidentia	Gn/998/'55	Brink & Co	ASN
Firth Fisher	Br/979/'50	Jas Fisher/Sons	ASN, ASN(D)
Foxfield	Br/546/'52	W.A.Savage	AIT(P), AIT(W)
Frieda Graebe	Gn/499/'66	Gunther Graebe	CLD
Friendship	Br/500/'57	Mountwood Shpg	
		GR, B&ISP, AIT, NITS, ASN(D & Drog)	
Friso	Du/500/'62	J.Klugkist	GR, JSS(W), ASN
Geestdijk	Du/461/'53	Waling van Geest	G.Ind(Drog)
Glenapp Castle	Br/642/'24	Lindean SS Co. Ltd	ASN
Goodwill	Du/500/'58	A.C.Hoff	ASN, ASN(B)
Goodwill	Du/499/'62	A.C.Hoff	ASN
Merchant			
Goodwill	Du/500/'61	A.C.Hoff	ASN, RON, AIT(W), CLW
Trader			
Goodwill	Du/499/'66	A.C.Hoff	ASN(D), AIT(W), CLW
Traveller			
Grangefield	Br/504/'54	W.A.Savage	NITS, ASN(Drog)
Greenfield	Br/504/'53	W.A.Savage	NITS
Guernsey Fisher	Br/829/'71	Jas Fisher/Sons	ASN(G), AIT(W), U.Shg
Hannes	Gn/499/'67	Anna & Hannes Knuppel	CLD
Knuppel			
Heinrich Lorenz	Gn/1866/'54	Fisser & van Doornum	ASN
Hermia	Gn/999/'68	W. Harms & J.Gahrs Ag	AIT
(ex Marietta Bolten, '74)			
Ingakbir	Du/499/'64	J.Vermaas Schps	AIT(P), B&ISP, CLD
Inniscarra	Ir/584/'48	B&ISPCo	B&ISP, CLD
Irish Coast	Ir/763/'70	Greenore Ferry Svcs	AIT
(ex Owenglas '71)			
Jannie	Du/499/'56	R.J.Kinst(Carebecka)	GR
Jonan	Du/400/'54	J.Engelman & others	ASN
Juvalta	Du/499/'59	Schellen Schps	ASN(Drog)NITS, AIT, ASN
Kapt Jan	Gn/1189/'50	J.A.Reinecke	ASN
Reinecke			
Killarney	Gn/999		B&I Line
Lamara	Gn/492/'46	Uwe Buchorn	BPT
Leven Fisher	Br/1540/'62	Jas Fisher	ASN, ASN(D)
Lireco	Du/349/'54	E.Wagenborg Schps	RON
Loch Etive	Br/982/'48	J.Rainey Shipping Ltd	AIT, ASN(D), ASN

Loch Linnhe	Br/766/'28	J.Rainey Shpg Ltd	
			AIT, JSS(W), ASN, GR, ASN(W)
Linda	Du/499/'65	H.Pepping	ASN, ASN(D), ASN(B), AIT
Lune Fisher	Br/1012/'62	James Fisher & Sons	AIT
Marie	Du/494/'52	Wijne & Barends	ASN
Marietta Bolten	Gn/999/'68	A.Bolten & Wm.Miller	ASN
Markus	Gn/499/'71	Claus Speck	AIT(W)
Mary Robert Muller	Gn/1598/'52	Robert Muller	ASN
Mayo	Ir/758/'70	Irish Sea Operators	AIT
Moyle	Br/1325/'67	Shamrock Shipping	ASN, ASN(D)
Mulcair	Ir/480/'58	Hibernian Transport Co	RON, GR
Noach	Du/499/'52	NV Rederij Holland	ASN, ASN(D), AIT, AIT(P)
Northgate	Br/499/'64	Hull Gates Shipping	RON
Orwell Fisher	Br/1374/'68	Jas Fisher	ASN, ASN(D), IFB
Owenbawn	Ir/841/'50	Greenore Ferry Svces	GR
Owenduv	Ir/734/'41	Greenore Ferry Svces	GR
Owenglas	Ir/763/'70	Greenore Ferry Svces	ASN(D), ASN(G), IF, AIT(W)
	(ex River Fisher '67)		
Owenro	Ir/598/'65	Greenore Ferry Svces	GR
Pavonis	Du/384/'60	Rederij Salomons & Wildeman	RON
Pointer	Br/1208/'56	Coast Lines	NITS, ASN(Drog)
Pool Fisher	Br/1028/'59	James Fisher & Sons	ASN(D)
Prior	Du/499/'51	A.C.Hoff	ASN, ASN(Drog), GR
Race Fisher	Br/739/'42	Jas Fisher/Sons	ASN(D), ASN
Regine	Gn/695/'70	Schiff's.Sped."Elbe"	GR
River Fisher	Br/7343/'41	James Fisher & Sons	ASN(D), ASN
Roscrea	Ir/441/'63	Limerick SS Co	GR
Saint Colman	Br/917/'63	J. & A.Gardner	BPT
Saint Kilda	Br/708/'55	J. & A.Gardner	ASN
Saint Rule	Br/524/'41	J. & A.Gardner	ASN
Salrix	Br/591/'65	J.Rix & Sons	GR
	(ex Owenro, '74)		
Seisenland	Gn/326nrt		CLD
Senang	Du/496/'56	W.H.James & Co	GR
Solway Fisher	Br/1374/'68	James Fisher & Sons	ASN, ASN(D), IF
Spaniel	Br/1207/'55	Coast Lines	NITS
Stream Fisher	Br/746/'43	J Fisher/Sons	ASN, ASN(D)
Terrier	Br/1127/'57	Coast Lines	CLD
Tower Duchess	Br/200/'69	Tower Shipping	RON

Tower Marie	Br/200/	Tower Shipping	RON
Tower Venture	Br/200/'68	Tower Shipping	RON
Trinitas	Du/499/'51	Schp.& Handel Mij	ASN(Drog), ASN(D), GR
(ex <i>Prior</i> '63)			
Tuskar	Du/499/'53	J.Pinkste	JSS(W)
Ulster Merchant	Br/499/'71	Belfast SS Co	AIT(W)
(ex <i>Emhdena</i>)			
Violet Erica	Du/499/'52	Tergwogt & Lagen CV	NITS
Werner Meyburg	Gn/500/'61	Emil & Werner Meyburg	ASN(W)
Wicklowl	Ir/ . . .	B.& I.S.P.Co	CLD
Wirral Coast	Br/881/62	Coast Lines	AIT(N), B&ISP
Zus	Du/493/55	W.H.James & Co.	GR

Talk 19th September 1996

"Times are Changing but Everything Remains the Same"

The Society's 96-97 season of talks opened with Sir Trevor Jones speaking about the Port of Liverpool, its trade, shipping and workers. Having been involved throughout his working life in local maritime business, plus being a Liberal councillor, he spoke with first hand experience of the waterfront problems.

Starting with the premise that the history of the city was built on the strength of the port, he took those present from the days in 1945-6 with 29,000 dockers, seven miles of busy Liverpool docks, and a majority of major UK shipping companies being based in the port up to the present day. En-route the dock work-force had declined to number hundreds, almost all the shipping companies had been wound up and working berths decimated.

Some of the reasons for the vast loss of trade were an unreliable work-force with all the attendant bad publicity, failure by management ashore and afloat to foresee and adapt to the rapid changes taking place in trade, shipping and port facilities; and the complete lack of Government financial support to the industry compared to foreign competitors. One of the saddest memories was the impression of lethargic acceptance by the public as trade, employment and port credibility slipped away. The loss of jobs and skills were extensive as allied marine businesses were nil. Whilst some of these were never to recover, the slimmer work-force plus entrepreneurial, realistic, business abilities had enabled a considerable resurgence of trade to the north end docks. Whilst the number of ships entering the port now are greatly reduced, their size and carrying capacity have more than compensated. The tonnages in cargoes handled were now at all-time record levels and some of the old skills were being resurrected.

The talk touched many a chord amongst the members present and, delivered with anecdotes and touches of humour, was much appreciated.

P.J.T.

A MERCHANT NAVY MEMORIAL

for Merseyside

Recently there have been calls for a Merchant Navy Memorial of some sort to be erected on Merseyside. It is not widely known that the Merseyside Development Corporation has provided a form of memorial to seafarers. It is a band-stand with a cupola supported by stone columns with an inscription

The floor of the memorial is engraved with radial lines pointing to a number of major overseas ports with links to Liverpool and the distances from Merseyside are engraved along the respective lines.

Unfortunately the MDC made little attempt to publicise their erection of the band-stand: many seafarers know little about it. It can be seen in line with the northern side of the Royal Liver Building and about half way between that building and the river-side.

There was a memorial to seamen, specific to an event, at the north end of the Pier Head plaza, but it always appeared to be obscured by a transport terminal building. Perhaps it is still there.

Many seafarers' memorials on Merseyside erected prior to WWII were damaged/destroyed in air raids and in fact some were lost during the 1950's when many buildings, in the Canning Place area, were demolished to satisfy the designs of developers. In mind is the demolition of the Seamen's Home and other similar institutions.

Research Notes

The group which has spent most of every Monday in the Maritime Archives & Library for the past two years, will not be meet on Mondays over the foreseeable future. Under financial pressure, the position of porter has been discontinued by the Museum. With his contract ended the most recent incumbent has left for a post in local government. This means that the group's activities in assisting queries from members will be somewhat curtailed and the answer time similarly lengthened.

Our vice-Chairman, Mike Jones former chairman of Liverpool Steamship Owners Association, has been asked to assist with listing and sorting the LSOA material now deposited in the Marine Library & Archives. At Monday lunchtimes he has been seen to come to the surface like a coal-miner, shading his eyes from natural light. Reckons he has at least a year down below.

Stewart Bale Photo Archive - amendment to the information printed in the Summer Bulletin:

The negatives are 12" by 10" and same sized prints will cost £11.67
somewhat cheaper than stated.

REVIEW

W.J. YARWOOD & SONS Ltd: *Shipbuilders of Northwich, 1896-1966*
by Clive Guthrie

Almost a decade ago, Clive, one of our members, began compiling a list of vessels built by Yarwoods. He uncovered at least a thousand vessels and collecting several hundred photographs. However the research became a history of the family and firm. Published by Northwich & District Heritage Society, and supported by the local authorities, it is well researched and highly readable with 46 photo-illustrations and a map in 20 pages of A4 format. It is to be hoped that this small volume preceedes a full history and listing.

Northwich Heritage Society, no price given but expected to be about £5

From the Chairman

Dear Friends,

Since I last wrote to you, a number of changes have taken place within the Society. In less than a month of John Shepherd's resignation as Treasurer, long-standing member, Sandy Williamson, had stepped forward, and taken his position at the helm of the monetary boat and our finances. We wish him all success in this exacting job, and if you also wish him to enjoy his work, as I'm sure you all do, then please endeavour to pay your subs on time! Nothing will please him more.

We are still without a President, but this matter is being addressed in more leisurely fashion for the time being. Of greater importance is the curtailment of our facilities in the Archive & Library section of the Museum, especially the withdrawal of our Monday concession. During September the Council have held several meetings; the upshot being a letter addressed to the Director of NMGM, Richard Foster, outlining our grievances and seeking redress.

Another change in the wind. Harry Hignett has given notice that he will relinquish the editorship of the Society, at the end of the present season, (next May) from editorship of the Society. For many years Harry has faithfully produced our quarterly BULLETIN and other publications. We all agree that Harry has earned his "retirement", and wish him well. Meanwhile, the search is on for a successor.

I learn from Lydia Pattinson that the Cunard Archives are now lodged in Liverpool University's Sydney Jones Library at the eastern side of Abercromby Square. I understand the massive archive is well-ordered and monitored, but it is essential to book a visit by telephone through the Liverpool University switchboard.

I hope I shall see as many as possible at our Christmas Lunch this year. It is to be held at the Grange Country Club, Thorton Hough, Wirral on Friday 13th December. The Grange has served us well on previous occasions, and should anyone have uneasy reservations about the date (and I know there are many old sailormen reading this) I am sure the staff at the Grange will have the will and the means to quell them. Names to Harry Hignett, please.

Many of you will wish to make note of the Annual Ecumenical Merchant Navy Service to be held in the Liverpool (Anglican) Cathedral on Sunday 10th November 1996. It will include a special Act of Remembrance for those who died at sea, both in times of peace and war. For members who require further details, Vice-Chairman Capt Mike Jones will be happy to oblige.

Like all of you who were present at our September meeting, I did enjoy Sir Trevor Jones talk on changes wrought in the Port of Liverpool since the Second World War, from a businessman's point of view. Sir Trevor made his points with characteristic clarity and humour. His affection for the Port, and all its works - "warts and all" - shone through his discourse to engage the sympathy of all his listeners. Needless to say, I look forward to future gatherings, and to meeting the speakers which our indefatigable Meetings Secretary, Ron Dennis, has lined up for us.

Yours Graeme Cubbin

LIVERPOOL NAUTICAL RESEARCH SOCIETY



Vol 40 no 3 Winter 1996/7

BULLETIN

Seasons Greetings

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Merseyside Maritime Museum

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Society Notes:

Members please note that although the fees for the use of the Maritime Archives and Library have often been waived, they are now required to pay a fee : £3 annually or 30p per day. It may be that the fees will be increased in February

Late news

The Maritime Archives and Library will be closed for the whole of January. The reason being the alterations necessary to expand the reading room area and the facilities. Any member wishing to visit during the 1st week of February is advised to phone the Archivist beforehand.

A View of Liverpool Maritime Commerce 1825

From "Liverpool" by Henry Smithers (Thomas Kaye L'pool 1826)

Slave Trade

In 1807, the British Houses of Parliament, after a mature investigation into the slave trade, its nature and consequences, decreed its abolition, and thereby threw a glory around the land, the influences of which will extend, eventually over the habitable globe.

The several persons immediately interested in the traffic, alarmed for their property, raised, as might be expected, a most violent outcry against the measure, although it had, for several years, proved a losing speculation to those engaged therein. But mark the results— from the year 1807 to the present period (mid-1820's), the town of Liverpool and its dependencies has experienced a more rapid state of improvement and of progressive increase than at any former period of its history.

Baltic Trade

From 1770 to 1823 Liverpool's trade with the Baltic and Russia grew tremendously as can be seen in the following table:

	1770	1815	1820	1823
Hemp	273 bales 348 bundles	3,300 tons	2,475 tons	2,530 tons
Tallow	2 casks	9,400 cks	11,200 cks 3,100 serons	16,670 cks 320 serons
Iron		36,103 bars	37,000 bars	32,100 bars

North American Commerce

The separation of the USA from Britain has, in a commercial view at least, greatly promoted the interests of both countries. So long as the colonies were united to and dependent on the mother country, they partook of all the hatred and envy with which the continental powers regard our prosperity: become a free and independent nation, America forms a sort of common centre for all.

The most sanguine calculation could never have anticipated the rapid progress of the new republic, or the extent of commerce which Liverpool carries on therewith.

Vessels	Inwards	Outwards
1764	188	141
1793	160	156
1821	772	718
1823	953	825

In the years 1821 to 1824 more than 50% of the 5,708 vessels entering the Mersey from overseas were from North America.

American Packets

In the year 1818, the first line of American Packets was established in New York, by Messrs Isaac Wright & Son and Messrs Francis & Jeremiah Thompson with another to sail regularly once every months for and from New York. After two years, a more frequent communication was found necessary, when a second line of packets was fixed.

There are now four lines to and from New York and two to and from Philadelphia.

	Days
The average length of passages from New York to to Liverpool, from 1819 to 1823, has been . . .	23½
The shortest passage made was by the ship <i>New York</i> , George Maxwell, in	15¾
The longest passage was in December, 1820 . . .	37
The average length of the passages from Liverpool to New York, during the same period, was	40
The shortest passage was made by the ship <i>Amity</i> , George Maxwell, April 1819	22
The longest passage was in December, 1822	65

No expense is spared in the fitting out of these vessels with every possible convenience for passengers; and, when in port, they are visited as objects of curiosity. The furniture and hangings are superb, costly, and in good taste; but when the voyage commences, these give place to less magnificent decorations, better appointed for a sea voyage. The short period they remain in harbour are exhibition or gala days.

Messrs Cropper, Benson & Co are the agents for the first and second lines of these packets, which sail regularly from Liverpool on the 1st and 16th or twice every month. They are all New York built, coppered and copper fastened.

The vessels in this employ, in July 1824, were, the

	tons	Captain
<i>New York</i>	500	G. Maxwell
<i>Nestor</i>	452	E. Lee jun.
<i>Orbit</i>	380	Tinckham
<i>Pacific</i>	500	S. Maxwell
<i>William Thompson</i>	495	R. Crocker
<i>Canada</i>	540	James Rogers
<i>James Cropper</i>	478	Charles Marshall
<i>Columbia</i>	500	Set G. May

A third line of packets to New York has been established, one of which sails on the 8th day of every month from Liverpool. The vessels in this employ, in July 1824, were the

<i>John Wells</i>	360	Isaac Harris
<i>Manhattan</i>	385	Ricketson
<i>Panthea</i>	370	Thomas Bennett
<i>Meteor</i>	312	T.W. Gardiner

The *Manhattan* and *Panthea* are consigned to Messrs Cropper, Benson & Co and the *John Wells* and *Meteor* to Messrs A & S Richards & Co.

One vessel also, in the fourth line of packets to New York, sails on the 24th of each month. The ships in this employ, in July 1824, were the

<i>Corinthian</i>	401	G.W. Davis
<i>Leeds</i>	408	W. Stoddard
A ship now building		H. Holdridge
<i>Cortes</i>	330	Nash de Cost

Messrs A. & S. Richards are the agents for this line.

There are also two lines of Philadelphia packets, established on similar principles to the preceeding. One ship on the first line sails from

Liverpool on the 20th of each month. The vessels in this employ, in July, 1824, were the

<i>Florida</i>	520	J.L. Wilson
<i>Julius Cæsar</i>	346	F.M. Marsh
<i>Colossus</i>	412	R.Marshall
<i>Courier</i>	384	G.H. Wallace
<i>Delaware</i>	399	John Hamilton

Messrs Rathbone Brothers & Co are the agents for these vessels.

A second line of Philadelphia packets has also been fixed, one of which sails on the 20th of every month, except December, from Liverpool. The vessels on this line, in July 1824, were the

<i>Montezuma</i>	T. Potts
<i>Algonquin</i>	C. Dixey
<i>Alexander</i>	Stephen Baldwin
<i>Tuscarora</i>	James Serrill

So that six packets sail every month regularly for New York and Philadelphia, and return due in course, besides a considerable number of merchant vessels, consigned to and from individuals. The facilities which all these afford to commerce attract it with magnetic force.

Arklow & the Early Liverpool Connection

by Terry Kavanagh

Much could (and should) be written about the 10,000 or so visiting ships recorded in the Liverpool "Subsidiary, Other Ports" Shipping Registers, 1786-1818,¹ held at the Merseyside Maritime Museum. because so many of the early register-books and transcripts (copies) from these other ports have been lost over the years. But here we are merely concerned with those Liverpool traders, 28 in number, which were built and/or owned at Arklow, co. Wicklow.

Surprisingly, only two of these vessels were registered at Dublin. The first one, a 38¾-ton, 40ft-long clinker-built sloop, called the *Mary Ann*, was launched at Arklow in 1784. Her sole owner was Patrick Doran, merchant, of Back Lane, Dublin, who appointed Richard Graham master. Apparently, the latter went on to become captain and part owner - together with William Graham, an Arklow farmer, and John Doran, a Dublin-based merchant - of the second vessel registered in the capital; the counter-sterned brig *Catherine*. Registering 117 tons burthen, and measuring 64ft 2in x 21ft 7in x 11ft 10ins, this Dublin-Liverpool coaster (which probably carried livestock) was built at Arklow in 1799, and stood A1 at Lloyd's.

Wicklow town was the port of registry for the remainder. With the exception of the 60-ton Arklow-built schooner *William* (1812), belonging to Garrett Graham, a mariner turned merchant, and Richard Kearon, her master, they were all described as sloops or smacks - and are understood to have had Arklow owners unless otherwise expressed. The oldest sloop built at Arklow was the 43-ton *Nancy* of 1770, John Doolittle: master, Dennis Byrne, merchant, owned her. Next comes the 41-ton *Success* (1788), the property of Edward Kearon, the skipper, and John Bradshaw, merchant. Another sloop of 41-tons register, the *Jane* of 1806, was jointly owned by former mariner, Benjamin Griffith, now a grocer/publican, and Richard Price, the skipper. Six years later, these two men were the joint

owners of a 53-ton sloop, also named (or possibly re-named) the *Jane*, and built at Arklow in 1806 (Charles Price, master). In 1810 the *Sophia*, 19 tons burthen, (James Neal, master) was completed there for John Bradshaw, merchant. She was joined in 1812, by the 24-ton *Michael*, belonging to Michael Tyrrell master, and Michael O'Neill, merchant. Three years on, Arklow witnessed the launch of the 35-ton *Ceres*, (Edward Kearon, master), built to the order of Garrett Graham and Robert Graham, of Dunnville, co. Dublin, gentleman.

Garrett Graham was also co-owner with Richard Kearon, the master, of one of the four sloops bought in by Arklow owners - the 54-ton *Carysfort*, built at Rothesay, Isle of Bute in 1789. An older sloop, the 55-ton *Isabella* (Dungarvan, co Waterford) 1780), belonged to her skipper John Kelly, and John Bradshaw, merchant, in the early 1800's. Around that time, the 55-ton *John & Mary* (New Ross, co Wexford 1785) was purchased by two mariners - Matthew Smith (master) and John Kinshley; along with two farmers - a local one, Nicholas Boland, and Thomas Phillips, of Cronroe, co. Wicklow. Two more local farmers, George Philpot and James Nalty, were part owners with Benjamin Griffith and Richard Price, of the 41-ton *Dove* (Pwllheli 1801), John Price, master.

So much for the sloops, now for the smacks - only one of which came from outside Arklow. The oldest one built there was the 40-ton *Golden Pillar* of 1775, jointly owned by Michael Terrell, her skipper, Joseph Sherwood, mariner, and Dorothy Terrell, a widow. In 1776 two more smacks were launched: the 35-ton *Nancy*, Bryan Kelly, master; and the 35½-ton *George*. The first-named vessel belonged to Mary Chatham and two Dublin Men, Samuel Johnson, and Charles Stephenson. Three mariners - Michael Doyle (the skipper), William Phillpot, and Arthur Neill - owned the latter. 1777 saw the launch of the *Ann & Catharine*, 61½-tons burthen, the property of Andrew Hudson, her master, and two widows, Eleanor Doyle and Phillis Murphy. In addition, Phillis Murphy, as the guardian of one William Whitton, a minor, owned the 36¾-tons *William* of 1785 (Henry Myler, skipper). Four years before, the

Michael, also of 36¾tons register, Peter Brown, master, had made her appearance. She belonged to Thomas Brown and Samuel Furlong, merchants. The 52½-ton *Endeavour*, built in 1782, was jointly owned by Daniel Lee, her master, and Rowland Ayres, mariner. The 48-ton *Ratler* (sic) of 1784 was also a joint venture; she belonged to her skipper, William Cummerford, and Charles Murphy, a Cork merchant. Likewise 54-ton *Delicate* of 1785, which was the property of three mariners: Patrick Neill (her master), Thomas Lee and John Lee. And the 30-ton *Success*, launched that year, was co-owned by one man, Edward Kearon, her master, and Robert Taylor, mariner. By contrast, the 44-ton *Mary*, launched in 1795, also belonged to her skipper, namely Timothy Tracey, fisherman. The 25-ton *Mayflower* (1796) was the property of Benjamin Griffith, her then master and James Byrne, mariner. In 1798 these two and George Byrne, another mariner, bought the new 32-ton Wicklow-built smack *Needham*. Her skipper, Benjamin Griffith was also part-owner, with John Price, the master of the 18-ton *Fox*, which was launched at Arklow in 1810.

These smacks ranged from 33ft to 50ft in length, the *Fox* being one of the shortest. She had a round counter, but some of the others were square-sterned. They were fully clinker built, save for the *Success* (1785) which was part clinker and part carvel. And whilst the *Fox* had two masts and was almost certainly ketch rigged (generally known by fishermen as the "dandy" rig). But all the rest were cutter rigged; the single mast being stepped farther aft than on a sloop and closer to midships.

"The mainsail was large, with gaff and boom, the latter extending well beyond the stern. A foresail was set on the forestay and a single jib on a sliding bowsprit, which had no rigging of any kind except the jib outhaul. A short fixed topmast was invariably fitted, of a shape peculiar to Arklow smacks only, and on this was carried a gaff topsail of almost rectangular shape, its yard being nearly parallel with the mainsail gaff".²

Seven of the above-mentioned smacks - the *Golden Pillar*, *Nancy*, *George*, *Ann & Catharine*, *Michael*, *Endeavour*, and *Ratler* - obtained bounties for fishing in 1784.³ By then Arklow had become the centre of the fishing industry in co. Wicklow. Herring was the main catch; and it was customary for some of the smacks to move towards the Isle of Man to fish at the end of the local herring season. (A smack from Arklow, name unknown, was run down off the Carrick, in Port St. Mary Bay during the gale of July 1836. Fortunately the crew were saved by the smack which had run her down.⁴) These herring smacks did not return to their home port with their catches, but landed them where they could be quickly sold and processed - principally Liverpool. Oysters, too, were dredged and carried to that port by Arklow smacks. They returned home with earthenware and and coal, which latter powered the steam engines at the ore-mining shafts dotting the Avoca valley.

Coal was also brought in by Arklow coasters - and presumably some of them cleared outwards with copper ore. (This was certainly the case with English and Welsh craft at Wicklow, if not Arklow town; as evidenced by the sailing of the 90-ton Chester-built schooner *Irish Miner*, of and to Liverpool, with 66 hogsheads and loose 85 tons of copper ore in July 1790;⁵ and the sloop *Farmer*, ore laden, bound for Swansea, which foundered near Milford sixteen years later.⁶) Be that as it may, Arklow coasting vessels carried agricultural produce, especially grain, to Liverpool - and this not only from the Wicklow district. In March 1824, for instance, the sloop *Success*, Edward Kearon master, arrived in the Mersey, laden with 140 barrels of beans and 413 barrels of oats from Wexford.⁷

The *Success*, incidentally, was one of the two early Arklow sloops known to have been lost. She was bound from Arklow for Whitehaven, in ballast, and was driven ashore in Castletown Bay, Isle of Man, on Monday 15th April 1844. The crew were rescued with difficulty by the lifeboat, but the vessel became a total wreck.⁸ The other casualty was the *Isabella*, John Kelly master, grain laden, which sank in the Chester river, just opposite Parkgate, after being caught in a gale in February 1813.

“Her anchors, cables and rudder had been lost on passage [from Wicklow to Liverpool] during the continuance of the gale, and she had run into the river to escape further violence the crew, having taken to the boat, were safely landed at Parkgate, to the inexpressible joy of the inhabitants, who from, the shore had anxiously beheld their perilous situation.”⁹

Another early Arklow sloop, the 51-ton *Jane* (1806), was later rigged as a schooner. In 1825 she was bought by two Liverpool men, George Hogton, a timber merchant, and Luke Hemer, a shipwright. The following year they sold her to William Hewitt and John Hewitt, both mariners of Chester, and Thomas Kendrick, a Liverpool joiner, who held 32/64ths shares. In 1830 John Hewitt mortgaged his 16/64ths shares for the sum of £35 17s to Thomas Eyton, of Holywell, Flintshire, who almost certainly chartered the vessel for the Dee-Mersey coal and lead trade in which he had an interest. Seven years later Thomas Kendrick died, and his shares were bought by William Hewitt. In 1840 the latter sold his 48/64ths shares to George Castle the younger, a London shipbroker; who already held those of John Hewitt, now a declared bankrupt.¹⁰

Although few records have survived, it seems reasonable to suggest that the *Jane* wasn't the first Arklow vessel to enter the river Dee for trading purposes. It may or may not be significant, that two Wicklow-owned Liverpool traders, the 81-ton dogger *Friendship* and the 61-ton sloop *Good Intent*, were built at Chester in 1786 and 1791 respectively. Still, at least, we know the *John*, Terrell, cleared the port of Chester for “Wicklow” with coal in June 1783,¹¹ which vessel could be the 27-ton smack *John* of Arklow, whose owner/master, Walter Tyrrell, received the fishing bounty in 1771.¹²

Like the Arklow-built *Anne* (1808), *Sally* (1809), and *Patrick* (1814), the *John* does not appear in the “Liverpool Subsidiary, Other Ports” Registers, 1788-1818. So it is doubtful whether they recorded the arrival of every Arklow vessel. Nevertheless, these registers contain enough information to show that shipowning and shipbuilding firmly established there a generation before the great

sulphur ore export trade began. An export boom that was to turn Arklow into Ireland's largest schooner port in the course of just three or four decades.

References

- 1 MMM C/EX/L/5/1-2 & C/EX/L/6/1-10. On the importance of these "non-statutory" registers to the student of maritime history, see R.D. Jarvis, "Liverpool Statutory Register of British Merchant Ships," *Transactions of the Historic Society of Lancashire & Cheshire*, vol 105 (1953), p 118.
- 2 Frank Forde, *Maritime Arklow* (Dun Laoghaire, 1988), p17
- 3 *Ibid*, p107
- 4 Adrian Corkhill, *Dictionary of Shipwrecks off the Isle of Man 1740-1995* (Douglas IoM 1995) p165
- 5 *Gore's General Advertiser*, 8 July 1790
- 6 *Lloyd's List*, 14 Oct 1806. Arklow's links with South Wales go back at least to 1603 when two "Arkeley" boats - the 7-ton *Margaret* and the 6 or 8-ton *Grace* - entered and cleared Milford Haven. The *Margaret* arrived in June that year with 7 doz. cloven boards; 3 doz. studs; 20 doz. hoop staves; and 3 burdens bark. She left with 20 brls salt, for the heering fishery no b=doubt. A month earlier, her master Thomas Hyde, had been master of the *Grace* when she brought over 100 "Irish" boards; 2 doz. sawed timber; and 4 doz. hazel hoop staves. He was replaced by Lawrens Browne, who made two more trips in her. On the first one, the *Grace* arrived with 5 doz. draught timber; 2 doz. quarter boards for "plasteringe"; and 3 doz. hoop staves. On the second trip, she was laden with 60 burdens bark, "otherwise called Timber Rindes". She cleared outwards with ½scwt coal (E.A. Lewis, *Welsh Port Books, 1550-1603* pp229-234
- 7 *Gore's* 25 March 1824
- 8 Corkhill, *op. cit*, p151
- 9 *Chester Courant* 16 Feb 1813
- 10 *Chester Chronicle* 6 June 1783
- 11 MMM. Liverpool shipping Registers (Items 151/1826 & 205/1838). This vessel was re-registered at London 18 July 1840
- 12 Forde, *op. cit* p106

THE MOGUL STEAMSHIP COMPANY.

by David Eccles

In October 1883 the Mogul Steamship Company Limited was floated with a capital of £800,000 by Gellatly, Hankey, Sewell & Company, London. (During the 19th Century land east of Burma was known as Mongul inhabited by the Mongal race) Since 1862 the firm had traded its vessels to Australia, India and Japan often returning with tea from China, and the reason for establishing the steamship company was to enter the China tea trade.

Gellatly, Hankey & Sewell's four steamships, the *Afghan*, *Sikh*, *Pathan* and *Ghazee* were transferred to the Mogul Steamship Company (MSC). Each carried about 3,000 tons of cargo with 20 first -class passengers and was driven by a compound engine at 12 knots. The colours were black funnel, the houseflag white with a blue cross surmounted by a small red diamond. The vessels were manned by British officers, sailors, cooks and stewards with lascars employed as firemen. It was common practice to carry deck-passengers between eastern ports, including Muslim pilgrims between Singapore and Jedda (the port for Mecca).

A few months after its establishment the MSC was refused permission by the China Conference (meeting in Shanghai) to load tea at Yangtse ports for London, and the following year it likewise blocked the Company's attempt to enter the lucrative tea trade from China to Japan. For this trade the Company had purchased the thirty year old ss *Bengal* from the New York, London & China SS Company in 1884. Never used as intended, she was wrecked on a reef in the Java Sea laden with rice from Saigon to Sourabaya in March 1885.

As loading agents, in 1885 GHS & Co advertised a steamship service from Hull and Antwerp to India, Persian Gulf, Japan and Australia sailing every fortnight, this service included vessels of M.S.C. In July that year the company was left with three steamers after the *Afghan* was sold to a Bombay shipowner.

In 1887 two new 12-knot steamers fitted with triple-expansion engines supplied with steam at 150psi entered M.S.C. service. The *Tartar* and *Mogal* built for the Australian and Eastern trades had accommodation for 20 first-class passengers in the poop. They were manned by British officers, petty officers and stewards with Asian sailors, firemen and cooks.

The *Mogal* sailed on her maiden voyage from Birkenhead to the Far East in October, returning seven months later via New York. This was to become a regular voyage pattern for the company vessels. In March 1888 the eight year old *Sikh* (I) was wrecked off Ceylon without loss of life, to be replaced a year later by the 2,800gt *Sikh* (II) which remained with the company until sold to Italian owners in 1901.

In 1894 the eight year old compound engined *Tartar* and *Mogal* (I) were sold at Yokohama to NYK Lines, to be replaced the following year by the larger triple-expansion engined *Afridi* and *Mogal* (II) built by Sir Raylton Dixon.

In 1896 the name of the management company changed to Gellatly Hankey & Company when Sewell withdrew from business. The Liverpool agency remained at No.14 Water Street managed by William Waugh, and a short time later the company advertised steamship services from Glasgow & Birkenhead to Straits, China and Japan also from Middlesbrough & Antwerp to China and Siberia. These were operated by the five MSC vessels together with those owned by Warrack & Co of Leith and Charles Barry & Sons of Dundee. The *Sikh* (III) entered service in 1903: a 12-knot two-funnelled steamer built for the China trade, she was equipped with electric lighting and had accommodation on the long bridge-deck for 20 cabin passengers. With large doors in the tween-deck she was suitable for army transport. In March 1904 the *Afridi* and *Mogal* were sold at Yokohama to N.Y.K. Line and replaced by the *Ghazee* (II) in 1904 and *Pathan* (II) in 1905. These two 5,000gt shelter-deck steamers were fitted with side loading doors and manned by Chinese crew who were accommodated aft.

The *Sikh* (III), *Ghazee* (II) and *Pathan* (II) traded regularly from Glasgow and Birkenhead to the Far East on a service advertised by Gellatly Hankey & Co as The Mogul Line. This was monthly to Penang, Singapore, Hong Kong, Shanghai, Kobe and Yokohama served by three steamers owned by M.S.C, seven by Warrack & Co and two by Charles Barry & Sons. At Yokohama the steamers left the Mogul Line to be chartered to Dowell & Company to load for New York, and then to Tweddell & Company to load grain for return to a UK port.

In January 1912 the *Sikh* was sold to the Hamburg-Amerika Line to be renamed *Almeria*, which left the company trading with two steamers at the outbreak of hostilities in 1914.

On February 4th 1917 *Ghazee* (II) was torpedoed off the Irish coast, laden with coal on passage from Cardiff to Port Sudan. The vessel was beached, her crew rescued and the vessel left to be broken up by the sea.

When peace was declared the *Pathan* (II) continued to serve the Mogul Line until she was sold at Rotterdam in September 1923. Two months later the Mogul Steamship Company went into voluntary liquidation when the 21,645 holders of its £4 shares (£3 paid) each received £8 per share.

Gellatly, Hankey & Company continued to advertise their Mogul Line service from Middlesbrough, Glasgow and Birkenhead to Straits, China, Japan, Vladivostock and Nicolaisk (Siberia) until the outbreak of war in September 1939*.

After the war Gellatly, Hankey & Company resumed their trade to the Far East from Liverpool. Today as part of the Inchcape Group of Companies, Gellatly Hankey Marine Services with its head office in Singapore and branches at Port Melbourne, Dhaka, Shanghai, Hong Kong, Tokio, Seoul, Manila, Bangkok, Jakarta and Taipei continue to serve the shipping industry as marine surveyors and underwriters representatives of the P & I Club. They also serve the petro-chemical industry throughout the Far East as representatives of Caleb Brett (another Inchcape company).

*NOTE. The Far Eastern service from Middlesborough, Glasgow and Birkenhead operated by Gellatly, Hankey & Co and advertised as the MOGUL LINE was served by chartered steamers and had no connection with MOGUL LINE LTD registered at Bombay in 1939 which operated the Pilgrim trade to Jedda.

FLEET LIST

AFGHAN (ON78572) 2202gt bt Nov 1877 Aitken & Mansell for GHS. Reg'd Glasg. Sold Bombay 7/85 to Hajee Cassum Joosub. Last reported Bombay 7/3/1907.

SIKH (I) (ON84277) 2308gt bt Nov 1880 by Aitken & Mansell for GHS & Co Reg'd Glasgow. Wrecked Indian Ocean 3/1888.

BENGAL (ON30709) 2103gt bt 1853 by Todd & McGregor Registered London. Purchased by GHS & Co 1884 Wrecked Java Sea 3/1885.

PATHAN (I) (ON.87654) 2709gt bt 3/1883 by Aitken & Mansell for GHS & Co. Reg'd Rochester. Sold at Uraga 4/1901 to K.Fujioka r/n *KOUN MARU*. Foundered in a gale off Japan 5/9/12.

GHAZEE (I) (ON87678) 2712gt bt 6/1883 by Aitken & Mansell for GHS & Co. Reg'd Rochester. Sold Demerara 2/1901 to Quebec SS Co. r/n *RORAIMA*. Destroyed by volcano eruption at Martinique 8/5/1902.

TARTAR (ON91000) 2442gt bt 7/1887 by Raylton Dixon for GHS & Co. Registered Rochester. Sold at Yokohama April 1894 to N.Y.K.K. Line r/n *KOKURA MARU*. Last reported at Yokohama 1913.

MOGAL (I) (ON94552) 2819gt bt 10/1887 by Aitken & Mansell for GHS & Co. Reg'd Rochester. Sold at Yokohama July 1894 to N.Y.K.K. Line r/n *SAKURA MARU*. Scuttled as block-ship Port Arthur (China) 5/5/04.

SIKH (II) (ON94566) 2811gt bt 3/1889 by Wigham Richardson for GHS & Co. Reg'd Rochester. Sold at Dundee 3/1901 to Italian Sol Nav Vap Puglia r/n *REGINA ELENA* -1908 r/n *GEORGIA* Symons & Co. London - 1913 r/n *SHINSEI MARU* S.Hara. Sunk on passage Cardiff - Port Said 5/3/17.

MOGAL (II) (ON104318) 3654gt bt 5/1895 by Raylton Dixon for GHS & Co. Reg'd Rochester. Sold at Yokohama 3/1904 to NYKK Line r/n *JINSEN MARU*. Wrecked Ile d'Yeu on passage Verdon-Nantes 5/12/18.

AFRIDI (ON104321) 3648gt bt 6/1895 by Raylton Dixon for GHS & Co. Reg'd Rochester. Sold at Yokohama 3/1904 to NYKK Line r/n *KIRIN MARU*. Last reported arrival Otaru from Kobe 12/1921.

SIKH (III) (ON113715) 5020gt bt 1/1903 by Napier & Miller for GH & Co. Reg'd Rochester. Sold at Antwerp 1/1912 to Hamburg-America Line r/n *ALMERIA* (German). 31/12/14 Interned Antwerp - 1919 sold H. Nemazee 1922 r/n *ARMANESTAN* (Reg Hong Kong) - 1927 r/n *ARABASTAN*. Scrapped Osaka 7/1931.

GHAZEE (II) (ON118214) 5086gt bt 9/1904 by Russell & Co for GH & Co. Registered Rochester. Torp'd and sunk by *U60* two miles off the Irish coast 4/12/17.

PATHAN (II) (ON118219) 4956gt bt 9/1905 by Raylton Dixon for GH & Co. Reg'd Rochester. Sold R'dam 9/1923 to British Dominion SS Co. r/n *RAVENSCAR* - 1929 r/n *BIDDENDEN* McCallum SS Co. Scrapped Blyth 6/1931.

Meeting October 21st 1996

Upper Mersey Shipping in the Nineteenth Century

An illustrated talk by H.F. Starkey

Although it was overshadowed by the enormous volume of trade and commerce at the port of Liverpool during the nineteenth century, the Customs port of Runcorn developed into a successful canal port for vessels of shallow draught. Because of its location at a focal point on the country's inland waterways the Runcorn had a vital role to play in the development of Liverpool, Manchester, Stoke-on-Trent and industrial mid-Merseyside.

Before the days of roads and railways, Manchester depended upon the improved Mersey and canals for their supplies of raw cotton and for the transport of their finished cloth via Liverpool to a world market. Similarly, the prosperity of Stoke-on-Trent was built upon supplies of potter's materials from Cornwall, Devon and France carried on the Upper Mersey for transshipment to the Five Towns, the return cargoes being crated crockery shipped through Runcorn to the Port of Liverpool. Equally, Liverpool's rise to prominence in the eighteenth century was largely due to the salt trade which supplied the basic raw material for the town's early industries as well as for the export trade. Every ton of salt and much of Liverpool's coal came via the River Weaver and the Mersey in small sailing vessels.

Runcorn saw much enterprise and innovation. For instance, the Sankey Canal was the first industrial canal in Britain and the Runcorn Gap railway dock is believed to be the world's first purpose-built railway dock. The earliest paddle steamers regularly operated on the Mersey were financed by Runcorn men. For a brief period in the 1850's the largest iron merchant vessels built in Britain were constructed at Warrington, which was within the Port of Runcorn.

For two periods during the last century Runcorn was a separate customs port being independent of Liverpool and this status was maintained until 1994 when the Manchester Ship Canal was complete and Runcorn became part of the Port of Manchester.

The talk was illustrated using superb slides of unique archive photographs of shipping, cargoes and activity at Runcorn and Weston Point Docks. Photographs of the construction of the Ship Canal and bridging of the Mersey in the last century were presented as well as pictures of shipbuilding in the area. Although running a little over time those present were very willing to accept all the information offered by Mr Starkey.

PJT

Dickies of Bangor

A good turn-out greeted Managing Director Peter Dickie to hear him talk about his Company. Beginning with the origins of the Family concern in East Lock Tarbert in 1868, he took us through its development to present-day operations. One of seven brothers Peter's grandfather (also Peter), having trained in Fife branched out and took with him a team of craftsmen to set up in Bangor, buying Rowland Dockyard in 1824. As time went by the workforce from Scotland was replaced by local men and ex-Liverpool shipbuilding tradesmen with common factors of high skills and dedication.

Between 1925 and 1935 the business provided Class yachts for the sailing fraternity. During that time the largest motor yacht built was the *Jeanette IV* in 1930. 111ft long she is still in use. With both quality of build and an advantageous position on the Straits the business prospered.

However it was WW2 when the Company was at its busiest, building some 42 wooden hulled MTB's and MGB's for the Navy, one of which led the raid on St. Nazaire dockyard, landing naval and military personnel and then evacuating Canadian troops.

In the late 1940's the death of grandfather Peter, with his driving force and contacts, plus difficulties in obtaining materials presented problems. In the 1960's class ownership was falling and traditional building was being replaced by factory-built craft. Whilst Class boats like the "Fife" could be built in fibre-glass and match the sailing qualities of the traditional hulls, it became obvious that Dickies would have to diversify and be re-developed. From 1972 concentration was put on boat sales, repairs, brokerage and chandlery. A glance at their latest brochure shows just how far this has gone, listing some twenty comprehensive marine services on offer. These have included some very high standard work for the RHLI and re-building and re-fitting some famous craft such as *Gypsy Moth III* in 1991 - a craft which crossed the Atlantic four times

Since the change, Dickies have brokered/sold 2,700 craft and provided 470 new ones. They have offices in Swansea and Gibraltar, and two years ago successfully took over the management of Port Penrhyn. An interesting and impressive talk.

PJT

Research Notes

It has not been generally known that a former Oceanic Steam Navigation Company vessel dating back to pre WWI days remains afloat. This is the *Nomadic* a tender built for the White Star Line to act as a tender to the company's large passenger vessels when calling at Cherbourg.

As most White Star Line vessels she was built in Harland & Wolff's Belfast yard between March and May 1911. At 1,273 grt was not the largest vessel in the Line's colours, but neither was she the smallest, that honour at 640 tons fell to the *Traffic*.

The *Nomadic* remained at Cherbourg throughout the following four decades. In 1974 she was bought by a French consortium and served as a floating restaurant on the Seine in Paris. The vessel changed hands in August this year with the probable intention of being converted to a night-club.

Review

“On Wings of War; A History of 166 Squadron”

by *Jim Wright* no price given: from

166 Squadron Assoc'n 4 Park Way East, Kirkby Park Merseyside L32 2BY

It may be thought unusual to review such a publication in these pages. However there is a link, a mention of the twenty or so Air Sea Rescue Floats in the southern North Sea and the English Channel. These floats were anchored in well-chosen positions for the benefit of aircrews having 'ditched' in the sea. They were shaped rather like the air-sea rescue launches of the day but with a low stern providing easy access to the craft in which there was the usual survival equipment and provisions. The Germans also used floats with a similar concept: however they were not as sophisticated as the British craft. The link ? Many of the hulls were made by Yarwoods at Northwich. Our member Clive Guthrie has photographs of this unusual and unsung fleet.

From the Chairman

Dear Friends,

At this time of the year the thoughts of all good Christians are centred upon the annual festival of Christmastide, the season of peace, and good will to all men. However, so far as relations between ourselves and the Museums and Galleries authorities are concerned, in the wake of the autumnal cuts, these admirable sentiments may sound a little hollow.! Nevertheless, it is becoming clear after a series of useful meetings, that a serious shortfall in Government funding is forcing the NMGM to seek stringent economies throughout their organisation. That the Archives & Libraries section of our Museum should be one of the "fall guys" is a fact of life, though the sad consequence of our losing the Monday opening facility is a bitter pill to swallow. On the credit side, however plans are already afoot to expand the department and augment the micro-film capability, and these positive developments should not be overlooked.

Of course the NMGM is not the only victim of Government economies for it would appear that Museums up and down the country are suffering similar cuts following a reduction in the National Heritage budget. Only recently, it was reported that some 200 jobs were likely to be lost at the British Museum as a result of the decrease in Government funding, and admission charges might have to be introduced for the first time in that Museum's history.

So where do we go from here ? Your Council is presently seeking means whereby the Society could assist the Archives & Library to make up some of the deficit to allow a porter to be retained, and thus restore, in measure at least, that Monday facility which so many of us have enjoyed, and turned to good account in recent years.

At the end of last month, my Wife and I attended the Red Ensign Dinner, hosted by the Friends of the Merseyside Maritime Museum. It was a memorable occasion and the meal a supreme example of the best culinary art ! In several speeches, reference was made to the Museum's latest major project, the establishment of a gallery devoted to the history of the British Merchant Navy. When it eventually gets under way, it is possible that members of the LNRS (as in the past) may be called upon to contribute some of their historical and technical expertise - and who better ? - so be prepared.

Finally, as Christmas approaches, and 1996 draws to a close, may I wish you all the best of the Season's greetings, with a Merry Christmas merging comfortably into a Happy New Year, and may 1997 see, inter alia, the fulfilment of all your dreams and aspirations in the field of nautical research.

Yours

Graeme Cubbin

LIVERPOOL NAUTICAL RESEARCH SOCIETY



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BULLETIN

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Society Notes:

Please note that the AGM takes place at the May Meeting. It is particularly important that you attend. You are then able to speak to the members of the Council, and tell them how you would like the Society to cater for your interests. In such an organisation as ours it is not easy to gather information on members ideas and interests, and sometimes even more difficult to put such ideas into action. Members are now able to use the Maritime Archives & Library on a limited number of Mondays. A list of dates is shown under Research Notes. All members are required to pay the standard fee for use of the Archives: 30p per day or £3 per year. The Chairman will explain the Councils' actions fully in his letter on the rear cover.

Designed for Slate: *the Dinorwic Steamers*

by Roy Fenton

One of the most specialised group of coastal steamers were those built especially for the slate trade. Although a number of ships carried slate, only a handful were designed for the very specific needs of this trade, and at least two of these - *Dinorwic* and *Velinheli* - became familiar in the Mersey.

Of the two major slate quarries in North Wales, Dinorwic was number two to Penrhyn for much of its long history. Penrhyn Quarry had the greater output of slate, pioneered the building of a port to ship out its slate, and led the way in using steamships. But although Dinorwic Quarry was not the biggest it did try harder. It introduced steam to its railway before its larger rival, built a more sophisticated and better equipped port in Port Dinorwic, and had steam ships designed specifically for the needs of carrying slate.

The first steamer built for a slate quarry was the *Anglesey*, delivered in 1891 to the Anglesey Shipping Co., a business entity quite distinct from the Penrhyn Quarry but clearly intended to serve its needs. *Anglesey* was built by Paul Rodgers of Carrickfergus, who had established a reputation for building steel schooners but had not previously built a steamer. A delivery price of £2,700 probably won him the order, but Rodger's penny-pinching meant that *Anglesey* was underpowered and she was sold within two years.

The *Dinorwic* of 1892 was probably the first steamer to be designed for carrying slate. Assheton-Smith, who owned the Dinorwic slate quarries, ordered her from S. Knight & Co. of Ayr, the first of five slate ships from what was later to become Ailsa Shipbuilding Co. The second was to have been a much smaller steamer, almost certainly designed to work into the smaller Mersey ports such as Runcorn. But she was not accepted by Assheton-Smith, and McKnight completed her to his own account although he later found a Glasgow buyer. Assheton-Smith then decided she was right for his business after all - possibly could be bought at the right

price - and he bought her and gave her the intended name of *Velinheli*, taken from the site of Port Dinorwic. Whatever doubt the owner had, *Velinheli* was to serve him and his successors faithfully until 1940. As well as Runcorn she traded into Preston and would occasionally load her slates into an ocean-going steamer at Liverpool. Return cargoes to Port Dinorwic were the exception rather than the rule, but *Velinheli* was small enough to load coal at the Point of Ayr Colliery on her way home. With no forecastle, the diminutive *Velinheli* was an odd and archaic-looking steamer. The boat which was habitually carried on the main hatch must have been an extra complication when making her ready to load or discharge. The third McKnight steamer, *Vaynol*, emerged within the year, and was of very similar dimensions to *Dinorwic*.

The initial rejection of *Velinheli* seems to have caused no lasting har feelings between the quarry-owner and shipyard, and the latter went on to build two further steamers, *Enid* and *Elidir* of 1903, whose consecutive yard numbers suggest they were part of a two-ship order. They were not sisters, however; *Enid* being of a modest 132 feet and *Elidir* a sizeable 152 feet - about the maximum for an Irish Sea trader. The big slate trader became the flagship of the Dinorwic Quarry fleet, and traded largely to Scottish ports: Aberdeen, Fraserburgh, Wick, Peterhead, Macduff, Kirkcaldy and Lerwick.

The prime requirement for a steamer was longitudinal stiffness, which helped ensure that the ship did not flex in a seaway. If this happened it could have disastrous effects on the carefully stowed slates. Charles Waine tells of *Elidir* leaving Port Dinorwic on the same tide as the conventional, Aberdeen-owned steamer *Harlaw Plain* (462gt/1921). Both ships were bound for Aberdeen but on encountering heavy weather the master of the *Harlaw Plain* decided to use the Caledonian Canal, whilst the *Elidir's* master pushed on round Cape Wrath to avoid canal dues. In spite of her longer exposure to the weather and the pounding she received in the Pentland Firth, the *Elidir* discharged a cargo which was virtually

intact, whilst a tenth of the slates in the *Harlaw Plain* were found to be broken and useless.

Stiffness was achieved by having small hatchways with correspondingly larger deck areas. The small hatches were no great disadvantage with slates which had to be loaded and discharged by hand - one reason why sailing ships continued to be used in the slate trade up to the First World War. At Dinorwic, a ship was loaded by up to 11 gangs of men, who would slide the slates down planks into the hold where they were stowed on edge.

However, their small hatches made the slate steamers less suitable for bulk cargoes such as coal which were handled by grabs. When *Elidir* was sold and put into the general coasting trade after the Second World War, her mainmast was moved forward and her hatchways enlarged for this reason.

The heaviness of her slate cargo meant that the *Elidir* would be loaded down to her marks when her main hold was full, leaving the forward trimming hold empty. The forehatch was shared by other coasters designed for carrying stone, including a large series built by Ailsa for Zillah and other Irish Sea owners. *Elidir* also had coal bunkers placed well aft of the bridge, and this helped ensure that she trimmed by the stern, making steering easier and helping the ship lift herself clear of heavy seas. The Dinorwic ships were considered to be particularly sea-kindly, which was as well, as they also had a reputation for putting to sea in weather that would keep other coasters in harbour.

The Anglesey Shipping Co. also had a number of steamers built to their order, all by Scotts of Bowling, another reputed builder of smaller coasters. However, these seem to have been fairly conventional coasters, and were not specifically designed to carry slate. Indeed, several were acquired from other owners, whilst some were put into other trades when there was not enough quarry work for them, as increasingly happened after the First World War when demand fell inexorably. This recession saw Assheton-Smith's *Dinorwic* sold, the first Dinorwic ship to be disposed of, although

her near-sister *Vaynol* had been lost in 1902. In difficult times for the slate trade even *Elidir* ran in the East Coast coal trade to earn her keep.

Dinorwic Quarries valued their specialised steamers. On 21st May 1932 *Elidir* went ashore near Fraserburgh in dense fog whilst bound for Aberdeen and Kirkcaldy with a cargo of slates. She soon refloated and after unloading proceeded home leaking slightly. Port Dinorwic had a dry-dock and when *Elidir* was placed in it her bottom was found to be so badly damaged that her underwriters declared her a constructive total loss; her book value being just £3,000. However the quarry decided it would be impossible to find a replacement and set about the renewal of *Elidir*'s double bottom, which was achieved for £10,000. This undoubtedly prolonged her life and, although she was sold to Coppacks of Connah's Quay in 1942, she lasted until 1955, when a drop in the freight rates in the home trade saw many ageing steamers go for scrap.

The Second World War virtually ended the slate trade, and both *Elidir* and *Velinheli* were sold. *Enid* soldiered on, but she was reported to be laid up at Port Dinorwic by 1951. Surprisingly, the 1950's saw a rapid expansion of the number of ships registered in the ownership of Dinorwic Slate Quarries Co. Ltd., as the quarries' principals bought up older steam and motor coasters and ran them in the general cargo trades - by now there was little slate to carry. The sale of *Enid* in 1954 saw the last specialised slate trader in original condition go, the modification of her former running mate *Elidir* for easier loading of coal and other bulk cargoes seeing her survive just a year longer.

Familiar on the Mersey, as well as in other Irish Sea ports and on the Scottish Coast, the grey-painted, hard-working Dinorwic steamers seemed to carry with them the atmosphere of the grey and often misty mountain quarries from which their cargoes were so hard won.

FLEET LIST

- 1) DINORWIC 1892 - 1919
ON 92205 276g 111n 128 x 23 x 10.4ft
compound engines 2-cyl by William Kemp, Glasgow
1891 8/12 launched
1892 23/1 completed by S. McKnight & Co. Ayr (yard no 33)
1919 19/9 sold to Owen H. Donnelly, Dublin
1923 19/2 sold to Arthur Monks, Liscard, Cheshire.
1924 14/4 Owner became Mrs Margaret Monks (Humphrey Roberts, manager) Liscard.
1927 21/7 acquired by Stottdale Steamship Co. Ltd (Thomas B Stott & Co managers) Liverpool.
1932 Sold to James C. Screech, Appledore
1933 Sold to William V. Lunt, Par
1934 Capsized in heavy weather 17/1 whilst discharging coal at Cleavehouses on River Torridge after arrival ex Goole. Later refloated and broken up.
- 2) VAYNOL 1892 - 1902
ON 92210 233g 79n 129 x 22 x 7.7 ft
Comp 2-cyl Muir & Houston Glasgow
1892 21/11 launched by S. McKnight & Co, Ayr (yard No 39)
1892 Completed December
1902 11/10 sank after collision with steam trawler *Lucern* 154g/1896 off the Mull of Galloway whilst on passage from Glasgow to Port Dinorwic in ballast.
- 3) VELINHELI 1894 - 1941
ON 1022641 126g 50n 95.0 x 18.5 x 7.0ft
Compound 2-cyl by Wm Kemp, Glasgow
1891 30/12 launched by S. Knight & Co., Ayr (yard no 34)
1892 24/3 completed for builder's account as *Velinheli*. She had been ordered by G.W.D. Assheton-Smith who refused to take delivery.
1893 Sold to Francis M. Allan, Glasgow and renamed *Dunlossit*.
1894 Acquired by Assheton-Smith and renamed *Velinheli*
1941 Sold to William R. Metcalfe

1947 Sold to Buchan Marine Services (A.E. Hatton, manager), Peterhead. After being laid up in North Harbour at Peterhead since the end of the War she eventually sank at her mooring and after being raised was broken up by the Northern Shipbreaking Co (J. & S. Cameron), Peterhead in the late 1950's.

- 4) ENID 1903 - 1954
ON 118501 267g 45n 131.5 x 22.1 x 7.8ft
Compound engines 2-cyl by Ross & Duncan, Glasgow

1903 35/6 launched by Ailsa Shipbuilding Co., Ayr (yard no 119)
1903 5/8 completed
1954 July sold to Hammond Lane Metal Co. Ltd. Dublin for breaking up, which began same month.
- 5) ELIDIR 1903 - 1942
ON 118502 423g 99n 151.6 x 25.1 x 9.9ft
Triple expansion engines by Ross & Duncan, Glasgow

1903 27/8 launched by the Ailsa Shipbuilding Co., Ayr. (yard no 120).
1903 1/10 completed
1942 Sold to Coppack Brothers & Co Connahs Quay
1955 7/6 arrived at Preston for breaking up by T.W. Ward Ltd.

NOTE: ownership and management of Dinorwic vessels as follows:

From 1892; G.W.D. Assheton-Smith (Walter W. Vivian, manager). 1904: Manager became Ernest Neele. 1907: owner became Walter W. Vivian (Ernest Neele, manager). 1916: manager became T. Lloyd Williams. 1929: manager became W. Lloyd Williams 1935: owners became Walter W. Vivian and Frederick H. Mills (Owen T. Williams, manager). 1940: owner became Walter W. Vivian (Owen T. Williams, manager). 1945: owners became Henry W. Garnett and Lord Herbert (Owen T. Williams, manager 1952: owners became Dinorwic Quarries Co Ltd. (Owner T. Williams, manager)

During the War the LNRS continued to hold meetings but we have little knowledge of the proceedings. Recently the Editor came across three pamphlets Nos 6, 8 & 15, giving extracts of papers etc read to the Society and printed in the "Journal of Commerce". From these it appears that the meetings were held on Saturdays, probably at the City Library in William Brown Street.

The following is an extract of a paper read at the meeting of 3rd October 1942 and is No 6. The work of one of our founder members, who also left considerable manuscript material relating to sailing vessels, their owners and builders and now deposited in our archives.

WHITE STAR AUSTRALIAN PACKETS

by Capt E.A. Woods

In tracing the history of Liverpool shipping during the 50's of last century, one might say that gold and its spell, has been the cause of most of the tragedy and evil in this world, and also of nearly all its good and progress.

The discovery of gold in Australia was made by Edward H. Hargreaves in January 1851, and tales of the fabulous fortunes that were being washed out of the ground and being picked up in the shape of nuggets of gold attracted large numbers of emigrants from the country.

Every man was anxious to get out to the gold fields to secure a fortune as quickly as possible before the diggings were worked out. Before that discovery the emigrant ships between Liverpool and Australia, indeed between the whole of the British Isles and Australia, were of a very poor type. A five months passage in ill-ventilated and overcrowded 'tween decks could only be compared to the conditions in the old convict ships. But, on the rush of emigrants to the new El Dorado, the trade at one bound became one of the most important in the mercantile marine world. The time had passed when Government regulations were needed, as competition automatically improved the emigrant ships out of all recognition.

Everyone, naturally, was in a hurry to get out to Melbourne, and they took passage in the ships which were noted for speed. Through the enterprise of the shipowners of Liverpool in ordering new ships, Liverpool soon became the chief emigration port in the British Isles, and gained a name for speedy passages. The most prominent firms in the Liverpool emigration trade were Gibbs, Bright, and Co., James

Baines, Pilkington and Wilson, James Beazely and Co., Henry Fox, Millers and Thompson, and Fernie Brothers.

Many of these firms were brokers before being owners, and very often the ships mentioned in their sailing lists were chartered by them. The owners of the White Star Line, John Pilkington and Henry Threlfall Wilson, had started in the shipbroking business as early as 1845. John Pilkington was born in 1820, the son of Christopher Pilkington, a master mariner who founded the firm of Pilkington Bros. Henry Threlfall Wilson, the son of John Wilson, emigration agent, of 74, Waterloo Road, was born in Liverpool in 1825. On April 29, 1845, John Pilkington's mother Judith, died at the age of 58, and in that year he and Wilson commenced business as shipbrokers in Prince's Buildings, 26 North John Street.

Their first advertised sailing was on February 26 1846, when they loaded the brig *Elizabeth* for Montreal. In August of the same year they moved their office to 20, Water Street. The following year they were despatching ships to Boston and New York, and were the agents in Liverpool for American-owned vessels. On June 28th, 1849, they first advertised their "White Star Line of Boston Packets", as brokers for ships to New York, New Orleans, Boston and Charleston. These were all American-owned vessels.

James Chambers, who later became closely connected with the firm, was at the same time advertising James Chambers and Co's White Star Line of American and Australian packets from 61, Waterloo Road, with the same ships appearing in his sailing lists as were in Pilkington and Wilson's. James Chambers was the oldest son of Isaac Chambers, who appears in the Directory of 1829 as a flour dealer living in Burlington Street. In 1841 he is entered as a corn broker at 26, Juvenal Street, but by 1847 he seems to have retired from business and settled at Ulcoats, Egremont, Cumberland, though he continued to take an interest in shipping by investing his money in the White Star ships.

On September 5th, 1848, Henry Threlfall Wilson married Anne, the eldest daughter of Isaac Chambers. In 1853, both Isaac and his son James were large shareholders in the newly-formed White Star Line of Australian packets. Isaac Chambers held a half share with Wilson in

two ships, *David Cannon* and *Iowa*, and James Chambers held eight shares in the *Fitzjames*. In the *Red Jacket*, Isaac held twelve shares and James five. In the *Golden Era*, Isaac held sixteen shares and James four, whilst in the *Mermaid*, Isaac held twelve shares. In the *Emma* the majority of the shares were held by Pilkington's relations. His father, Christopher, held sixteen, his uncle Daniel, four, and his brother, Richard, four. Their ship, the *White Star* was bought by them in January, 1855, and Pilkington and Wilson held 43 shares in her, with Richard Wright, one of her builders, holding the other 21. Wilson, therefore had the strong financial backing of his father-in-law and brother-in-law. Other shareholders were Cairns and Brown, Isaac Jackson, Halhead and Lord, and W. Dempster.

The first sailing of the White Star Line of Australia packets was on November 25, 1852, with the *Tantivy*, followed by the *Defence* in February, 1853

By this time a number of lines were well established in the Australian trade from Liverpool. The most important were the Eagle Line of Gibbs, Bright and Co., Golden Line of Millers, Thompson; Mersey Line of Cowie, Scot and Roxburgh; Liverpool Black Ball Line of James Baines; Fox Line of John Starr de Wolf; Liverpool Thistle Line of Duncan Gibb; and the Australian Line of Brice, Friend and Co.

On December 21, 1853, James Chambers married Jane Gray, the youngest daughter of John Wilson, Grove Road, Fairfield and St. Anne's Church, Stanley. This John Wilson was, in 1852, advertising from 134, Waterloo Road as being passenger agent for Pilkington and Wilson's White Star Line.

On December 31, 1856, John Pilkington retired from the firm to manage Pilkington Bros., and James Chambers, who had joined the firm that year, combined the two firms under the name of Wilson and Chambers. By this time the firm owned a number of well-found and speedy ships, such as the *Carntyne*, *Fitzjames*, *Arabian*, *Mermaid*, *Shalimar*, *White Star* and *Golden Era*.

A comparison of the prices paid for their ships during the first four years of their existence is interesting. In 1852 the *Iowa* was bought for £8,500. *Arabian* and *Mermaid* in 1854 cost £14,100 and £14,850

respectively. In 1855 they paid £30,000 for the *Red Jacket*, and in 1860 the *Queen of the North* cost them £13,500.

The *Red Jacket* soon made a name for herself as a fast and comfortable ship. Launched at the same time as the *Lightning*, her greatest rival, she raced across the Atlantic against her, making the passage in 13 days, 1 hour, 25 minutes against the *Lightning*'s 13 days 19 hours. In six days she covered 2,020 miles though the *Lightning* made the World's record run of 436 miles in one day. Chartered by the White Star Line, on her first voyage to Melbourne she made the passage out in 69 days 11 hours, and reached Liverpool in 73 days, making the round voyage in five months and 4 days, including a stay of 12 days in port. Pilkington and Wilson then bought her, and in 1858 she made the passage from Melbourne in 67 days, the fastest since 1854.

Another famous ship of the Line was the first *Blue Jacket* of 1854. Chartered by Wilson in 1855, she made a passage of 69 days to Melbourne. In 1860 she was bought for the Line. The second *Blue Jacket* was built in New Brunswick in 1858. Both ships were lost by fire at sea, and curiously enough, both about the same time and place, though in different years. The New Brunswick ship was abandoned on fire off Cape Horn in March 1864, whilst the American-built ship was burnt off the Falklands on March 9, 1869.

In 1853, the *Fitzjames* made the passage from Melbourne to Callao, including 23 days stay in Hobson's Bay, (Melbourne), in 4 months and 22 days,

When the White Star Line came into existence the sailing packets were fighting the early Atlantic steamers. British and North American tea clippers were strenuously competing, as were the various emigrant firms to Australia. Passengers then, as now, preferred to sail again in a ship in which they made a fast comfortable voyage. Merchants, whose cargoes were carried swiftly and safely by some ships of a Line, continued to make shipments by that same Line. One can thus see that the house flag was a symbol of a company's reputation for safety and speed.

James Baines coolly appropriated the flag of a well-known packet line then running between New York and Liverpool. His trick

succeeded in filling his first Black Ball ship, the *Marco Polo*, with passengers. James Nicol Forbes did the rest for him by making the fastest passage ever known at that time.

The competition between the Black Ball and White Star Lines proved of the greatest benefit to both cabin and steerage passengers, as their convenience and comfort became subjects of consideration in a manner unthought of in the old days before the discovery of gold.

The White Star Line bought another American-built ship in the *Chariot of Fame*, which, together with the *White Star*, *Blue Jacket* and *Red Jacket*, were an answer to the four fast ships of the Black Ball Line. The *Red Jacket* was, perhaps, the most famous of all the White Star fleet, as she made fast runs out and home in a consistent manner, and was one the half dozen ships that claimed to have run over 400 miles in the 24 hours.

But whilst the convenience of the cabin passengers was studied by the owners to an extent previously unknown, the steerage passengers were not forgotten. Strict rules were made for the conduct of the steerage passengers as early as 1852. Their health, as well as their comfort was looked after.

In the early days, and especially during the Crimean War when the Government had chartered all the Australian steamers, the mail contract was a big feature, and every effort was made to make fast passages. Wilson always advertised his ships as being under a penalty to make the passage in 68 days.

Speed became the dominant factor in the rivalry between the different lines. There is no doubt that guarantees like this hastened the end of a number of sailing ship owners of the last century. They no sooner had one ship built, which beat all the others, than another had to be built to beat her. Wilson was like all the rest in that he was "bitten by the speed bug". He had to beat Baines' Black Ballers in some way or other, and to build the larger and finer ships required he had to obtain funds. He borrowed on mortgages from the Royal bank of Liverpool, and this so alarmed James Chambers that he retired from the firm in December 1865. In the following January, Wilson was joined by Mr. John Cunningham as a partner.

The Royal Bank was established on May 2nd 1836. In 1847 it had to close its doors owing to having granted large credits to Messrs Barton, Irlam and Higginson, an old-established Liverpool firm of shipowners who failed that year for £617,131 17s 6d. In 1848 it reopened with new capital, and by 1860 had recovered as regards its assets.

In 1866, although the bank was affected by the extraordinary series of banking and commercial disasters, it declared a dividend of 10 percent. Again in July 1867, a dividend of 7 percent was paid but in October of the same year the bank had to close its doors. It was then found that the bank had lost about £1,168,000.

In 1865, Messrs Seddon and Garrett owed the bank £101,000 and in May 1866, Messrs Wilson and Cunningham owed them £179,704. This made Wilson and Cunningham's total liabilities £370,031, being liable to other creditors of £190,000 odd. The bank, however agreed to carry both firms on for another six years. Finally, at the end of 1867, Wilson and Cunningham owed the bank, on its stoppage, £527,000. On January 18th, 1868, the partnership between Wilson and Cunningham was dissolved.

On April 26th, 1866, James Chambers had been elected a director of the Lancaster Shipowners' Co., whose ships had been running under the White Star flag since the Company's foundation in 1864. After his retirement from the White Star Line Mr. Chambers had recommenced trading under the old name of James Chambers and Co. His offices were situated in Cooper's Row, but in 1867 they were moved to 3 & 5 King Street.

When the White Star went into bankruptcy, Mr. Wilson sold the flag and goodwill to Thomas Henry Ismay for £1,000. James Chambers then found him a position as manager of the Lancaster Shipowners' Co., but within a year the directors had to regretfully accept his resignation owing to ill-health.

A Note on "Female Sailors"

by Terry Kavanagh

The following is about five female sailors and their exploits. Pride of place must go to Mary Ann Talbot, alias John Taylor, a veritable amazon, who had served in the Royal Navy for a number of years, "and been in some engagements". One day in May 1804, she

resumed her seaman-dress, and went down the River Thames in a boat to see the review. The waterman attempted to impose on her, and on her resisting his demand, he used much abusive language, and challenged her to a fight; the proposal was accepted, and they landed on the Isle of Dogs for the purpose: after a sharp set-too [sic], her superior dexterity prevailed, the fellow declared himself beaten and gladly consented to carry her to Greenwich without further payment. She, however, paid him his fare, and remitted the small wager which he had risked on the battle¹

But not every female sailor could look after herself as well as Mary Ann Talbot. Witness "a single woman" named Sarah Davies, the daughter of John Davies, a Bristol tidewater (customs officer), who left home and travelled to London dressed as a man, in the early 1740's. She bound herself apprentice to a Captain John Hasseck for five years, under the name of John Davies, and went as a sailor to Jamaica. Sarah was about six months in his service when she jumped ship, and then served on several other vessels during the next five years or so. In November 1751 the ship Sarah Davies was on foundered in the Bay of Biscay, and she was picked up (along with thirteen others) by a Sunderland vessel. She came ashore at that port and about a month later turned up in the township of Eccleston, near Chester, where she gave birth to a baby girl. The baby became a charge on the township, and its poor mother was thrown into Nantwich Gaol.²

Nearly ninety years on, in January 1841, another would-be sailor, Ann Blake, or "John Blake", "a red-faced, well-looking girl", aged about 18, came up against the long arm of the law. She belonged to Ballyask, co Wexford, Ireland and had been a domestic servant in nearby Ballyseakin for two years before being sacked for absenteeism. She then returned home to her widowed mother, but after a quarrel she went to Wexford town, about eight miles away and disguised herself as a man in order to survive. From Wexford she travelled to Waterford, and lived rough for three months before shipping on board the *Eliza* of Portaferry as a cook to get her passage to Liverpool. This vessel put into Holyhead, through stress of weather, and the captain discharged her at that port, claiming he was short of provisions. from there she went to Chester and obtained a passage by the packet to Liverpool where she was able to look for another berth.

Whilst walking along one of the quays a police-officer thought he observed something bulky inside her jacket, and supposed she had been stealing from one of the vessels, he questioned her on the subject. She said that the bulk was occasioned by her having a loaf of bread in her bosom; the officer unwilling to take her word, put in his hand and discovered not that the loaf was there, but that she was a woman.³

About six months later, it was reported that the packet ship *Algonquin*, Captain A. Turley, had arrived in Philadelphia, and that among her passengers was a "healthy stout female", aged 16 who was shipped in Liverpool as a sailor,

and actually performed the duty of a lad on board, going aloft, etc. for several days, when some suspicion arose among the crew, which led to the discovery of her sex. Captain T. immediately had her removed from the forecastle to the steerage and her dress was changed for female apparel. It appears she is a destitute girl who had taken this method to get

a passage to America where she expects to find friends. She shipped under the name of "Billy Stewart", and says her name is Isabella Stewart.⁴

Cases of this description were then becoming so general that they seldom excited much interest. But an exception was made for the very beautiful 17 year-old, unnamed, Irish girl on St. George's Pier, Liverpool, who,

met with a person in the garb of a captain who said that he was willing to engage her upon the instant. With the captain she slept two nights, without his discovering her sex, but herself and the captain walked into the Police-office, High-street to inquire after the name of a person residing in Bolton-street, and then the pretended female sailor was immediately recognized by Mr. Leicester, the head clerk in the office. He instantly said that she was a female, and it turned out he was right, for, upon being questioned, she acknowledged that she was a farmer's daughter from Tyrone, and that she came here in sailor's attire, with the intention of going to sea. She is at present in a lodging house at the top of Dale-street, and will be sent back to her parents without delay.⁵

REFERENCES

- 1) *Chester Courant* 29th May 1804
- 2) J.W. Bennet & J.C. Dewhurst, eds. *Cheshire Quarter Sessions 1559-1760*, Records Society of Lancs and Cheshire. Vol 94, (1940), p221
- 3) *Liverpool Albion* quoted in *Chester Chronicle* 29th Jan 1841
- 4) *Chester Chronicle* 10th September 1841
- 5) *Gore's Advertiser* 16th May 1846

Editor's note:

At present BBC Television (channel 2) is presenting a series of programmes on the lives and work of seafarers, fishermen, Royal and Merchant Navy. There is to be at least one programme in the series on the lives of women at sea.

The Modern Port of Liverpool

The Port of Liverpool and the Mersey Docks & Harbour Co are of vital importance to each other. But one must remember that the MDHC has extended its activities beyond Merseyside with the acquisition of the Medway Ports.

Presently, the most important feature is the likelihood of 30 million tonnes of cargo passing thro the port this year.

At Princes Dock a new office building is rising with various other developments, and a new hotel and conference centre will link the Pier Head to the Waterloo Warehouse, now converted to high quality dwellings.

The clearance of the Clarence dock site, with the three famous chimneys, heralds further investment. A new terminal for Irish Sea Traffic will have a jetty built out into the river catering for two stern-loading ro-ro ferries saving time and expense entering the dock system.

North of Stanley Dock is the active port with general cargo, scrap, edible oils, animal-feedstuffs, timber etc. Viewing of port activity is currently restricted by containers around the perimeter fencing which may relate to the long-running strike of dock workers against the MDHC. although this has not prevented the port from continuing normal working.

Near Gladstone Dock the land awaits the expansion of the Freeport across (and incorporating) the Dock Road. Dockside tank farm additions can be seen near extensive installations of the coal terminal from which the several daily freight trains pass daily. Across the river the Liverpool Freeport now includes an area in Birkenhead.

At Royal Seaforth Cargills have extended their grain storage capacity. Storage of metal ingots has been extended beyond the perimeter road. Daily high speed freight service link Seaforth by rail to the European mainland.

The imports of stone from Scotland use a conveyor linking the terminal with the stone storage and handling area to the north which is remarkable and unmissable. Out into Liverpool Bay the oil/gas production platforms are served by the base in the north docks. The port flourishes; the work goes on.

The following are extracts from a paper (no 8) read by W.E. Argyle to the Society on 5th December 1942. The speaker's philatelic interests are well-known to readers of "Sea Breezes". Just over a decade ago 'Ernie' Argyle became unwell. Just before he died and in his confusion his immense collection of stamps with illustrations of all types of vessels began to be dispersed. Fortunately the Merseyside Maritime Museum was able to purchase a large portion of the collection.

SHIPS DEPICTED ON POSTAGE STAMPS

by W.E. Argyle

My subject covers a period of over 4,000 years. Almost every type of craft and ship in universal use is depicted on postage stamps, from the dug-out canoe and boat made of reeds to the Normandie.

Dug-out Canoe. Probably the earliest type of boat on stamps. Hollowed out of a tree-trunk by primitive stone or bronze axes, or some other tool made on the spot, and later burnt out by fire, they are found all over the World. They have sometimes reached a length of 40ft. Stamps from French Guiana, Sierre Leone, Italian colonies, Liberia, Solomon Islands, Gilbert and Ellice Islands, Brunei and the Congo are some of the issues depicting the dug-out canoe.

Birch-bark Canoe. Made from a skin of bark, and cut to form, before being fastened on to a wooden frame, is shown on American and Canadian stamp issues. It is the craft of the North American Indian, the 'red-skin' of our boyhood days.

Eskimo Kayak. A one-man canoe consisting of a covering of skins over wood or whale-bone. It is depicted on a 20 kopecks stamp of Russia issued in 1933, and is the smallest of sea-going craft, being only 17ft long and 2ft wide.

Polynesian Canoes. attained a speed, size and beauty unsurpassed by any other native craft. We have several of these shown on Solomon Islands' stamps. The current 5s stamp depicts a decorated canoe, inlaid with shell, belonging to a San Cristobal tribe. Roviana War Canoes are shown on other values of the Islands' stamps.

The Balsa. must be one of the oldest craft in the world. It is a reed boat, made by weaving specially treated reeds, and is found only on Lake Titicaca, among the treeless highlands of the Andes. Some Balsas are fitted with a reed sail. This primitive craft is shown on Bolivian stamps.

Guffa. of the Tigris is another primitive craft whose origin dates back to ancient history. They are represented in Assyrian carvings of about 700BC, and are also mentioned by Herodotus. Modern guffas, shown on one-anna Iraque stamps, are circular in shape and woven from wickerwork, interlaced with native rope made from palm fibre. The outside of the boat is then coated, very thickly, with the native bitumen found in the neighbourhood.

Catamaran. is a native of the East and West Indies, and was originally made of three pieces of wood lashed together in the form of a raft which could be sailed or paddled. Its use is now almost universal wherever native tribes are found.

Sampan. of China, found on all the rivers of that country, was originally a catamaran, with the fore-end up-turned, but it developed into a boat in almost prehistoric times. One type of sampan is seen on postage stamps of Foochow.

Egyptian Galley. The earliest known vessel to appear on a postage stamp is one of the ships used in the famous expedition to the "Land of Punt", sent by Queen Hatshepsut in 1500BC. An account of the voyage and replicas of the five vessels used, were engraved on the Temple of Deir el Bahari, Thebes. One of these engravings is shown on the Egyptian stamps of 1926 commemorating the International Navigation Congress. The Egyptians were one of the first people to give names to their boats. Some names of the galleys still surviving are *Glorious in Memphis*, *Battle Animal*, *Ship of Pharaoh* and *Beloved of Amon*. Can you imagine some of our present day skippers calling their ship "Beloved" ?

Phoenician Bireme. As Egyptian supremacy declined the Phoenicians became the leading maritime nation, and held sway from 1200 to 700BC. They were enterprising navigators, and are

reputed to have circumnavigated the African continent. They guarded their shipbuilding secrets with their lives. A captain would sink his galley rather than let it fall into Greek or Roman hands. Scuttling ships is an old Jewish custom. Hitler ought to be told. The Phoenicians came from Tyre and Sidon, Palestine. They are credited with the invention of the Bireme or galley with two banks of oars on each side of the ship. A bireme is shown on a Lebanon stamp issue of 1937.

Greek Galley. Following the Phoenicians, the Greeks are thought to have built their own warships about 700BC. Two naval battles, in which galleys were employed, are shown on Greek stamps: the Battle of Salamis, 480 BC in which the Greeks defeated Xerxes I of Persia, and the fleet of Leo III of Greece defeating the Saracens at Constantinople in 718AD.

Carthaginian Galley. The Carthaginians, a colony of the Phoenicians who settled in Tunis, were contemporaries of the Greeks and Romans. They were the first nation to have treasury notes, which were pieces of leather stamped with values. Their capital, Carthage, was burnt down by the Romans in 146BC. On a French colonial stamp of Tunis 1906 is shown a Carthaginian galley: this has two sails on its mast. Can anyone tell me if this is correct? If so, they seem to have been in advance of their time.

Roman Galley. The Roman Empire was at its greatest period from 31BC until 476AD. The fleet of Augustus the Great is shown on an Italian stamp issued to celebrate his bimillenary. Six typical galleys of the period are shown. The galley's chief weapon of attack, the ram, is shown on the Italian colonial stamp of Libya of 1921. The ram projected forward from the bow, partly above and partly below the water line.

Roman Corbita or Merchantman. The sailing ships which carried merchandise were totally different from the war galleys, those being used for the corn trade between Egypt and Rome in the 2nd century AD being some 90ft long with a carrying capacity of about 250 tons. The stamp issued by Lebanon in 1831 shows us a typical corn ship.

The Roman "artemon", half mast-half bowsprit, can be seen projecting over the bow. This spar, with its square sail set below, made it possible for a ship to make some progress against adverse winds for the first time in history.

Viking Galley. The Viking long-ship appears on more stamp designs than any other type of galley, being commemorated in issues of USA, Esthonia, Iceland and Austria. Quisling of Norway has also issued a Viking set. The Viking longship differs from Mediterranean galleys by the absence of the ram. Obviously the Vikings had no naval opposition.

Arab Dhow. The dhow is supposed to have originated on the Nile about 350BC. To most Europeans a dhow is simply the name given to any Arab sailing ship. In Arabic there exist a multitude of terms which describe some particular type such as baghlas, sambuks, ghanjas, ballams, bums, badens, dhows, jalbas, zaimas, saiyahs, kutias, ibris &c. Which particular vessels appear on stamps of Zanzbar, Mozambique, Tanganyika and Aden, I do not know; they are all dhows to me I'm afraid. The introduction of the lateen sail is ascribed to the Arabs in the 9th century AD.

Chinese Junk. The junk is another vessel of very ancient design. It is considered over 2,000 years old, and is certainly the first type of vessel to be found with water-tight compartments. It was probably the first vessel to steered by a rudder instead of a steering oar. Junks appear on stamps of China, Chungking, Chefoo, Hong Kong, Indo-China and North Borneo.

13th Century Round Ship - The Nef. As trade and commerce flourished, ships had to be made larger. A 13th century trader, a ship of the period between the Roman round ship and the galleas, appears on a stamp of Rhodes. She is the first Mediterranean ship appearing on stamps with a rudder instead of a steering oar, though the Roman artemon is missing. The nef lasted until the carrack superseded her.

Maori Double Canoe. The Maoris discovered and colonised the islands of New Zealand in 1350AD. The Maori canoe is typically

Polynesian, being two canoes lashed together and mounted with a central staging. The use of two keels gave stability to a large sail. They are shown on the stamps of New Zealand.

Lakatoi. Similar to the Maori canoe, the lakatoi of New Guinea is a huge staging built over canoes that are lashed together. It has a peculiar sail, made of calico and matting, fixed to a bamboo frame. It is probably a development of the Maori canoe, and appears on several Papuan stamps.

Galleas. The introduction of guns made it necessary to build stronger galleys and to alter their deck space to avoid straining the sides and beams. The galleas resulted. At first a large edition of the galley, her oars were gradually dispensed with and she became purely a sailing ship. A Venetian galleas is shown on a Fiume stamp. She was a warship and had a low projecting beak. She eventually developed into a four-masted vessel.

The Carrack. Has been called the "first full-rigged ship". She had three masts and was square-rigged on fore and main and lateen rigged on the mizzen. She was the trading ship of the Mediterranean during the 14th, 15th and 16th centuries, and was the forerunner of the galleon. She was slower and less ornamental than the galleas, but was a steadier ship in bad weather. Appears on stamps of Spain, all countries showing the ships of Columbus, the Nina, Pinta and Santa Maria, being carracks. South-west Africa, Portugal and colonies, United States &c. Later carracks had four masts.

Caravel. A Mediterranean trader of Portuguese origin. Similar to the carrack in build, but lateen rigged originally on three masts, and later square-rigged on foremast and lateen on main and mizzen. A contemporary of the carrack. Shown on Portugal & Colonies, Peru and Venezuela.

Kogge or Cog. This type of vessel was the trader of northern waters, the equivalent of the caravel and the carrack. She was usually clinker-built, the Mediterranean vessels being carvel-built. Had square sails on main, fore and mizzen. Kogges of the Hanseatic League are shown on Danzig Free State stamps. An English cog is

shown on a Bermuda Stamp. The lateen sail appeared on some of these vessels in the middle of the 15th century. One is shown on a Danish kogge on stamps of that country. The kogge, carrack and caravel were the first three-masted ships, with perhaps, the exception of the junk. Later the Mediterranean vessels added a bonaventure mizzen mast, lateen rigged.

Galleon. The outstanding difference between galleon and carrack was that the former followed the style of the galleas with a low projecting beak, the carrack always having a high overhanging fore-castle. The galleon was usually four-masted and elaborately carved and gilded. Undoubtedly the most picturesque ship ever built. It appears on stamps of Spain, Holland, Curacao, USA, Sweden, France Barbados, St. Kitts &c.

East Indiaman. In 1600 Queen Elizabeth granted for 15 years a charter to "The Governor and Company of the Merchants of London trading into the East Indies". Thus began the Honourable East India Company, which, for nearly two centuries, monopolized the Far East trade. An East Indiaman is shown on stamps of St. Helena and Ascension, taken from the Seal of the Colony. The name of this vessel is unknown. East Indiamen were armed merchantmen and co-operated with the Navy when required. At the capture of Aden, in 1839, shown on an Aden stamp, two H.E.I. ships took part. The St. Helena stamp shows a ship of the frigate type.

Ship of the Line. Warships became classified or rated according to their size and efficiency during the Stuart period. They were known as first rate, second rate, &c., ships of the line according to the number of guns they carried. Two examples on stamps are the vessels on Bahamas, St. Kitts and Nevis issues.

17th Century Maltese Galley, used by the Knights in their age-long struggle against the Turks, is shown on Maltese stamps. The galley disappeared from the Mediterranean in 1805.

The Barque, 18th Century. Two famous barque-rigged vessel of the 18th century were Captain Cook's Endeavour and Bligh's Bounty. Both are shown on stamps. The barque of the period had a square

topsail on the mizzen. This was later altered to the fore and aft sail of later barques.

Victory. I don't think any description of the British Navy's proudest ship is necessary. It is shown on stamps of Antigua commemorating Nelson's last visit to the island in 1805.

U.S.S. Hartford. This vessel is shown on an American stamp. She was one of the United States first steam and sail warships. The stamp shows her with all sails set and smoke belching from her funnel. She was a wood ship of 2,900 tons built in Boston in 1858.

19th Century Sailing Ships. Several well-known vessels appear on stamps, among them being the *Cuba*, *Sandbach*, *Dunedin*, *Sacramento*, *Elbe*, *Erne*, *Aurora*, *Tor*, *Britannia* and *Presidente Sarmiento*. Many unknown ships, barques, brigs, schooners, brigantines, barquentines and topsail schooners are also represented.

Fulton's s.s. Clermont. Early in 1807, the *Clermont* was ready for trial on the Hudson. She is generally acknowledged to be the World's first regular passenger steamer. Her length was 133ft, speed 5 knots. A USA stamp of 1090 shows her on the Hudson, with the *Half Moon* and an Indian birch bark canoe; the first canoe, first sailing ship and first steamer to sail on the Hudson River.

Early Steamers. The *Royal William*, appearing on a Canadian stamp of 1933, was the first steamer to cross the Atlantic without using sails. Built at Cap Blanc, Quebec, she left that port on August 4 1833, and arrived at Gravesend on September 11. She was then chartered by the Portuguese Government, and was later sold to Spain, who converted her into the first steam warship under the name of *Ysabel Segunda*.

Another Atlantic pioneer is shown on a New Brunswick stamp of 1860, a Cunarder of the *Britannia* type of 1840.

The Pacific Steam Navigation Co have their two first steamships of 1840, *Peru* and *Chile*, on the first stamps of Peru, while a steamer unknown to me appears on their mystery stamps, found in the Company's factory at Chucuito, Peru.

The *Lady McLeod*, 1845; Collins line *Adriatic*, 1857; *Robert Todd*, 1863; *Honfleur*, 1868; *Sverige*, 1871; *Oregon*, 1883; and *Arawa*, 1884, are all steamships with auxiliary sails shown on stamps.

Modern Liners. A ship well known to Liverpool is the old *St. Paul* of the American Line. I think we can call her the first of the modern liners on stamps.

Mauretania. (?) A Belgian stamp shows a four-funnelled Cunarder. It has the *Mauretania*'s rounded forward end and the *Aquitania*'s decks. A composite Cunarder ?

Bergensfjord. The first Norwegian passenger liner, built at Birkenhead in 1913 is shown on a Norwegian stamp. Owned by the Norwegian-Amerika Line.

Blue Riband winners. Among the present-day Blue Riband winners on stamps are the *Normandie*, *Rex* and *Bremen*. Many other present-day ships are also illustrated. The last-built liner to appear on stamps is the s.s. *Pasteur*, built in 1938.

Modern Warships on Stamps. The first of the Modern Warships I suppose is the old *Dreadnought* of 1873, which revolutionised warship building. Her type appears on a Maltese stamps design. Other famous warships depicted are the *Maine*, sunk in Havana Harbour; U.S.S. *Olympus*, of Manila Bay fame; *Yavuz*, ex-German *Goeben*; U.S.S. *Houston*, sunk in the Java Sea battle, and the French *Clemenceau*, still building.

The Polish submarine *Orzel* deserves a place all to herself. She is fittingly commemorated on a Polish stamp.

There are numerous ships-on-stamps I have not mentioned: native craft, fishing boats, ferry and river boats, train ferries &c. Enough to prove that the man who collects stamps depicting ships has a spare time occupation that will give him ample scope for nautical research.

Research Notes

Archives open Mondays available to members of the LNRS

March 10th, 17th, 24th : April 7th: May 12th, 19th

Summer recession

September 1st, 8th, 15th, 22nd, 29th

October 6th, 13th, 20th, 27th

November 3rd, 10th, 17th, 24th

further information will be issued on this matter at the AGM May 15th

REVIEW

SHIPS IN FOCUS: Issue no 2 Vol I

This issue is as good as its predecessor. 64 pp of high quality pictures with brief but pertinent background comment. The material, in sections, covering several aspects of shipping: deep-sea, coastal, heavy-lift, includes a couple of articles on ship-accidents. Price £6 per issue or by subscription £20 per annum, publ.J&M Clarkson, Dept REC, 15 Franklands, Longton, Farnham PR4 5PD

In the last issue a book-review briefly covered Air-Sea Rescue Floats. We learn that the Scottish Maritime Museum read the review and, having one of these craft on display, purchased a copy of the book.

From the Chairman

At last the protracted negotiations for the use of the Archives and Library on Mondays have resulted in a compromise. The renewed facility comes, however, with certain conditions.

We are obliged to pay the Assistant Curator for his services on the 22 Mondays allocated to us. They are listed overleaf. Users of the Library are required to purchase an annual reader's ticket (currently £3) or pay the daily entrance fee (30p) on arrival regardless of whatever day they attend. Copying facilities are available at 20p per copy. Incidentally these conditions have always been in place, but have not been so strictly applied recently. Now more stringent times are upon us, and they are being rigidly adhered to.

It is understood that the Assistant Curator will produce documents between 1030 and 1100 hours; if you can give advance notice it will save his time - and yours. The documents will be collected at 1500. The Library will be closed between 1230 and 1330. We are also reminded to strictly observe the normal rules pertaining to the use of the Archives and Library Reading Room,

and I am quite sure that, bearing in mind the volume of work put into this project by the Council, members will view this matter with punctillious regard.

Obviously, not an ideal situation, but a working compromise, which will be reviewed in about eight months time to assess its viability. Meanwhile it is hoped that those who can, will avail themselves of this hard-won facility. I'm afraid it is inevitable that a rise in Annual Dues will be proposed at the next AGM in May, but in these cost-conscious times, no one gets "owt for nowt" any more.

As I have said, negotiations were protracted and involved many meetings of a Council sub-committee further meetings and correspondence with the Archivist, Curator of the Archives, Director of the NMGM and even an exchange of letters with the Secretary of State for National Heritage, Mrs Virginina Bottomley, herself ! This was prompted by a letter of hers to a national newspaper. It caught my eye, and I simply could not resist the opportunity of making what I believed to be fair comment.

This elicited a well-considered reply from that august lady, and, since the correspondence is too voluminous to quote here in full, I will append this small, but ~~an~~ extract from her comments:

"The recent public expenditure settlement did provide a good outcome for museums and galleries. For example, we provided the National Museums & Galleries on Merseyside with increased funding in 1997/98 - some £239,000 higher than the funding it had expected to receive...

"We are currently seeking, through a new National Heritage bill to extend the powers of the National Heritage Memorial Fund to enable it to support museum projects aimed at providing education and training, improving presentation and interpretation, introducing or improving IT systems, and extending access to and understanding of museum collections ..."

This I take to mean that Mrs Bottomley accepts that once a new project is established it needs further funding, perhaps from other resources, to support at as long as it is in existence which should be good news for our friends in the NM&GM !

I turn now to the editorship of the Society, a post which is about to become vacant. After due deliberation, the Council is unanimous in recommending that John Shepherd, our erstwhile Treasurer, should be appointed, subject to ratification at the AGM.

We thank Harry Hignett for his valued and long services to the Society, not all of which have been confined to the field of editing.

Yours

Graeme Cubbin