

The Liverpool Nautical Research Society

(Founded in 1938)

THE BULLETIN

Volume 53 No.3, December 2009

The quarterly journal of society interests



Black Watch of Fred Olsen Cruise Line at the Pier Head, Liverpool, 7th August 2009

The Liverpool Nautical Research Society

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EDITORIAL

Welcome to the latest issue of "The Bulletin". I was asked by the Council a few months ago whether I would be interested in taking over the Editor's chair from John Shepherd who had decided to step down after many years of developing "The Bulletin" and making it into the august and learned journal that it has now become. I am sure all members of the Society will join me in thanking John for his gargantuan efforts over the years and I only hope that following in his footsteps will be a little less daunting than it first appears!

It may be appropriate for members of the Society to know a little of the background of the new editor. Professionally I am from an Education background, but as far as maritime affairs are concerned I was in the Royal Naval Reserve (HMS Eaglet) many years ago, I have owned and sailed two small boats of my own, I have sailed extensively on passenger ships large and small and have been a keen enthusiast and researcher on many aspects of shipping both local and not so local for many years. I have edited "Ships of Mann" magazine since its inception in 2000 and have also edited, until last year, the World Ship Society Merseyside Branch magazine "Mersey Log". I have also been heavily involved, as a trustee, of the Manxman Steamship Company, the charity which tried to save and restore the ex Isle of Man Steam Packet steamer Manxman and bring her back to her birthplace on the Mersey and for a time edited "The Triple Bell", the journal of the Manxman Steamship Company.

Members might well be wondering how I see the future of "The Bulletin". Perhaps my thoughts might be summed up with the phrase "evolution rather than revolution". I hope to develop the magazine and move it forward without it losing in any way its character and feel. A couple of small innovations might be observed in this issue. For example there will be a regular feature of "Mersey Shipping News" which will briefly document significant shipping movements and events on the Mersey at the present time and this might well be supplemented by photographs of some of the more significant events and ships on the Mersey to accompany this news feature.

However the core of "The Bulletin" will remain publication of member's research for the enjoyment of the rest of the members. It may be stating the obvious but this core function depends completely on members submitting their research to me for publication, so may I ask that research intended for publication is sent to me at the editorial address or sent to me via e mail to my e mail address, both on the inside front cover. It is far easier if research intended for publication, in this I.T. world of ours, is submitted in Microsoft Word Format and this should, from now on, be the primary means of submission, either by e mail, memory stick or CD Rom.

I hope you enjoy this issue of "The Bulletin" and will join me in taking it on to its next stage of development.

MERSEY MARITIME NEWS

June 2009

On the 2nd the **Seven Seas Voyager** of Radisson Seven Seas Cruises berthed at the cruise terminal for the second time this year. Built in 2003 and of 41,500 grt this vessel has a service speed of 19 knots.

From the 4th to the 9th of the month the German Frigates **Lubeck** and **Sachsen** and the supply/replenishment vessel **Frankfurt Am Main** were on an official visit to Liverpool. The frigates berthed in No.1 Huskisson while the supply ship was on the liner stage.

Meanwhile on the 8th the Royal Fleet Auxiliary **Black Rover**, built in 1974, entered Cammell Laird for a major refit.

The three masted barque **Tenacious** visited the Mersey on the 12th and 13th, berthing in the West Float, Birkenhead. She left on the 15th.

Another R.F.A. vessel, the **Mounts Bay**, made an appearance on the Mersey on the 12th. She berthed at the Liner Stage and was open to the public, departing on the 14th.

The **Spirit of Adventure** of Saga Holidays departed from Langton Dock on the 18th, taking passengers on a cruise to Iceland. She returned to Portsmouth on the 2nd July. On the 22nd another Saga vessel, the **Saga Rose** also departed Langton Dock for a 15 day cruise to Norway. The **Saga Rose** is in her last season of service before her withdrawal due to the new SOLAS regulations. This beautiful ship was built as the **Sagafjord** in 1965 and is of 24,528 grt.

On the 25th a Royal Naval visitor in the form of the minehunter H.M.S. **Ramsey** visited the Mersey and berthed in the Albert Dock.

A large visitor berthed at the Liner Stage on the 19th the **Crown Princess**, 113,651 grt. She paid a second visit on the 23rd July.

July 2009

On the 1st the Trinity House tender **Patricia** paid her first ever visit to the Liner Stage on the Mersey.

On the 12th the **European Mariner** of P&O Ferries, usually on the routes between Scotland and Larne, entered the Cammell Laird drydocks for refit.

On the 29th it is announced by Peel Ports that because of the economic situation the development of the post panamax river berths at Seaforth were being put on the back burner. However it was also announced by Peel Ports that there would be major investment and development in the port of Salford.

August 2009

On the 2nd, the very last Mersey dredger, the **Mersey Mariner** departed the river for the last time en route for further service off the coast of Brazil. All dredging on the Mersey is now done by contractors such as Westminster Dredging, rather than by the Docks Company itself.

On the 5th it is announced by long established Liverpool shipping company, Bibby Line, that they have taken delivery of a new dry bulker, the **Shropshire**, 57,000 grt

built by Yangzhou Guoyu Shipbuilding in China. She is 180 metres long with a beam of 32 metres and will be contracted out on charter in the Pacific region for 12 months. On the 7th the **Black Watch**, of Fred Olsen Cruise Line, berths at the Liner Stage for the first time. At the same time, her consort, the much smaller soon to be withdrawn **Black Prince** was at the Langton Cruise terminal. **Black Prince** of course has been the most regular cruise vessel to operate from Liverpool for a number of years. Another cruise liner, the **Maasdam** of Holland America Line, visited the Liner Stage on the 14th and two days later the **Crown Princess** returned for her second visit of the year. On the 24th the **Saga Rose** made her final departure from the Mersey and the **Crown Princess** once again graced the stage on the 27th. On the 29th the **Crystal Symphony** (1995) of 51,044 grt was on the Liner Stage followed two days later by another Holland America liner the **Prinsendam**.

September 2009

On the 6th the tanker **Bunga Kasturi Empat** berthed at Tranmere on the afternoon tide, helped by the tugs **Svitzer Stanlow** and **Ashgarth**. At 300,325 DWT, length 330 metres and with a beam of 60 metres, she is the second largest tanker ever to berth on the Mersey.

On the 18th the liner **Deutschland** berths at the liner terminal at Liverpool. This 1998 built cruise liner is owned and operated by Peter Deilmann of Germany. She is of 175 metres long 23 metres in the beam and has a service speed of 20 knots. Of a very traditional and pleasing design, she is an all too infrequent visitor to Merseyside.

On the 19th the Fred Olsen cruise liner **Black Prince** departs Liverpool for the final time. She had been sold to Venezuelan interests and once handed over is to be renamed **Ola Esmeralda** and will undertake short three or four night cruises off the Venezuelan coast. As the **Black Prince** she had served Fred Olsen since 1966, firstly as a car ferry on the North Sea and latterly as a cruise liner, the first of the new Fred Olsen cruise fleet. She has served Liverpool for over ten years and has certainly come to be regarded as a familiar sight in our waters.

October 2009

The Merseyside ship breaking industry received its second victim on the 18th when the RFA **Grey Rover** was towed into Canada dry dock for scrapping by Leavesleys.

On the 20th however a much happier occasion as the **Queen Mary 2**, flagship of the Cunard Line, paid her first visit to the Mersey. Large crowds greeted the ship in the morning in less than favourable weather and Mersey Ferries ran special cruises to accompany her in. She left at 23.00 to the colour and spectacle of a huge firework display.

Another major ship visited the liner stage on the 22nd. The aircraft carrier H.M.S. **Illustrious** was guest of honour for a five day visit which included a fly past of historic aircraft to celebrate 100 years of naval aviation. H.R.H The Duke of York took the salute.



The **Black Prince** in the Mersey for the last time, 19th September 2009. (Adrian Sweeney)

The Monday Workshop Facility

Please note that the Maritime Museum Archive Library will be closed for annual stocktaking at the end of the year. It means our last Monday for 2009 will be on the 14th December. Our first Monday for 2010 will be on the 25th January.

CAPTAIN TOM GORST

Captain Tom Gorst MBE RD RNR and Member of the LNRS passed away on 8th June. Tom, who was born in Wallasey in 1922, served his entire seagoing career with Athel Line Limited. He served with distinction at the Battle of the Atlantic and was awarded the MBE for bravery. He became a Master in the company and was also a commissioned Captain in the RNR. Tom helped to establish the Athelian Apprentices Association, and in his last years worked actively with LNRS Council Member David Eccles on the history of the Athel Line. (The above notice has recently been received from Tom Gorst's son Prof. Thom Gorst)

THE VOYAGES OF JOHN WILLIAMS 1842-69 by Rosalind Person

(This was the subject of a talk to the Society on 16th April, 2009)

John Williams was born in 1814, the third of eight children of a shipwright, in Rotherhithe on the Thames - he also had two older half brothers who became shipwrights. He went to sea at the age of 13. All of his family and his wife's worked in occupations relating to the world of sailing ships.

No records have been found of his career before 1842, but for his last voyage as Mate and for his years in command until he retired from the sea in 1869, it has been possible to discover a surprising amount about his voyages and his world. Recently I have looked in more detail at a sample of 10 of the 22 voyages John Williams made in this period, the peak of his career. The voyages have not been chosen at random, but because they span his career as a master mariner, and they illustrate the variety of his experience at sea, or because more information is available for them, such as a passenger diary written on-board. This article summarises his voyages, outlining chronologically the routes sailed and the cargoes carried, but it does not cover what was learnt about the crews, the emigrants, the captain and life on board.

The first of John Williams' known voyages was on the **Candahar** (642 t.). She sailed from London in March 1842 and he was first officer under the Master, John Prest Ridley. She did not return to England for two and a half years. She had a government contract to deliver 250 male convicts, 60 troops, some of their families and stores to Hobart, Van Dieman's Land (Tasmania), and take troops to Sydney and India.

After completing her contracted work in Australia, the **Candahar** under Captain Ridley spent the next year and a half in the Indian Ocean. She sailed from Bombay to Ceylon and back, then to Calcutta, from there to Mauritius and back to India - Madras and then Calcutta - before setting off for London calling in at the Cape of Good Hope and St. Helena on the way. We do not know what she carried when she criss-crossed the Indian Ocean. Sugar plantations in Mauritius used indentured coolies from India who went for a term of several years, often five. The **Candahar** eventually returned to England in October 1844 with a cargo of indigo for dying, silk, linseed, rice, hides and wine - the last two perhaps taken on at the Cape of Good Hope.

Over the next ten years and the next five ships, John Williams sailed as Master to a wide range of places in the Far East, Australia and New Zealand, North and South America. Although both passengers and cargoes were carried throughout his years as a Captain, in these early years the cargo was of key importance to the route and the profit, while in later years the passengers were key. Only the outward cargo was determined in advance and the Master, working with agents, was responsible for finding profitable onward and return routes, which could be many and varied.

Each ship was larger than the previous one, and only the first, the **Hoogly** (466 t.), was old when he took command - 26 years old and in need of a lot of repairs before setting out. All five in this early period of John Williams' command were barque rigged wooden sailing ships, except for the last, which was ship rigged, and all sailed with crews of 23-24 men. He took two of these early ships on their maiden voyages - the

Lady Peel and the **Blackfriar**, both built on the Wear at Sunderland. He may have had a watching or advisory role for the owners during construction.

The **Hoogly's** 1845-6 voyage was more typical of those in John Williams' later years. She sailed from London to Sydney with passengers and cargo. The Shipping Gazette and Sydney General Trade List noted a wide range of imports by the **Hoogly** for the young colony - mainly manufactures, food and drink, but also including saddlery, rock salt, currants, stucco cement, brandy, silk lace and medicines.

She returned to London with a cargo of animal products - wool, tallow, calf skins, hides, horns - as well as kauri gum and 'curiosities', 14 casks of sperm oil and 3000 tree nails. The kauri gum came from New Zealand and was used in Europe in making varnish, and the tree nails (wooden dowels used in building ships) may have done too. Perhaps the curiosities were Maori or aborigine. The whalers brought oil into Sydney from hunting the Pacific and the southern oceans.

John Williams only took his next command, the **Lady Peel** (541 t.), on one voyage, her first, in 1847-8. The crew all signed on in Shields, and they left via Deal for Calcutta, arriving 4 and a half months later. We do not know who or what she took to India or brought away. She left Saugor, the port for Calcutta, nearly three months later in March 1847, heading for the Isle of France, as Mauritius was then known. From there she went on to call at St Helena in the southern Atlantic and then on to Berbice or Demerara in Guyana, South America, for two weeks. The **Lady Peel** reached London in late August. She brought a cargo of rice, presumably from India, sugar from Mauritius and/or Guyana, and rum from Guyana.

The **Blackfriar** (574 t.) was also new, launched in 1848 from the same yard in Sunderland, but had an unfortunate start – she got caught in a gale in the Channel and had to put back to London for repairs. After a four month voyage she arrived in Bombay, and stayed two months before sailing for China. She called briefly at Singapore, and arrived in Whampoa, China, in late November.

From the eighteenth century the British traders, initially the East India Company, had become firmly established at Canton, but the Chinese strictly regulated all the European trading agencies there, permitting them to conduct business only in the six winter months. In addition, all business communications were through mandarins or monopolistic merchants, and ships coming to trade at Canton had to anchor about thirteen miles downstream at Whampoa for loading and unloading by Chinese junks.

After spending the winter off China, the **Blackfriar** set off for London in February 1849. Lloyd's List notes calls at Hong Kong and Anjer in Indonesia, and then St Helena in the Atlantic, perhaps for fresh water, and she arrived back at Gravesend at the end of July.

The Customs Bill of Entry for the next day shows that she unloaded her cargo, mainly of tea, but also silks, treasures, merchandise and 'sundries', at the London Docks. What was in the 50 packets of treasures for the Oriental Bank?

The **Blackfriar** under John Williams set off again after only a month ashore – this time to Hong Kong, Manilla, New York, and Quebec, presumably going east round the world and round Cape Horn. They returned in October 1850. I have not looked at this voyage, or the next in the **Cresswell**, in detail, so do not have the cargoes.

John Williams made two voyages in the **Cresswell** (574 t.), both of them to New Zealand. On the first he left Gravesend in November 1850 and arrived in Auckland in

March 1851. They then sailed south to New Plymouth and Wellington, and then to Otago (for Dunedin) in South Island in May. They returned via Shanghai and Batavia (Jakarta). The second voyage in 1852 was to Auckland and then on to New Plymouth. As well as welcome new settlers and cargo, the ship brought news. In early July the New Zealand papers were able to report that the government in London had changed four months ago. The shop advertisements in the next few days list all sorts of attractive and useful items 'On Sale Ex **Cresswell**' – fabric and dresses, stays and umbrellas, sugar and tea, oatmeal and spices, tobacco and soap, canvas and boots, sherry and rum.

She returned to London via Auckland. The Auckland paper, the Southern Cross reported on her departure 'she carries a valuable cargo with her; consisting, in addition to the cargo of Admiralty spars landed from the **William Hyde**, of 90 tons of copper ore, 60 tons of kauri gum, and a quantity of New Zealand flax. May we have many more such nobly freighted ships from the port of Auckland.'

On the **Marchioness of Londonderry** (808 t. and a crew of 37) John Williams took his last voyage to ports in the Far East in 1853-4 and the following year the first of what became his routine for the next fourteen years of annual return journeys direct to Sydney. He set sail in early May 1853 from Gravesend on the last of his wide ranging voyages for Melbourne, from there he went on to Sydney and after a few weeks sailed for Singapore, Guam, and Shanghai. He returned via Singapore arriving back at Gravesend on 6th May 1854 almost exactly a year after leaving.

From then on the ships he commanded took emigrants from London to Australia. No doubt the cargoes both out and back were an important part of the financial equation, but they were known primarily as passenger ships. John Williams worked for three ship owners who offered a regular passenger service – first George Marshall, then Duncan Dunbar, and, when he died, the firm of Devitt & Moore, who took over many of his ships. Duncan Dunbar encouraged his captains to take shares in the ships they commanded, and John Williams built a portfolio of shares over the years until at his death in 1883 he had shares in at least 6 vessels.

The **Light of the Age** (1,287 t.) sailed between London and Sydney under John Williams from 1855-7, the **La Hogue** (1,331 t.) from 1857 to 1865 and the **Parramatta** (1,521 t.) from her launch in 1866 to 1869 when he retired from the sea. They were ship rigged, and the last two, which were built by James Laing in Sunderland, were of composite construction – wood, trussed with iron bars running at an angle in opposite directions inside and outside the hull, joined with copper bolts – an innovative technique when the **La Hogue** was launched in 1855.

They took emigrants and other passengers in cabin class, intermediate and steerage accommodation, and needed larger crews – 52-62 men - to work the ship and serve the passengers. Six surviving diaries of passengers in all three classes give vivid impressions of the experience of the voyage. They set out from London in late July or early August and usually called at Plymouth, where some passengers joined the ship, travelling by train to avoid the often uncomfortable sail down the Channel. They arrived in Sydney towards the end of the year with the passage out taking a minimum of 85 and a maximum of 116 days.

Each voyage had its significant events – gales and calms, entertainments and perhaps a birth. Time could pass slowly, especially for the first class passengers, who

did not have to do their own cooking and cleaning. Seeing another vessel was an event, 'speaking' to one using signals was of great interest, and stopping to exchange letters a big excitement. Occasionally there was a death from sickness or even suicide, an accident or incidence of madness, and in 1856, as reported in detail in the Illustrated London News, a hurricane during which two seamen were washed overboard.

The journey back started in mid January or early February arriving in London in April or early May – passages varied from 80 to 108 days. This timing enabled the ships to take the newly sheared wool crop to the London markets. Copper ore or ingots were another major cargo on these ships, and other items carried included gum (presumably kauri gum from New Zealand), animal products such as tallow and skins, and treenails for those who were still building wooden or composite ships. Although most of the early ships returned to London sailing back west south of the Cape of Good Hope, the homeward voyages of the **Parramatta** were eastwards round the world past the Cape Horn, not at calling at any port before Plymouth. John Williams' year was in this way broken into blocks of approximately three months, alternately on land and at sea. He had late spring and early summer at home in Stepney with his family, and to conduct business in London and perhaps Sunderland.

Some of the records of the merchant navy in the early and mid nineteenth century have not survived. The key documents that would provide clues to the first twelve years of my great, great grandfather's career at sea (e.g. his application for his master's certificate and the crew agreement for the **Candahar**) cannot be found. But a remarkable amount can be learnt from Crew Agreements and ships' Log Books, Lloyd's List and Index, Lloyd's Register and Captain's Register, Cargo Bills of Entry, the census and street directories, the Illustrated London News and other contemporary newspapers (particularly from Australia and New Zealand), passenger diaries, and from contemporary and modern books and the Internet. These can be used to build a picture of an individual, such as Captain John Williams, and his world.

THE KING ORRY OF 1913 (Part One) by Adrian Sweeney.

The King Orry of 1913 was built by Cammell Laird of Birkenhead. Her importance in the development of the Isle of Man Steam Packet Company lies in the fact that she was the first vessel delivered to the Company with geared turbines as opposed to the direct drive turbines of the earlier Viking and Ben My Chree.

The vital statistics of the King Orry of 1913 were;

Length; 300 feet.

Breadth; 43.1 feet.

Depth; 15.9 feet.

Gross Tonnage; 1887.

Machinery; 4 steam turbines, single reduction gearing driving twin screws.

N.H.P. 1114.

B.H.P. 9400.

Service Speed; 21.5 knots

Launching of the King Orry.

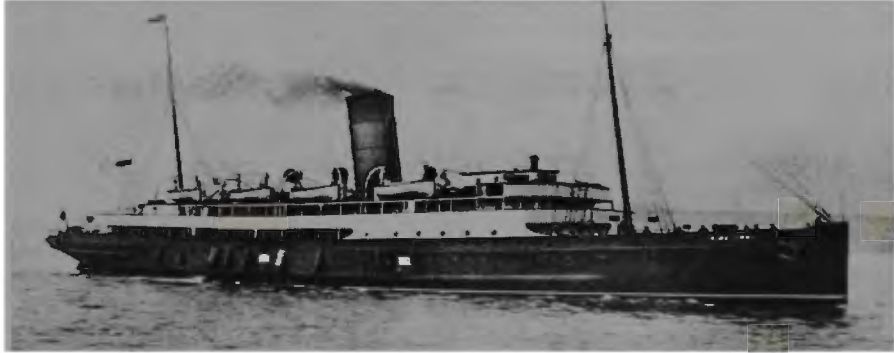
The King Orry was launched from the Birkenhead yard of Cammell Laird on Tuesday 11th March 1913. The officials of the Company and their guests had sailed over from Douglas the previous day on the **Snaefell**, which had also been built by Cammell Laird in 1910. The Steam Packet entourage was led by the Chairman of the day, Mr. D. Maitland. The weather was cloudy and damp; the previous day had been blustery which if it had continued could have delayed the launch.

The **King Orry** had been built on the Number 6 slipway but 1913 was a very busy time for the Birkenhead shipyard. Four large passenger vessels were under construction; two were for the Norske- America Line and two were for P&O line which were being built for the trade to the Far East. A Royal Mail Line ship was also under construction, the **Doon**, which was to carry frozen meat from Argentina. There was also naval construction under way including the ill fated dreadnought battleship H.M.S. **Audacious** as well as a smaller destroyer. The wife of the deputy chairman of the Company, Mr. W. A. Waid was to launch the ship. Mrs. Waid and the rest of the large gathering were invited to take their places for the launch at about noon. They would have noticed that the paintwork of the new ship was complete and that the name of the ship had been covered by colourful bunting. The launch was to be at the peak of high tide at about 12.30 p.m. and just before the launch the sun broke through bathing the happy scene in warm sunlight. Once the ship had entered her natural element her progress was halted by the drag chains and two tugs brought her under control and she was taken into the fitting out basin.

Fitting out of the new steamer took about three months and she was ready for her sea trials by mid June. It was on the 27th June 1913 that her trials took place and she achieved a speed of 20.94 knots. When compared to the speeds of the **Viking** and **Ben My Chree** this might have seemed a little disappointing although the **King Orry** was not meant to rival those two for speed as her new geared turbines were designed more for economy of operation. The gearing of the turbines gave the King Orry a propeller speed of about 270 r.p.m. and it was the gearing that made it possible for a high turbine speed to be maintained. A direct drive turbine steamer such as **Viking** could have a propeller speed of as much as 600r.p.m. and this meant a much poorer thermal efficiency. On her way back from her trials she called into Douglas Bay for the first time and was given a rousing welcome by the **Viking**, **Ben My Chree** and the **Ramsey**.

As built the **King Orry** presented a pleasing appearance. She had a straight stem and an elegant counter stern. She had a long forecastle, aft of which the shelter deck had six small porthole type windows and then the rest of the deck was open along both sides to the stern. The promenade deck was also open along both sides above which hung four large white lifeboats on each side. The large single funnel was surrounded by large air vents pointing in various directions. The whole design was both pleasing and symmetrical.

The **King Orry** entered service for the Isle of Man Steam Packet Company on the 8th July 1913 on the Liverpool to Douglas service and until the outbreak of the Great War served the Company and the island quietly and without fuss proving to be a popular vessel with the travelling public. She did have an early mishap however when in the September she hit the Victoria Pier and was taken out of service and replaced by the **Peel Castle**



The Great War.

The **King Orry** returned to her builder in November 1914 to be fitted out as an armed boarding vessel. She left for Scapa Flow on the 27th November but in the first few weeks of operation the wide rubbing strake around the hull of the ship was a danger to the boarding boats so she soon returned to Birkenhead for further alterations. Once she returned to the north she began her tasks of long patrols, often in very rough weather, searching for and stopping merchant vessels which might have been trying to break the naval blockade of Germany. On many occasions if the suspect vessel failed to stop, a few shots were put across the bows. The danger from enemy U boats was also a further hazard. All through 1915 and the first half of 1916 the **King Orry** took part in hundreds of patrols and sweeps, searched innumerable vessels, sometimes taking a prize and sometimes taking part in raids with other vessels and navy destroyers on contraband carriers often right up to the German minefields off Heligoland.

On the 9th June 1915 the **King Orry** suffered serious damage, not at the hands of the German navy but as a result of a collision with a submerged reef. The ship was proceeding south through the Sound of Islay, the narrow stretch of water which separates the famous whisky producing island of Islay from the Isle of Jura, where a few years later George Orwell was to write 1984. The ship was steaming at 19 knots when she hit a submerged reef at the southern extremity of the Sound. The vessel suffered heavy damage including damage to several bottom plates, the engine room was damaged rendering the starboard turbines inoperable and the steering gear was wrecked. The port turbines were however in working order and the emergency hand steering equipment was brought into operation so the ship managed to make 15 knots and set a course for Liverpool. Apart from the double bottom tank the ship was not taking on water and she arrived safely in Liverpool and she was drydocked at Lairds and was repaired. She once more returned to her patrolling duties. She was at sea during the battle of Jutland in 1916. Apparently she was cruising off the coast of Norway in the company of the old armoured County class cruiser **Donegal**. It seems that their task was to intercept any escaping units of the High Seas Fleet! It makes

one shudder to think of the disaster that would have overcome them if they had bumped into any of the Kaiser's powerful battleships or battlecruisers. The **King Orry** would certainly never have seen Douglas Bay again. It was after the Battle of Jutland that for a time the **King Orry** became a target towing ship because of her speed. She was actually hit by a six inch shell on one occasion but it failed to explode. She was also employed on occasion as a "repeating" ship to the 4th Battle Squadron which in 1916 consisted of the Bellerophon class battleships. This duty was to transmit signals from the flagship to vessels astern. It was about this time that she was very often used as a gunnery training ship.

It was in the autumn of 1916 that the **King Orry** took on a new identity and became the **Viking Orry**. This disguise was to enable her to pose as a peaceful neutral merchant ship and thus be able to have the element of surprise when intercepting contraband ships off the coast of Norway. The **King Orry** remained an armed boarding vessel right up to the conclusion of hostilities in 1918 and was duly honoured by Admiral Beatty at the surrender of the enemy fleet.

Between the Wars.

The **King Orry** was returned to the Isle of Man Steam Packet Company after a short period of trooping in the channel in early 1919 and was back in service by July. She was the most modern ship in the fleet and remained so until the advent of the **Ben My Chree** in 1927. During the inter war period the ship served the Company well. She did go aground on the 19th August 1921, due to fog, near the Rock at New Brighton. She was approaching Liverpool with a very full load of passengers but she was refloated on the next flood tide. No damage occurred. From then until 1939 she served the island without drama or mishap and in 1938 she even had a mini rebuild! She was converted to burn oil fuel, her funnel was shortened and she gained a glass screen on the previously open shelter deck.

The final week of the **King Orry's** service to the Isle of Man started on Monday the 21st of August. She departed Douglas at 8.34 a.m. heading for Belfast. The wind was moderate that day, north easterly in direction, the sea was moderate and there was a haze. She called at Ramsey at 9.40. On board were 571 passengers who consisted of;

53 day saloon and 178 day steerage,

1 weekend steerage,

4 Fifteen day saloon and 3 Fifteen day steerage,

2 and a half saloon singles and 9 steerage singles,

108 saloon returns and 212 and a half steerage returns.

She took the return sailing back to Douglas at 5.05 p.m. The weather was similar though the sea became calmer later. On board were 522 passengers and she past the Point of Ayre at 8.50 p.m., called at Ramsey at 9.24 p.m. and berthed at Douglas at 10.18 p.m.

On Tuesday the 22nd of August the **King Orry** was rostered to take the 9a.m. sailing to Ardrossan. She left Victoria Pier at 9.07, the sea was slight, the visibility was good and there was a moderate N.N.W. breeze. On board were 481 passengers the vast majority being either steerage or saloon returns. She called at Ramsey at 10.11a.m., passed Aisla at 2.13 p.m. and arrived at Ardrossan at 3.44 p.m.

The return sailing was an overnight sailing back to Douglas. The Way book reports a

smooth sea as the ship left Ardrossan at 12.06 a.m. with 85 and a half passengers on board. The child was one of the twenty four 15 day saloon passengers- I wonder if he or she got much sleep that night? The ship passed Aisla at 1.38. She does not appear to have called at Ramsey and she docked in Douglas at 6.00a.m. The ship was at rest for the remainder of Wednesday.

Thursday the 24th of August was another busy day and involved another overnight sailing, this time to Liverpool. She left Douglas at 12.32 a.m. in a calm, smooth sea although the Way book does say she met dense fog coming up the river Mersey. She passed the Bar at 3.55 a.m. the Rock at 5.30 and berthed at the landing stage at 6.00a.m. On board there had been 944 passengers who consisted of;

2 day saloon and 1 day steerage,

3 Fifteen day saloon passengers,

3 single saloon and 4 single steerage,

294 saloon returns and 637 steerage returns.

The ship took the return sailing to Douglas later in the day at 3.30p.m. although she left five minutes late. The sea was still smooth but it was hazy as the ship passed the Rock at 3.52 and the Bar at 4.39. She arrived at Douglas at 7.50 p.m. with 207 passengers.

Friday the 25th of August saw the ship return to Ireland, but this time to Dublin. She left Douglas at 8.37 a.m. in a light to moderate easterly wind, the sea was smooth but there was a haze. She had on board 890 passengers who consisted of;

37 day saloon and 146 day steerage,

13 single saloon and 27 single steerage,

364 saloon returns and 303 steerage returns.

She passed the Bailey at 12.42 p.m. and berthed at Dublin at 1.37 p.m. The return sailing to Douglas departed at 5.38 p.m. The weather had not changed from the morning and she arrived back in Douglas at 10.27 p.m. She had carried 399 and a half passengers over from Ireland. In all five children had travelled on the **King Orry** on that crossing.

Saturday the 26th of August was the final day of the King Orry's regular service for the Isle of Man Steam Packet Company. She took the 9.00a.m. sailing to Heysham, leaving 4 minutes late; the sea was smooth, the wind light but the visibility was poor. She had on board 1384 passengers who consisted of;

4 day saloons and 1 day steerage,

1 weekend steerage,

2 and a half fifteen day saloons and 2 and a half fifteen day steerage,

2 single saloons and 4 single steerage,

615 saloon returns and 752 steerage returns.

A crowded sailing indeed! The Lune buoy was passed at 11.54 a. m. and she berthed at Heysham at 1.44p.m. This entry in the Way Book would suggest that she had been delayed in entering the port but no reason is given.

Her final passenger sailing was the return sailing to Douglas at 3.30 p.m. but she left 7 minutes late. The visibility had improved since the morning as she passed the Lune Buoy at 4.07 p.m. with 117 passengers on board. Little did these people realise that they would be the last fare paying passengers ever to sail on the old ship as she berthed at Douglas at 6.58 p.m.

(Part Two will appear in the next issue of The Bulletin)

JACK BINNS. THE FIRST WIRELESS HERO

by David Barlow and W. G. Williamson

One hundred years ago an inspiring bit of wireless operating created the first wireless hero Jack Binns. He was heavily involved in an incident that was probably more influential in the history of the role of wireless in the safety of life at sea than any other episode including that of the **Titanic**. The fact that over 2000 lives were saved because one ship was fitted with wireless at least three years before the **Titanic** was built seems to be forgotten by the historians. Concentrating on the use of SOS with scant regard to its predecessor CQD, the tragedy of the **Titanic** disaster is for some reason more newsworthy than the triumph of saving thousands of lives. The Berlin Wireless Telegraph Convention of 1906 acknowledged that there was a need for a universal distress signal, for at that time the Marconi Company used CQD, German operators used DDD while the Italians favoured DDDSSS. The new signal SOS was designated by the Berlin convention to come into operation on June 1908 or such date thereafter when ratified by national signatory governments.

In the spring of 1909 SOS was reported as being used by Cunard's **Slavonia** after going aground on Flores in the Azores. A confirmed use of SOS came in August 1909 when the ss **Arapahoe** lost a propeller off Diamond Shoal. Wireless operator T. D. Haubner sent an SOS that was heard by the coast station at Cape Hatteras but two-way wireless communication proved impossible. Therefore the **Titanic** was not the first ship to send SOS and Marconi operators continued to use both SOS and CQD until the London convention of 1914. In the event of an emergency, a wireless operator would probably have used either call to draw attention to the ship's plight.

The **Titanic** has been the subject of many books and films, probably because of the fact that the ship was advertised as unsinkable and it had famous people on board. It seems to act like a magnet to the general public however wireless had already saved thousands of lives before the **Titanic** disaster. The most noteworthy incident took place three years earlier on 23rd January 1909 and is an integral part of the life story of John Binns.

John Robinson Binns (but known as "Jack") was born on 6th September 1884 in Glanford Brigg, Lincolnshire, in the Brigg Union Workhouse. He was raised in Peterborough by his maternal grandmother and uncle. At the age of 13 he got his first job as a messenger with the Great Eastern Railway telegraph department, and studied this new science at every opportunity he got. An accident that nearly cost him his legs laid him up in hospital for over a year but ironically the accident gave him the opportunity to further his studies. When he returned to work it was as a junior telegraph operator. In those days telegraphy comprised the use of Morse code, Morse inkers and telegraph wires and often associated with the railway companies. In April 1900 The Marconi International Marine Communications Company was formed and by the end of 1901 it had coast stations set up on the Isle of Wight and at the Lizard, North Foreland, Caister, Withernsea, Holyhead; and Rosslare and Crookhaven in Ireland.

By 1901 Binns was promoted to senior operator, second in charge, in the Colchester office. One of his obligations was to test and repair lines, an obligation that stood him in good stead when he had to repair the broken telegraphy equipment on the **Republic**. In 1903, he joined the British Post Office as a telegraphist and was working at Newmarket

and it is quite possible that about this time he met a wireless operator, probably from the station at Caister. It is interesting that many young men became interested in wireless telegraphy at this time through visiting or knowing wireless operators at the early Marconi coast stations. Binns recognised wireless as the future and finding life at telegraphy stations fairly dull sent an inquiry to the Marconi Company.

Towards the end of 1904 20-year-old Binns travelled to the Marconi Training School at Seaforth, Liverpool. Having completed his twelve-week training course in the unusually short time of five weeks in April 1905, he joined his first ship, the luxury liner **Kaiser Wilhelm der Grosse** (the first merchant/passenger ship to be fitted with wireless equipment with tests taking place on 28th February 1900). It was the first of four German ships on which Binns sailed the others being the **Grosser Kuerfuerst**, the **Bluecher** and **Kaiserin Augusta Viktoria**. His time on German ships came to an end in 1908, when the Reichstag passed an act requiring that all wireless operators aboard ships be German.

Not knowing what to do with him, the Marconi Company assigned him to their Brussels office to test new equipment. The company obviously observed that it not only had a brilliant wireless operator but also a competent wireless engineer. In those days it was essential that the operator could adjust the Vz kilowatt spark transmitter and magnetic detector receiver. He then served on a series of vessels between Dover and Ostende testing out new systems for the Marconi Company. This experience would prove vital on board his next ship the **RMS Republic**. When this work was completed he was assigned to the station at Crookhaven where he remained for six months. The chief at that station abruptly terminated his stay. Binns was the twenty-third person that this chief fired within months of their arrival at Crookhaven.

"On arrival at Liverpool I reported to Hobbs, the manager of that port for the Marconi system. He told me the head office was pretty sore at me, but not too sure where the blame should be placed. Under the circumstances I was being placed aboard the White Star liner **Republic** as the only operator. He carefully explained this was to be considered as a reprimand, because the ship was generally considered an assignment for a junior operator." This was probably the 14th of November as information taken from Lloyds List for 1908/09 shows the **Republic** in Liverpool that day.

The 1906 Berlin Conference laid down the first international training requirements for wireless operators and in the UK this was a PMG Certificate. Binns sat this exam on the 5th November 1908 at the Marconi depot at Seaforth. (It is interesting to note that both operators on the **Baltic** "Jack" Tattersall and Gilbert Balfour would have known Binns for they sat for their certificates at Seaforth the following day).

Rescue at sea

In early 1909 Jack joined the **RMS Republic**, the largest and most luxurious liner in the White Star fleet as her only wireless operator. In these days the wireless room and wireless operator's sleeping quarters (one could hardly call them cabins) were often timber built and placed on board the ship in a convenient place, on the **Republic** it was on the aft port side of the liner.

On January 22nd 1909 **RMS Republic** left New York Harbour bound for Gibraltar and the Mediterranean with Captain Inman Sealby in command. The ship's complement was three hundred crew and four hundred and forty-one passengers. Many passengers were no doubt fascinated by the fact that the ship carried the new fangled wireless

equipment. Binns spent the first hours on board handling private messages and sending them through station MSC Siasconsett on Nantucket Island, Massachusetts until well after midnight. As the only wireless operator on board he would have been well aware that the range of his ten-inch spark coil was limited and Siasconsett would soon be unable to receive his traffic.

Wireless operators were used to sleeping with the foghorns sounding and, like all experienced seamen, would sense the frequency of the blasts from the foghorn and the vibrations of the engines. At about 5.40 am Binns became aware that the foghorn was sounding more frequently and felt the judder of the engines as they were stopped. The immediate thought was "is there another ship nearby?" No sooner had the thought of a possible collision gone through his mind when he heard a loud crash and the ship heeled over. He quickly left his bunk and was horrified by what he saw - the port bulkhead of the wireless room was smashed and virtually nonexistent and the smashed deckhead hanging as if it would collapse at any moment. He looked out of the vacant space and could see a grey object that he took to be a rock. His first thought was that the ship had run aground but came to realise that the object he could see through the fog was another vessel.

At some point he must have realised that the damage to the wireless room extended close to the spot where just a few minutes earlier he had been asleep. However, his first thoughts were for his wireless equipment and in particular, the aerial. There was a quick way to test this. If the aerial was intact and not earthed then a spark could be obtained across the points of his ten-inch spark generator if not then no spark would be produced. Fortunately, this first test proved positive the aerial was undamaged.

The other vessel was the ss **Florida**. Her forepeak had rammed the **Republic** on the aft port side and made a massive hole in the ship's side. The extent of the damage was such that the hull adjacent to the engine room was breached and water started rushing in. The engineers did what they could to draw the fires under the boilers and get out of the engine room. The boilers would have exploded had the seawater reached them but fourth engineer J.D.Legg opened the injector valves and flooded the boilers thereby preventing an explosion. His actions saved the ship and the lives of those on board.

Soon after testing the aerial the ship's generators failed and Binns was forced to switch on his bank of emergency batteries (a requirement on board ships to this day). He was aware that this would reduce the effective range of his apparatus to 60 miles at most. At this stage he had no idea how badly damaged the ship was or even if she would survive the collision. As he knew he had to work in a wrecked wireless room, he went back to his cabin and put on warm clothes and an overcoat.

The telephone line to the bridge had been destroyed when the cabin wall was torn away. Realising that the engines had stopped and the generators were down, he went to his Morse key and sent CQD CQD CQD de MKD MKD MKD (MKD was the call sign of the **Republic**). A reply was quickly received from station MSC at Siasconsett on Nantucket Island, Massachusetts. He told the operator at MSC that he did not know the ship's position or the actual extent of the damage, but to stand by for further information and ensure that the airwaves were clear.

The coast station at Siasconsett (among the first coast stations set up in the USA) was known affectionately to wireless operators as "old SC". The explanation is that call signs

were changed at the start of 1909 and all Marconi stations now had the letter 'M' on the front. The operator at MSC was Jack Irwin, an Australian who, in October 1910, was the wireless operator involved in the first air-sea rescue when the crew of Walter Weilman's airship **America** was rescued in the Atlantic by RMS Trent. This was after the airship had achieved the distance record for powered flight. On this occasion Irwin was on the graveyard watch and, having dozed off by the stove, he suddenly realised that it had run out of fuel. He was just about to put more coal in the stove when he heard the CQD call and acted swiftly on it.

Almost as soon as the CQD had been sent a steward arrived with a message from Captain Sealby to enquire if everything was all right. Binns decided to report in person and made his way through the debris on deck to the bridge. This was not an easy task in the dark and with fog still swirling about. He assured the Captain that his wireless equipment was working and returned to the shattered wireless cabin. He called MSC again and, as instructed by the captain, requested Irwin to get in touch with other ships.

Irwin then sent CQD CQD CQD and repeated the above message and, at his own initiative added "DO UTMOST TO REACH HER". He was soon in contact with both the ss **La Lorraine** (one of the first three French ships to be fitted with Marconi equipment in 1902) and the ss **Baltic**. Irwin then advised Binns that the **Baltic** and a revenue cutter from Woods Hole, Massachusetts were on their way to assist. This information was passed to the Captain and passengers who greeted this news with delight.

As the spark transmitter would quickly drain the emergency batteries Binns now realised that he would have to conserve electrical power. He therefore let MSC do the operating and would probably have only sent MKC R (**R**epublic acknowledge) to let them know that he had received signals.

It is very fortunate that at the time of the first CQD the **Baltic** was only 64 miles from the **Republic**. However because of the **Republic's** low power output the **Baltic's** 1st wireless operator, H.J. Tattersall could only hear signals from MSC. Another fortunate coincidence was that the **Baltic** and **La Lorraine** both carried two wireless operators. The **Baltic**, having received the relayed CQD, was intent on finding the stricken vessel. However despite being only 60 miles from the incident, the thick fog entailed her searching at slow speed for 12 hours and steaming over 200 miles. It was over six hours before Binns was in direct contact with the **Baltic**.

By now Binns had ascertained that his ship had not gone aground but had been rammed by the ss **Florida**, which was not fitted with wireless. The **Florida** was carrying 830 immigrants, most of them refugees from the Messina earthquake, a number of first class passengers and one hundred crew. The **Florida** had a shattered bow but her collision bulkhead was undamaged and her engines were working, moreover the ship was manoeuvrable and unlikely to sink. Captain Sealby decided that it was in the best interests of his passengers if they were transferred to the **Florida** as a precautionary measure. Captain Sealby, Binns and forty-four of the crew remained on the **Republic** even though she was sinking lower by the head and drifting.

As the **Republic** was the only one of the two ships fitted with wireless, Binns as her sole operator had to remain on board. The thick fog persisted throughout the day and it was vital that communication be maintained with the **Baltic** if she was to save the passengers and crew of both ships. By noon the **Baltic** was within ten miles and her foghorn could be

heard on the **Republic**. Although capable of 22 knots her engines were at dead slow in order to avoid a further collision with either of the stricken ships. The **Baltic** sighted neither ship and disappeared into the fog.

It is worth mentioning at this point that in the early days of wireless, operators used spark transmitters and in this instance, a magnetic detector receiver. This worked using clockwork mechanism that had to be wound up regularly about every half hour. There was a coherer receiver on board the **Republic** but it would have used more battery power and only worked in conjunction with a Morse inker. Consequently, it was impracticable given the circumstances. When initially testing the aerial Binns had accidentally knocked and broken a lever used to move the aerial from the spark transmitter to the magnetic detector receiver and back again. It was obviously insulated but he would have had to hold it in place both when transmitting and receiving with one hand while operating the Morse key, or writing the received messages with the other. All this made his task incredibly difficult, especially as his fingers were numb from the cold.

The afternoon dragged on and there was still no sight of the **Baltic**. A steward arrived with much needed food and coffee and later in the afternoon Binns decided that he would report to the bridge himself, thinking that the walk and climb would help revive his circulation. He was so cold that his teeth were chattering, something that the Captain interpreted as being a show of fear. Binns soon put him right and said that it was the cold, as a result the Captain instructed a steward to take blankets and woollen overshoes to the wireless room.

The situation continued throughout the afternoon with foghorns and location bombs being used by all three ships albeit to no avail. The **Baltic** was down to her last bomb and it was arranged by wireless that the crew on the **Republic** would form a circle on deck. The last bomb would be detonated at a specific time and the **Republic's** crew would listen and report if they heard anything. For some seconds after the appointed time nothing was heard but then Binns and the Third Mate thought that they heard a faint boom. The direction was sent by wireless to the **Baltic** and fifteen minutes later, she hove into sight, much to everyone's relief. In a great feat of seamanship it had taken the **Baltic** 15 difficult hours to reach the **Republic**.

Soon after the **Baltic** came into sight the weather began to change, the wind increased, the fog cleared and a driving rainstorm developed. Awful conditions for Binns in his wireless room as the bitter cold persisted and the damp threatened the operation of the spark transmitter. The lights on the **Florida** could now be seen and the decision was made to abandon the **Republic** and transfer the passengers on the overloaded **Florida** to the **Baltic**.

Having spent 18 hours at his station working in highly difficult circumstances Binns transferred to the **Baltic** and spent a few hours on board. Captain Sealby with First Mate Grassland stayed on board the **Republic** as it was thought that the ship could be saved. The following morning a skeleton crew including Binns joined them. He immediately set about nailing blankets over the gaping hole in his wireless cabin and was again in touch with the operators on the **Baltic**, although by this time his batteries must have been running low. At 10 am the **Baltic** departed and the ss **Furnessia** took over rescue duties. The **Florida** had also sailed for New York. Revenue Cutter **Gresham** and a U.S. Derelict Destroyer, (destroyer of derelict ships), called **Seneca** had been instructed by wireless to come to assist now attempted to act as tugs for the 15,000 ton **Republic**. The **Furnessia**

was made fast astern to act as a rudder but regrettably progress was painfully slow. By the following morning Binns had with the exception of a few hours on the **Baltic**, been at his post for 36 hours. He was tired, cold and soaked through to the skin. By mid afternoon it was clear that the **Republic** would not survive and, at about 5 pm, Captain Sealby decided that the ship should be abandoned. The Third Mate came to the wreck of a wireless cabin to tell him that the time had come to leave. With barely any power left in his batteries he sent his last message from the **Republic**: "Current going, wireless now closed."

The remaining crew of the **Republic** were transferred to the **Gresham** and thence to the **Seneca**, where Binns watched with sadness as his ship went down. He was so tired that he didn't undress he simply found a bunk and "crashed out" for hours.

The Aftermath

On arrival at the White Star pier in New York Captain Sealby and his rescued crew were greeted by a crowd of 3,000 people. Sealby and Binns were carried shoulder high to the White Star offices where the Captain had to give a speech and several female clerks forcibly kissed Binns. His embarrassment did not end there because he was persuaded to go to a vaudeville theatre where it was announced that, "CQD Binns was in the audience". He had to make a speech (albeit brief), was kissed by the female performers and was later chased down the street by adoring admirers.

To his considerable displeasure, he ended the day covered with powder and rouge.

The adulation continued on his arrival back in Liverpool, and he was honoured in his hometown of Peterborough with a civic reception and the presentation of an illuminated scroll. He continued working for the Marconi International Marine Communications Company Ltd until 1912, serving on the White Star **Adriatic** for two years under Captain E. J. Smith (of **Titanic** fame), as well as RMS **Caronia**/MRA and the American Transport Company vessel **Minnewaska**/MMW.

Although Captain Smith had requested Binns be assigned to him on the then new **Olympic**/MKC Bruce Ismay, head of the White Star Line, refused to let Binns sign on fearing that his presence might curse the ship. He was assigned to the **Caronia** instead. This incident coupled with the fact he had met his future wife led him to tender his resignation after a round trip on the **Caronia**. Despite being named as the first travelling inspector for Marconi, Binns chose to resign and sail on board the **Minnewaska** in order to make a new life in New York. His alternative was the **Titanic** but the **Minnewaska** was due to arrive a few days earlier. In a tragic coincidence, his first job was reporting on the loss of the **Titanic**. An astute editor of a New York evening journal engaged Binns as a journalist, hired a tug, the **Mary F. Scully** and bought a complete wireless outfit. This was put on the tug Binns was told to get busy as the tug was about to sail. He rigged up the radio equipment and received the messages from the **Olympic** listing **Titanic's** survivors and sent them to his editor. This was all quite legitimate as at that time no privacy laws regarding secrecy of wireless correspondence existed in the States.

Life Ashore

Binns continued working as a journalist until the outbreak of war when he moved to Canada and joined the Canadian Flying Corps as an instructor in aviation and wireless. Following the end of the war he returned to New York and continued in journalism, with a

special emphasis on the first attempts to fly across the Atlantic. He was a founder member of the New York Newspaper Club and served as radio editor of the New York Tribune before leaving journalism in 1924. Subsequently he became chairman of the Hazeltine Corporation, an electronic research and engineering company based in New York. He joined the company as treasurer on its formation in 1924 with the aim of developing and licensing radio patents. He was a director by the following year, before rising to the positions of Vice President (1935), President (1952), and Chairman of the Board (1952). The post of Honorary Chairman was created for him in 1957. Among the accomplishments of this firm together with the British was the perfection of Asdic and Sonar during World War II. His granddaughter recalls learning that engineers from Great Britain arrived with countless blueprints, all memorized in their heads rather than on paper, in case they would be caught en route! John Robinson Binns died in New York City on 8th December 1959, at age 75, predeceasing his wife, Mrs. Alice MacNiff Binns, and two daughters, Mrs Howard Fraser and Mrs. Paul. Utermohlen Lovelace. It is clear that the young wireless operators involved in this incident played a significant part in popularising the image and status of the Wireless Operator. Certainly their employer thought so for at some point after the rescue, the great Mr. Marconi himself hosted a dinner for Binns and Tattersall in appreciation for all their efforts in saving so many lives while working under very trying conditions. The Marconi Company had been going through a difficult time financially and the publicity from the Republic incident helped to restore the company's position.

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QSO Special December 2008

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Have you seen our new web site yet? Please do so at:
www.liverpoolnauticalresearchsociety.org

THE STATE OF THE MERSEY 1870

Admiral Evans, the Acting Conservator of the River Mersey, has just presented to the Dock Board his annual report upon the present state of the navigation. Referring to the re-survey of the Liverpool Bay during the year, 1870, which was rendered necessary by the constant fluctuations which occur amongst the quicksands and channels of the river, he states that the changes discovered have not injured the main course of navigation. The survey showed a progressive northward extension of the Little Burbo bank, which had made necessary further changes in the buoys in order to preserve a correct leading line through the Queen's Channel. The Victoria Channel, reported last year as fast closing up, is now no longer safe for the general purposes of navigation, but as it may occasionally be found convenient, with a rising tide, to run over the bank on its Eastern side into the Crosby Channel, a few of the leading buoys have been so adjusted as to guide vessels clear on the South side of the shoalest part of Little Burbo. The further extension Northward into the Crosby Channel of the North-cast elbow of the Great Burbo bank has driven the ebb current with such force against the Taylor and Jordan banks as to form a spit projecting from the Jordan flat into the margin of the Queen's Channel. On the Southern side of the Crosby Channel a detached bank has been growing up for several years. In 1868 the shoalest part of the bank had thirteen feet over it at low water, but the depth is now reduced to ten feet. In the Horse Channel the elbow of the East Hoyle bank has advanced to the Westward, rendering caution necessary in its navigation.

There were 69 wrecks and casualties in the year 1870, and, as an evidence of the efficiency of the Liverpool pilots, Admiral Evans remarks that out of this number only three of the vessels wrecked were in charge of pilots, The Admiral reports strongly upon the necessity for continuing the present system of pilotage in Liverpool.

The navigation of the upper estuary of the Mersey from Liverpool to Warrington and Frodsham continues in a very satisfactory state. The returns show that during the year 1870, 45,595 vessels, of 9,878,657 tons, have passed in and out of Liverpool, showing, as compared with 1869, an increase of 460 vessels and 386,571 tons. In reporting upon the Liverpool-dock works in 1870, the admiral states that the engagement of the Canada Half-Tide Dock by an addition of about seven and a quarter acres to its original area of four acres, and the construction of a branch dock of about eight acres on the East side of the Huskisson Dock, parallel to and similar in form to the branch already projected out of that dock, are making good progress, and, not being subject to tidal influence, are uninterruptedly advancing towards completion. The counter wall in front of the river wall of the Canada Dock has been completed for a length of 1,030 feet, being the extent to which it is considered necessary to carry it for the present. The Admiral concludes his report by bearing testimony to the judicious and excellent arrangements of the Mersey Docks and Harbour Board in everything relative to the safety and prosperity of the port, and the efficiency of their officers in conducting the surveying service, and in the removal of wrecks and obstacles to the navigation.

FRIGATE SACHSEN

The German Navy frigate Sachsen berthed in Huskisson No.1 Dock from the 4th to the 9th June 2009. She is pictured below, by the editor, on the 5th June.

She was built by the Blohm and Voss shipyard in Hamburg in 2001 although work had started on the ship as long ago as 1993. She was commissioned into the German Navy on the 4th November 2004. Her main role is anti aircraft defence although she has more general capabilities if required. Her main gun armament is the standard navy 76mm gun but she is also equipped with Harpoon surface attack missiles and Seasparrow anti aircraft missiles. The ship is equipped with several state of the art radar systems and the hull is designed and built using the latest "stealth" technology systems.

The ship is powered by a combination of diesel and gas turbine propulsion systems which give a top speed of 29 knots. She carries a total crew of 255. Her displacement tonnage is 5,600, she has a length of 435 feet, a beam of 53 feet and a draught of 20 feet.



FRIGATE LUBECK

Once again a photograph of Huskisson No.1 on the 5th June 2009, this time of the other German frigate visitor to Liverpool, the Lubeck. Older than her consort the Sachsen, she is rated as an advanced guided missile frigate. She was commissioned on the 19th March 1990, the last of a total of eight Bremen class frigates. Together with all her sister ships the Lubeck belongs to the 4th Frigate Squadron and her home port is Wilhelmshaven.

The hull of the Lubeck was built by Thyssen-Nordseewerke in Emden and she was fitted out by Bremer Vulkan AG in Bremen- Vegesack. She has a length of 426.5 feet a beam of 47.6 feet and a draught of 21.3 feet. Her displacement tonnage is 3,800 and she has a crew of 222.

Her armament consists of one 76mm gun, Seasparrow anti –aircraft missiles, eight Harpoon anti-ship missiles, two launchers for close-in anti aircraft missiles, four torpedo tubes and two Lynx helicopters. She has the full panoply of modern radars for search and fire control. Her engines are a combination of diesels and gas turbines which give her a maximum speed of 30 knots, 21 knots using the diesels alone.



SEA POST OFFICES.

An Extract from Lloyd's List 23rd October 1905

From a special correspondent

Owing to the withdrawal of the **Majestic** by the White Star Line for annual overhaul, and the substitution of the **Cedric**, the Wednesday transatlantic mails were sent this week, via Southampton, in the Norddeutscher Lloyd steamer **Kaiser Wilhelm II**. The directors of this latter company evince some pride at the fact that their steamer **Havel** (in 1891) was the first to carry a regular sea post, with rooms specially fitted for the sorting of the mails during the passage. Although this date is now in the dim past, and other transatlantic lines are similarly equipped, no one of them appears to have regarded the innovation as of sufficient importance to be made the subject of a special invitation. The directors of the Norddeutscher Lloyd therefore seized the opportunity offered by this week's mail being sent in their steamer, to issue invitations to a number of Press representatives to inspect the arrangements on board for handling the mail. Unfortunately, the original programme was upset by the steamer being delayed a whole 24 hours in the Weser by fog, so that she sailed from Southampton at the same hour on Thursday as she should have departed on Wednesday; and the mails, which had been sent down early on Wednesday morning, were already transferred on board when the guests arrived on the steamer. Captain Hogemann received the party and escorted them to the mail rooms, where the chief of the German officials explained the working of the system.

There seems to be a notion that the only mail bags dealt with during the passage are those containing letters destined for "New York," "New York distribution," and "New York Brooklyn," but as a fact the whole of the mail is sorted, unless by chance it happens to be so heavy as to be beyond the powers of the staff on board. The arrangements are of course somewhat different to these or an Ordinary Post Office sorting-room, and the geography represented by the names pasted in the square metal mouths of the sorting sacks represents a much larger area. The postal staff consists of four German and two American officials, all working together as one body, but on the outward passage to New York the chief German official is in command, and on the return journey to Europe it is the chief American official who takes charge. The mail on board when the ship left Southampton on Thursday consisted of 2,350 bags, and 400 more were expected to be received at Cherbourg. These mails put on board at Cherbourg consist largely of bags from South Germany, and were recently put on board at Southampton, arriving via Flushing. Owing, however, to repeated failures on the part of the Flushing service to deliver bags in time, either owing to fog or other causes, it has now become the rule to send this mail via Cherbourg.

It would seem a simple matter to establish a sea post, but there were apparently many difficulties to be overcome. There is a tradition or a dim recollection at the G.P.O. that sea post used to be carried in the transatlantic liners in olden times, but that it had to be discontinued. If such was the case it is not surprising that the plan had to be discontinued, for a reason to be explained. Anyhow, the credit for the present sea post appears to be due to the German Postmaster-General, Herr Stephan, who submitted a proposal to the American postal authorities, which was readily accepted, both countries contributing towards the cost. Since then similar arrangements have been made affecting the American Line and the White Star Line. In the Postmaster-General's latest report it is

stated that negotiations are in progress with the Cunard Line. As a fact these negotiations must have come to a satisfactory conclusion, seeing that the **Caronia** has a fully-equipped sea post on board, and that the **Carmania** is being similarly fitted. One of the difficulties to be overcome is that the mail rooms occupy an amount of valuable space, for the loss of which the steamship companies naturally look to be recouped.

Referring to what has been said as to it having been necessary to abandon a sea post in the older ships, it is on board the big liners of the present day the work is sufficiently trying to demand men of exceptionally tough fibre as well as exceptional competence. It was mentioned on the **Kaiser Wilhelm II** on Thursday that the sorting staff has to work eleven hours a day throughout the passage, and when it is remembered that this severe work has to be performed in all sorts of weather it will be easily understood that a sea post on board one of the old liners must have been somewhat more than average human nature could stand. Among various interesting items related by the postal officials was one to the effect that the correspondence from the various parts of Europe has marked local characteristics. That from Denmark, Norway, and Sweden is invariably perfectly addressed in neat and extremely legible, handwriting. That from Franco and Austria less so, while that from Italy and Russia mostly imperfectly written and addressed, and a large number of the packages are found unsealed.

The ship had a full passenger list, including the German Ambassador to Washington, Baron Speck von Sternburg, and Mr. O. M. Bosworth, vice-president of the Canadian Pacific Railway, who was accompanied as far as Southampton by Mr. Arthur Baker, European manager of the company.

RAISING THE S.S. LADY LANSDOWNE

By James Scannell

Lying submerged at Ballina's Derg Marina on the River Shannon is the wreckage of one of the world's oldest iron steamers, the S.S. Lady Lansdowne, built by Cammell Laird of Liverpool in 1833 and launched at Killaloe, Co. Clare a year later. The largest steamer to operate on the River Shannon, it carried passengers and goods from Portumna, Co. Galway to Killaloe, Co. Clare and remained in service until about 1865 /1866.

The marina is currently the subject of a planning application for a new £55Million / €60M marina, residential and retail development by Eclipse Developments which has been asked by North Tipperary County Council to consider raising the remains of this vessel following submission received from several local groups and the International Commission for Maritime History. The county council has informed the developers that their marina proposal may seriously compromise the integrity of this historic wreck, which is protected under the National Monuments Act, and has asked them to submit a full method of construction plan to ensure that the wreck's remains will be adequately protected. The county council has also suggested to the developers the possibility of raising this historic vessel and preserving as a 'feature ' on the development and has asked them to consult with the National Monuments Service to investigate proposals for such an undertaking.

TWENTY SEVEN DAYS IN AN OPEN BOAT- The last voyage of the **San Rafael**

Captain James Richard's own account of his Shipwreck. Initially published in World Wide Magazine, 1898, and edited by his great-grandson, Richard Wise.

James Richards was born in 1854 and left Liverpool in the "fully rigged" **San Rafael** (955 gross tons) owned by Balfour, Williamson & Co. (originally the **Mary Warren** built by Chas Currier & co Newbury, Mass, in 1862), and commanded by Captain McAdams, with a cargo of coal bound for Valparaiso by way of Cape Horn, in October 1874. The crew numbered 23 plus McAdam's wife. James Richards was the 3rd Officer.



CAPTAIN RICHARDS AS THIRD OFFICER
OF THE "SAN RAFAEL"

From a photo by Vandyke & Brown, Liverpool

On mid-day of December 28th "the ship being somewhat to the south-west of Cape Horn, we were met by a terrific gale-such a gale as only old Cape Homers can ever have experienced or are able to comprehend.... We were buffeted about for three days and nights, unable to show anything but a mere rag of canvas to keep the ship to wind".

On New Year's Day, the gale moderated and advantage was taken of this lull to go into the forepeak for some spare gear to repair damage and re-lash the spars, which had been washed adrift during the past three days. On taking off the hatches "we became aware of the fact that smoke was issuing from the cargo, accompanied by sulphurous fumes". They decided to make for the Falkland Islands some 1200 miles distant, reckoning on a 41 days run before the wind. They calked every vent, however the next day the smoke began to force its way through the seams in the ship's sides and deck. The ship was at this time running under her topgallant sails before a fresh gale, the sea still very high. "We were driving the old ship to her utmost. Under normal circumstances it would have been extremely risky to carry

so much canvas in such a wind, but on our vessel's speed we felt our lives depended. At ten-o'clock that night we were all startled to hear a loud report and seeing a large volume of flame shoot up from the main hatch to a height of some 60 feet, it was like a square solid pillar of blue flame".

For about four hours they pumped water on the flames, but to no effect. "Reduce sail!" was the order issued at about two o'clock in the morning, and everything was taken in except the storm staysails and the topsails, under which the ship at length hove to. They carried three boats, a longboat, a pinnace and a 17foot dingy and abandoning ship at five in the morning they watched the **San Rafael** "a huge mass of glowing, crackling fire, the burning sparks and spars blowing about and falling in every direction".

In the longboat was the Captain, his wife and nine men. In the pinnace, the First Mate and six men; in the dinghy, the Second Mate, two men, a boy and James Richards. They made for the coast of Terra-del-Fuego which lay some 150 miles to the north- east,

hoping to make their way overland to the Straights of Magellan, and there attract attention of some passing steamer. They were without sails, but by each using an oar for a mast, a boathook for a yard, and rigging up a blanket as a substitute for a sail, ran at between four and five knots in the good breeze then blowing. About one o'clock in the afternoon a heavy snow squall was working up astern, and soon the heavy flakes fell thicker and faster, until it was impossible to see a boat's length ahead. For over an hour the storm continued, and when at last it cleared, those in the dingy looked anxiously around for their companions. At last they discovered the pinnace some three-quarters of a mile distant on the starboard bow, but the Captain's long-boat was nowhere to be seen. As they came up to the pinnace- "Seen the Captain?" were the first words shouted simultaneously from each boat. "No!" "No!" came back the reply. The wind, which had lulled during the afternoon, afterwards freshened, and by ten at night was blowing a moderate gale. They then heaved -to for a while and put out the sea-anchor. This was constructed by lashing securely together the boat's gear, such as oars and boat-hooks, with spars, blankets, etc., and fastening this to the painter of the pinnace, a line some 15 fathoms, or 30 yards long and then the dinghy was secured astern of the pinnace. Twice that night they were nearly swamped. Although they were experienced sailors, none had been placed before in anything like such a predicament. Richards describes the full terror of moving around as they must in that dingy.

In the morning the gale moderated, and they had their first food for nearly 36 hours -a biscuit. The blankets were again set, and they stood towards land running before the wind, and drifting in the night. They made considerable progress, and at noon - the word went round: "Land ahead!" about 50 miles distant, They ran on till about nine at night decided to stand in until within two or three miles of it and then hove-to till morning. There was no spot to land. "Nothing but vast unbroken cliffs, towering sheer up from the sea".

Presently, the mate saw a small inlet. Inside they found still water but searched in vain for a place to land, and at length, as the afternoon wore on, discovered a spot where the rocks shelved. They landed and hauled up the boats. It was a small ledge and on either side were towering mountains covered with snow down to within a couple of hundred feet of the water's edge even though this was mid-summer. The first thought was to make a fire and supper was by-and-bye served out, and between the twelve of them they divided a 4 lb. tin of Australian mutton, with half a biscuit to each. A little water was by each in turn put into the tin and heated over the fire. It was now Thursday evening, and this was the first warm food they had tasted since Monday's tea. Exhausted they lay down on the ground and slept soundly in spite of a biting wind which blew down from the snow-clad mountains.

The next morning they decided it was clearly no use staying where they were. It was quite impossible to scale the mountains. They now took stock of their provisions, two 50 lbs ships biscuits.; twelve 4 lb. tins of Australian mutton; two casks of water totalling about 4 gallons; a 28 lb. case of tobacco. In the way of gear they had between the two boats 11 oars, two boat-hooks, two bolts of canvas, one coil of small line, and half-a dozen buckets for bailing. Among the crew was the sailmaker, who fortunately had with him his small bag, containing needles, twine, etc. and was able to make sails for both boats from the canvas. They constructed a permanent sea anchor, by cutting an oar in two, and using the two parts and a boat-hook to form a triangle, filling it with a sort of

netting, made by small line. The whole was then lashed and re-lashed and firmly secured.

All day Friday they worked but had but to spend another night ashore. When they stopped work for the day they had supper. It had been decided in the morning that day's rations should be, for each man, one biscuit and a small portion of Australian meat. Supper done, they sat around for a smoke. This was a slow business as they had only one pipe amongst them and one box of vestas. The tobacco had been equally divided in the morning; so, too, had been the wax vestas. Each man took his share of these, carefully wrapped them in a few bits of oilskin, and stowed them away inside his shirt.

That night was miserable - the cold rain extinguished the fire and sleep impossible. In the early morning they launched the boats and as the bright sun rose "we felt vigorous with renewed life and hope. Although all was calm and smooth within, outside it was blowing a fresh breeze, and there was a considerable sea. Here our first bit of toil commenced, and we perceived that a long pull was before us, the wind blowing dead on shore". They laboured at the oars steadily all that day, and by nightfall had made about 15 miles. Fortunately the wind then shifted two or three points, enabling them to make use of the sails and all night to stood-off obliquely from the shore. Regular watch was set - the same as on board ship - four hours on and four hours off, an officer at all times at the steering oar and a man on the look-out. Nothing particular happened during the night and the morning dawned on Sunday, January 8th, just a week since the first discovery that the ship was on fire. They continued to stand out from land about 150 miles, and then "judging ourselves fairly in the track of homeward-bound ships, either from the Colonies or the west coast of South America, we put out our sea-anchor and allowed the boats to drift, thinking we had as good a chance of being picked up there as by running anymore to eastward".

Three or four days passed with little indeed to vary the miserable monotony. But on Thursday night the sun set with a ruby-red, fierce and angry glare. Everything indicated a coming storm. A long, heavy swell commenced from the west, and until four in the morning the wind blew steadily. Then at daybreak the wind increased, until by 8 o'clock it was blowing a hard gale. "It was now we found how much we owed to our sea-anchor, and many a time during the ensuing hours we had reason to bless our stars for our forethought in this instance. A hundred times during the gale, that sea-anchor was our salvation". The seas were mountainous high, but, fortunately, regular. At times, as an enormous roller came along, "combing over its foam-crested head, it seemed as if our small boat must inevitably have been knocked over end. At it was, we had continually to get on our knees and touch the thwarts to prevent ourselves from being thrown over the stem. Each huge wave as it broke partly over us, left our boat two-thirds full of water, and then it was bale for dear life before the next one came along. The extreme regularity of the waves was, fortunately, never broken, or we should have been swamped".

The storm continued for about 36 hours - no rest, no sleep, no warmth, no food, wet through the whole time, cold, numb, and with every bone aching. By mid-day on Saturday the wind had decreased to a moderate gale. Neither boats nor the sea-anchor had suffered much. However by far the most serious problem was the loss of bread as shipped water had reduced most of it to a pulp, and it had washed out.

There after the daily allowance was half a ship biscuit and between two and three ounces of meat. The next three days were fine and clear, but boringly wretched. On

Wednesday, the 18th of January, just after a bit of food had been served out, they were startled by a cry from the mate's boat, "Sail ho!" There on the port bow, was a large barque, probably, from her rig, American, about five miles distant, standing towards the land, close hauled on the port tack. They reckoned she would pass some five miles ahead of them took to the oars in the hope of cutting her off! After about 40 minutes, they realised the vessel would pass a considerable distance ahead of them, but on they pulled. They were near enough to see the man at the wheel. "We would see him look alternately at the compass and then at the sails, they could distinguish copper sheathing on the ship's side as her bow rose and fell, they could see smoke curling up from the galley, telling of warm food and comfort". They were, at most, not more than half a mile from her. But despite shouting, on she sailed. "Blank despair was plainly writ in each man's face. Strong men sat down, hid their faces in their hands, and sobbed like little children. I hope I may never see the like again".

The last scrap of our food was divided on the morning of Saturday, the 21st. This was their last meal - "aye and everyone knew it. I cannot tell you each man's feelings as his last mouthful was handed round. I cannot even tell my own". On Sunday each man smoked one pipe of tobacco and had a drink of water of which they had plenty. The Monday morning was beautifully fine, wonderfully clear, not a cloud in the sky, but no speck on the horizon. But this fine weather brought no comfort" We all knew that a spell of such unusual length of good weather in these latitudes was the sure precursor of very bad weather". Towards afternoon the wind freshened. By midnight it was upon them and although the sea was not as high as on the last occasion, the cold was intense. Hail squalls followed each other in quick succession, which, although increasing their suffering "did us good service by beating down the sea". By the next afternoon the wind had moderated to a fresh breeze and the squalls became less frequent.

Over the past few days the cook, Henry Hill, a man of about 35, had been very low and ill and was evidently now sinking fast. About six o'clock "he was at last released from his sufferings". He was buried the next morning. His bit of tobacco and four or five wax vestas were too valuable to be uselessly wasted, and these were taken from their place of security within his shirt. "Wednesday morning was fine and clear. About six o'clock the boats were drawn up close together. We had no Prayer Book, and only one bible, but we tried to do our best for a burial service. All the men uncovered their heads; those that could stand, stood up, and our first mate read the 39th Psalm. Then we all repeated the Lord's Prayer together and our shipmate's body was then dropped over the side of the boat. As we said the words "Give us this day our daily bread," there was a pause before any man went on to the next line."

As the day wore on, the wind freshened, this time from the North-west, followed by foul weather. "Most of us had by this time almost lost the use of the lower part of the body.. For some days past our legs had been gradually swelling, and were now almost twice the normal size, and totally devoid of sensation. We had little moving about to do, and that little had to be done by dragging our bodies along with what little strength was still left in our arms.. We rather welcomed the numbness in our legs as a relief from the suffering we endured from the cold". Little did they know that this numbness was the forerunner of something terrible. To add to their misery, all those parts of their bodies which were liable to be chafed broke out into great sea-water boils, very weakening and extremely painful. They became totally incapacitated The wind again freshened, attained

considerable strength, but it blew from the land and the sea did not rise to any great height. "Had it done so, I am afraid we should have been swamped, for I don't think we had a man left with sufficient strength remaining to handle the steering properly and keep the boat's nose to the sea". Baling was constantly necessary. The men needed encouraging continually persevering and fighting. Fortunately as "all hands were British, and it is but common justice to say that from first to last, they all behaved remarkably well. Throughout the whole of our terrible ordeal every order was obeyed up to the very last to the best of their ability". Four more days passed in semi-comatose state of discomfort and agony.

At 6 o'clock on Monday morning, the look-out sang "Sail -ho". "We heard it for the second time since we had been adrift, and this time we heard it as though in a dream. But there was no mistake. Men feebly rubbed their eyes and raised their heads, roused from their lethargy by the most welcome sound that could ring in their ears". A fine, full-rigged ship, under all sail, bearing down upon them. They immediately took in the sea-anchor and put out the oars, determining to get as nearly direct in her track as possible. Then came 20 minutes of the most intense anxiety. "On she came, rushing through the water at about the rate of 12 knots. Nearer and nearer she came, and as yet no sign to indicate that she had yet seen us". At last she was within half a mile of them "we saw that they were clewing up their royals,.. The top gallant sails were immediately lowered away and also clewed up, and at the same time we saw that they were hauling up their courses. Beyond a doubt we were seen, for, although it was blowing a moderate gale at the time, there was nothing to cause so hurried a reduction of canvas on a ship running before the wind".

She rushed past at about 100 yards ahead. "A crowd of people on her decks sent up a hearty and welcome cheer and as she passed lowered her topsails and came to the wind. That cheer was the most welcome sound I ever heard - either before or since and as we began to realise that we were saved, there wasn't a dry eye among the lot of us". As the ship was now to leeward, a good deal of care had to be exercised, however, as to how they approached, for the waves ran pretty high, and a small boat is very easily stove in or swamped alongside a big ship. Very cautiously they got to leeward of her, and watching for a smooth patch, finally got alongside. Two men, secured by life-lines, lifted them out one by one. When the eleven were safely aboard, the old boats were cast adrift.

It was 30 days since they had found out the fire on the **San Rafael**, and of these, 27 had been spent in an open boat and the last eight of these had been totally without food. They found that we had been picked up by one of Money Wigram and Co.'s ships, the **Yorkshire**, homeward bound from Melbourne, with passengers. The midshipmen kindly gave the three rescued officers a share of their berth, and the men were carefully carried to the forecabin.

Now comes one of the more distressing episodes. The ship's doctor ordered each man a cup of warm coffee with a glass of rum in it. "This delicious but frugal meal over, we were, by the doctor's orders, now stripped. It was found necessary to cut away our long sea boots and trousers, owing to the dreadfully swollen condition of our legs. The boy was attended to first, and hearing an exclamation of horror from the doctor, I looked and saw that the greater part of the poor lad's feet had come away with his boots. Mortification had apparently been at work for some days. Each man knew at once that

the boy, George Hind, would have to suffer amputation, and we became alive to a new horror"

Richards was stripped next after the boy, "and as the knife was run down my boots I looked with terrible anxiety at my feet. Thank God, they were quite sound, although in bad enough condition. Some of the others were less fortunate, for 5 out of 11 were found to be more or less maimed, and underwent surgical operations". In spite of the doctor's unceasing care, it was over three weeks before they could leave their berths. "Perhaps the greatest agony we suffered was caused by the returning circulation in our extremities. It was truly dreadful, beyond description. For days my legs felt as if scores of red hot wires were running through them".

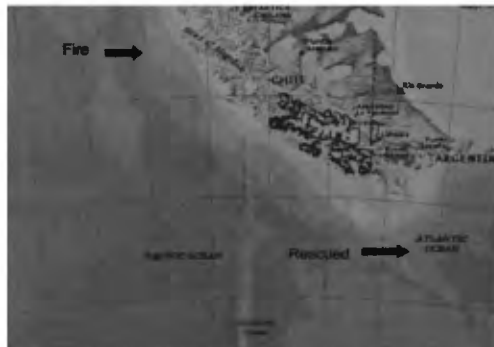
"Although we got about at last, we were invalids the whole trip, and after a fine but somewhat lengthy passage we arrived safely in London. Everybody was most kind to us, and the passengers collected a purse to send the sailors to their homes. We were still much enfeebled when we landed, and every man seemed to have aged by ten or twenty years".

"When I reached home, it was over seven months since I had sailed on the **San Rafael** from Liverpool. My family had entirely given me up for lost, and I was welcomed home as one who had returned from the dead. Many events have occurred since then, but none yet has happened, nor likely to happen, to obliterate from my mind this terrible tale of the sea, in which was I one of the actors"

Postscript by Richard Wise.

The site of the death of the captain, his wife and members of the longboat is in dispute. James Richards stated it to be New Year's Island which is at the eastern side of Tierra del Fuego. However the Argentinean records suggest another site. They state that they were indeed found by natives on an island between Waterman and Henderson Islands to the west of Tiera del Fuego. The natives found the bodies and reported this to an American Mission who sent a yawl, the **Allen Gardner**. A note written by McAdam suggests they died of starvation after some 40 or more days. They were given a Christian burial.

James Richards spent all his life at sea, mainly in the service of the PSNC. His final command was SS **Oruba**, later to be rebuilt as HMS **Orion**, which ended its days scuttled as a breakwater in Greece in 1915. I should like to acknowledge the untiring support, advice and assistance given to me by John Stokoe. Also Charlie Mey at Historia y Arqueologia Maritima, Buenos Aires



"The Fiddler on the Roof"
1900 TRANSATLANTIC RATE WARS & EMIGRATION
By Harry Hignett

At the very start of the 20th century a rate-war existed around the trans -Atlantic passenger traffic. J.P. Morgan had decided that he could monopolise the trade and eliminate Cunard and a couple of other steamship lines. Forming the International Mercantile Marine Trust he gained control of a number of major steamship companies including the White Star Line. The Trust also approached the two major German Lines, Hamburg-Amerika Packetfahrt Actien Gesellschaft - HAPAG, and the Norddeutscher Lloyd Company - NDL with a view to controlling their operations. In this he was unsuccessful; they had their own ideas, plans to acquire all the emigrant traffic from Eastern Europe.

From the 1880's there had been waves of emigration from Russia, Austria, Hungary and Romania. Russian laws restricted emigration without official permission. In particular Russian landowners instituted pogroms against peasants albeit mostly against Jews, driving them off dubiously-owned estates thus depriving them of income and thereby have them work on confiscated land — cheap labour. This had minimal effect on people movement. But the health of the emigrants was not good and they often carried diseases with them.

The emigrants travelled through Germany often to take passage across the North Sea to Hull thence by train to Liverpool and board New York steamers. By 1890 there was considerable activity through Germany and in 1892 a large number of emigrants arrived in New York suffering from Cholera. The American health authorities demanded that all the emigrants of one vessel *Normannia* be returned to Hamburg and there detained until declared free from infection.

The German authorities empowered both HAPAG and NDL to establish control stations on the north-eastern and eastern frontiers of Germany on the railway lines before the passengers crossed Germany toward the ports of embarkation. The object of the control stations was to examine all emigrants passing through Germany to make sure: —

- 1) That they were not suffering from infectious disease and
- 2) That in other respects they were entitled to enter the countries to which they were bound.

These stations, beginning on the borders of the Baltic Sea, control every railway entering Prussia. At the control stations all were examined and if necessary disinfected before being allowed to cross the frontier. Each was issued with a certificate of examination to allow continuance of the journey.

However the lines' agents refused to disinfect the passenger unless he or she had a valid ticket for a passage on either HAPAG or NDL vessels. Those that did not were forced to return home. Some passengers chose the longer and costlier route via Saxony to avoid the controls until in 1903 the Saxony authorities also placed the same conditions on those passing over their railways.

It seems that the diversion of emigrants to German lines was semi-official: the local offices began to stop all passengers whether immigrants or not, even British nationals travelling from Russia to Britain, Commenting on the practical effect of the

police order, the (Berlin socialist newspaper) Vorwärts observed :

"Naturally enough, the two German shipping companies have accepted the obligations transferred to them by the Government, with the intention of gaining new customers. Now it so happens that the greater number of poor Russian emigrants who desire to travel to America are provided in Russia with tickets enabling them to make the passage on British lines. The agents of the German companies, however, endeavour to persuade the poor creatures that they can easily dispose of their British tickets in America, and that they would do well to purchase German tickets without delay. The agents, moreover, have the power to compel the acceptance of their offers, for if the emigrants are refused admission to the control stations they must return to their Russian homes. "

This situation damaged Cunard and White Star lines. They were each been required to deposit £1,500 with the local authorities in Hamburg to cover any cost that might arise from holding infected emigrants. In 1904 Cunard announced that they were withdrawing from all agreements re passenger and freight rates and dates of sailing. The Manager of HAPAG was incensed and complained bitterly that Cunard were taking unfair actions. The Cunard Line therefore were delighted when one of the intended passengers related his experiences and asked him to swear a document in the office of the firm's solicitor:

I, Josef Garczynski, hereby affirm that I come from Krakau in Galicia. I had a Cunard prepaid ticket sent me by my brother-in-law in Avoca, Pa. I left Krakau with this ticket in my possession, and I bought a rail ticket from Krakau to Bremen. I got so far as Ratibor, in Germany, just over the border from Galicia (Austria), at which point all the passengers had to get out of the train. An agent of Missler's came to me and in the presence of a gendarme asked me where I was going. I did not properly understand him, as he only spoke in German, so I showed him my Cunard ticket. He said this ticket was no good and I must buy a ticket from him. I answered I knew the ticket was good, as my brother-in-law sent it, and that I had a passport properly signed. I would not take another ticket, but they could take me to the Consul. They then told me that if I would not buy another ship's ticket from Missler I would have to go home. I could then send my Cunard ticket back to America and get my brother-in-law to change it for one by a German line. They made me buy a rail ticket back to Krakau, and saw me off in the train. On my return to Krakau I bought a rail ticket to Prague, and then from Prague to Leipzig. On arrival at Leipzig I had to get out off the train, and another agent of Missler's and a gendarme asked me where I was going. I told them to Bremen. They asked me if I had got a ship's ticket, I answered, Yes, they wanted me to show it. As I had been sent back from Ratibor I did not wish to show it them, and told them there was no need to do so. They compelled me to produce it, and, on seeing it was a Cunard ticket, exactly the same action was taken as at Ratibor. They made me buy a rail ticket to Prague and Krakau. When I got back to Krakau the second time I took a rail ticket to Chozonow, near the Austro-German frontier.

From Choznow I went by cart to Myalowitz, as I did not want to be sent back on the arrival of a train at Myalowitz. From Myalowitz I went by electric tram to Beuthen. At Beuthen I bought a rail ticket to Breslau and from Breslau to Berlin. At Alexandria-platz station, Berlin, I was along with a number of emigrants, taken to a room in the station set apart for emigrants. There an agent of Missler's and a police-inspector asked me where I was going. I answered Bremen. Everyone had to show their

ship's tickets, so I produced mine. They kept me on one side, and, fearing they would send me back again, I told the inspector I had been sent twice back from Germany, and if they intended to do so again I demanded to be taken before my Consul, so that all my expenses might be paid. The police officer telephoned somewhere, and eventually let me through. I was at Berlin from the early morning until between 3 and 4 in the afternoon, (signed) JOSEF GARCZYNSKI

Sworn at 10, Water-street, in the city of Liverpool, this 29th day of April 1904, through the interpretation of Mathias Josef Vandepoel, of 31, Upper Pitt-street, Liverpool, and David Hefter, of 18, Nelson street, Liverpool, the said Mathias Josef Vandepoel having first sworn that he would faithfully interpret the oath about to be administered unto the deponent, Joseph Garczynski unto the said David Hefter in the German language, and the said David Hefter having sworn through the interpretation of the said Mathias Joseph Vandepoel that he was faithfully interpret the oath unto the said Joseph Garczynski in the Polish language.

Before me (signed) Geo. Dickinson, Not. Public

- Note 1) Missler, the general emigration agent of the Norddeutscher Lloyd, arranged all their emigration business.
- 2) Geo Dickinson was one of the founders of the well-known firm Hill, Dickinson specialising in shipping law

HAPAG and NDL at this time arranged with the railway companies with lines from Hungary and Romania, passing through Austria to contract their passengers to hold tickets for German ships and at rates not at all favourable in connection with exclusive arrangements. The Hungarian Government objected and turned to its own shipping line Adria to handle the emigrant traffic. Adria did not have the capacity to handle the traffic and suggested that Cunard could do so. The Hungarian authorities asked Cunard to carry emigrants from Fiume (Rijeka) to New York and agreed favourable terms.

Budapest, July 25 Count Tisza, the Hungarian Premier, yesterday laid before the Lower House of the Hungarian Diet the convention between the Hungarian Government and the Cunard Company, the terms of which are, to a great extent, known.

By the convention, which contains 31 clauses, the Cunard Company undertakes to organise a line for passengers, mail, and freight traffic between Fiume and New York, with fortnightly sailings. In the intervening periods passengers may be forwarded to New York via Antwerp and Liverpool.

The Hungarian Government agrees that in case of Great Britain being at war, or of British State interests requiring it, the ships of the Cunard Company may be claimed for such interests, and that the passages between New York and Fiume may, in such a case, be temporarily suspended,

On the other hand the company undertakes to carry Hungarian citizens coming home from the United States and Canada to Fiume at a modified fare, and to make an annual payment of 3,000 kronen (£120) to the Emigration Fund. There is no guarantee in the convention for a minimum number of passengers. The steerage fare is fixed at 150 kronen (£7. 5s.).

- Reuter.

Hamburg, July 23. Steps are being taken by the German shipping companies to prosecute the rate war against the Cunard Company with all the resources at their command. The Hamburg-American Company will immediately put on competitive line of vessels between Fiume and England to oppose the Hungarian Adria Company. It has also concluded contracts at long date with the more important shippers in return for reduction in freight charges.

The "Italia" Company, a branch of the Hamburg-American, will at the same time commence an active competition with the Adria in the Genoa traffic in the Mediterranean and Adriatic seas.

Finally, negotiations are in progress for the establishment of a new service to compete with the Cunard between Scotland and Ireland. The conference between the German lines and the Cunard will, however, be resumed on the return of Herr Ballin, managing director of the Hamburg-American Line, from his holidays at the end of August.

Albert Ballin was enraged with the Hungarian Government pointing out that it was breaking treaty in not working with the Austrians and threatened to establish a company to run in competition with Adria and Cunard around the Mediterranean and, in fact, chartered four British vessels for the operation.

In October 1904 Lloyds List reported:

"The rush of Hungarian emigrants has become so great that the Cunard Line has become compelled to add hastily another liner to its Fiume - New York service, viz., the steamer Carpathia, of 14,000 tons. Up to the present the service has been carried on by three steamers. Last Friday Slavonic left Fiume with 2,018 steerage passengers and 44 saloon passengers on board. The applications for this sailing were so numerous that no less than 1,000 were unable to find accommodation, and they had to be sent overland to Liverpool, whence sailing to their destination per the Umbria and Campania, both belonging to the Cunard Line.

Six months or so later the rate war seems to have dissolved. The members of the IMM Trust and the German Lines decided that they were losing too much income.



The famous Cunard Liner Carpathia.

"FOSSETS" by Charles Dawson

The firm known in its heyday as Fawcett, Preston, or familiarly as "Fossets", had its roots that go back as far as to 1758, in the history of the Coalbrookdale Ironworks at Ironbridge in Shropshire. This was when the company sent their man George Perry, a draughtsman, born in Scotland in 1719, to set up and manage a branch in Liverpool in a small warehouse for the cast iron kettles and pots produced by the company. This was situated at 17 Great George Street in the city, later renamed York Street.* The demand for their products increased to such an extent that the company decided, mainly to save transport, to add a modest foundry to the warehouse.*Their address is sometimes referred to as Lydia Anne Street, called after George Perry's wife, since part of the premises also skirted it.

Perry was a man of broad interests; he advocated the wider use of canals, published a map of Liverpool's city, praised for its 'accuracy and elegance', and helped to found the Liverpool Library. To the iron products produced by the foundry, which came to be called the Phoenix Foundry, inaugural date unknown, he added sugar boiling pans for the West Indies, foreshadowing Fosset's later eminence as the leading sugar machinery manufacturers in the world. Perry died in 1771 at only 52 years of age and his successor Joseph Rathbone renamed the foundry Joseph Rathbone & Company. Financial problems at Coalbrookdale led to hard times for the newly-named company, from which it was rescued in 1784 by a new recruit to the management, William Fawcett, the 23-year old son of Rathbone's sister Elizabeth, who had served his apprenticeship in the foundry. In 1790 Fawcett, 33 years old, was granted a seven-year lease on the foundry and in February 1794, Joseph Rathbone having died, Fawcett was able to purchase it for £2,300, renaming the company Fawcett & Co and to begin to plan an expansion of activities.

In December 1797 Fawcett decided to continue with gun manufacture and was consequently disowned by his Quaker brethren. By the end of the Peninsular War, he had five or six gun-boring lathes in operation earning him some £10,000 per year. Despite this, he had constant problems to finance the company. In 1801 he bought the freehold lease of land on which the Phoenix Foundry stood for £683. In 1808 he was again in financial difficulties and was forced to mortgage it to a firm of Lombard Street bankers. In 1810 the business was made bankrupt, with debts exceeding £10,000. In 1813 Phoenix Foundry was sold to George and Henry Littledale for £18,000, Fawcett being retained as Manager, the firm becoming Fawcett & Littledales.

About 1800, Fawcett asked Coalbrookdale to send an engineer to design steam engines; they sent Joseph Venables, but his contribution has not been traced. In 1817 Fawcett was able to buy back from the Littledales, for £6,000, a third share in the business. In the 1820s - probably in mid 1823 - the Littledales sold two thirds of their shares to the Preston family and the firm became Fawcett, Preston & Co. The first windmill in Liverpool to be converted from sail to steam was engined by the company. On 7 March 1843 the Phoenix Foundry was partially destroyed by fire, but it was rebuilt and expanded. In 1844 Fawcett died. In 1888 the company became a limited liability company (perhaps it also became & Co. Ltd?).

1897 the Fawcett Fowler steam car was produced.

1935, September the Phoenix Foundry closed, the company moving from its Liverpool site to new premises at Bromborough, on the opposite side of the River Mersey.

1948 Metal Industries Group acquired the company which became part of the Thorn Group.

1958 bi-centenary history "Fosset" written by Horace White.

The sugar machinery business was sold. The company became Fawcett Engineering Ltd some time after 1968.

1977-1982 the Archives were deposited with Merseyside County Archives (part of Merseyside County Museums). The Engine books were microfilmed and repaired. All drawings were repaired.

1986 Expamet International PLC acquired the company.

APPENDIX

Steamships engined by Fossets up to 1900. Expanded from Horace Wright's list, with acknowledgement to Fred Hawks, Billingshurst.

The company was Fawcett & Co until 1813, then Fawcett & Liddleales and after c. 1823, Fawcett Preston & Co.

1817 ETNA wood p.s. launched 7 March by Dawson & Pearson, Liverpool, 75 tons, 63' x 28' with 22 HP F&L engine. She had twin hulls, with a single paddle-wheel between the hulls. She was the first steamer to be built on Merseyside.

1818 LA GARONNE sailing from Bordeaux with F&L engine.

1819 COLUMBIA sailing from New Orleans with F&L engine.

1819 MERSEY wood p.s. with twin hulls Liverpool-Tranmere ferry, 80 tons, built by Dawson & Pearson, Liverpool with 24 HP F&L engine.

1820 CONDE DE PAMELLA wood p.s., the first steamship built in the U.K. to a foreign order, for service on the River Tagus, built by Mottershead & Hayes, Liverpool in 1820, with 20 HP F&L engine. She was owned by João Baptista Ângelo of Costa & Company. First trip in Portugal was between Lisbon and Santarém 27 January, 1821.

1821 DUCHESSE de BERRY steamboat sailing from Le Havre with F&L engine.

1821 CAMBRIA wood p.s. launched 17 May by Mottershead & Hayes, Liverpool, 86 tons net, 91' 2" x 17' 6" x 8' 6", with 48 HP F&L engine for River Dee service, sold in 1826 to London owners to ply to Norfolk ports and then, in 1827 to the Demerary & Essequibo Steam Boat Association, Demerary, (Demerara). Broken up there by 1832.

1821 ECLIPSE wood p.s. built at Liverpool, 69 tons, with two cylinder 24 HP F&L engine for L'pool-Runcorn ferry. Sank in storm 7 January 1839.

1822 LUSITANO wood p.s. built by Humble & Hurry, Liverpool with 90 HP F&L engine to ply Lisbon-Oporto. It seems she was lost quickly and ST.PATRICK was bought to replace her, hence her Portuguese name, which translated means "the restored USITANO".

1822 ST. PATRICK wood p.s. launched 22 April by Mottershead & Hayes, Liverpool, 130' x 22' 1" x 13' 8", 173 tons net with 2 cyl 110 HP F&L engine. Bristol/Tenby/Dublin/L'pool service April 1824, register closed, "Sold to foreign owners" in Portugal, for Lisbon/Oporto service, renamed RESTAURADOR LUSITANO, later hired by the Portuguese Navy as transport. Foundered off Aveiro 11th September 1832 while towing the gun-brig AUDAZ.

1822 ST. GEORGE wood.p.s. launched 23 April by Dawson & Pearson, Liverpool, 133' 9" x 22' 4" x 13' 8", 183 tons net, with 2 cyl 110 HP F&L

engine for L'pool/Douglas/Glasgow service, then 23/7/1822, Bristol/ Ilfracombe/ Dublin, 10/1822, L'pool/ Glasgow, 9/1830 L'pool/ Douglas. Vessel anchored 20 November 1830 in Douglas Bay in gale, anchor cables parted, driven on to Conister Rock.

1822 PRINCE LLEWELLYN wood p.s. built by Wilson & Gladstone, Liverpool, registered 29 July, 111' 5" x 18' 1" x 11' 4", 94 tons net, with 2 cyl 70 HP F&L engine for the Liverpool & North Wales Steam Packet Co. 1835 to Saint George Steam Packet Co. 1843 Converted to sailing schooner. 1847 lost off Gibraltar.

1822 DUKE OF LANCASTER wood p.s. built by Mottershead & Hayes, Liverpool, registered 6 March, 103' x 17' x 9' 6", 95 tons net, with 24 HP F&L engine for L'pool/Lancaster service, but changed hands and service routes many times. L'pool-Hoylake-Bagillt service on River Dee, then Cork then Chepstow, Sept. 1822, then War Office S.P.Co, Bristol-Waterford Sept. 1823. 1827, 28 Feb. Campbeltown & Glasgow Steam Packet Co. Sold for breaking up 30 May 1845.

1822 ALBION wood p.s. built by Mottershead & Hayes, Liverpool, 102 tons net, 103' 6" x 18' 1" x 9' 5", with 2 cyl. 60 HP F&L engine, registered 24 May, for Liverpool owners for Liverpool-Menai Straits service. Sold in 1827 to the London, Yarmouth & Norwich Steam Packet Co, London. Register closed Jan 1829 "sold to Polish owners", renamed XSIAZE XAVERY.

1823 HENRY BELL wood p.s. built by Wilson & Gladstone, Liverpool registered 1 August, 112 tons, 111'9" x 18'1" x 11'4", with 30 HP F&L engine to ply Mersey-Clyde. Greenock 1832, Newry 1833.

1823 LADY RODNEY wood p.s. built by Mottershead & Hayes, Liverpool, registered 17 May, 80' 2" x 15' 9" x 7' 7", 58 tons net, with 2 cyl, 28 HP F&L engine for Newport owners' Newport-Bristol service, begun 2 June. 1836 to Bristol General S. N. Co, Bristol. Broken up 1864.

1823 ALADDIN wood p.s. built by Symons, Falmouth, 230 tons, 126' x 21' with 80 HP FP engine for the postal packet service Holyhead/Howth. Transferred to the R.N. April 1837, renamed JASPER. Burnt 15 May 1854 after an explosion off Beachy Head.

1823 EMERALD ISLE wood p.s. built by Mottershead & Hayes, Liverpool, registered 5 July, 145' 9" x 23' 2" x 14', 251 tons net with 140 HP FP engine by for ST.Patrick S.P.Co Liverpool.

1823 CITY OF DUBLIN wood p.s. built by Dawson & Pearson, Liverpool, registered 7 November, 132' 10" x 22' 4" x 13', 207 tons net, with 120 HP F&L engine for City of Dublin S.P.Co. Register closed, "sold to the Mexican Government", renamed REGENERADO in April 1842.

1823 WILLIAM TELL wood p.s. with 10 HP F&L engine, Switzerland's first steamship, to run on Lake Geneva.

1824 JAMES WATT wood p.s. built by Humble & Hurry, Liverpool, registered 14 May, 110' x 19' 6" x 11' 7", 116 tons net, with 80 HP FP engine. Sold 1831 to Stockton, sold 1836 to N.S.W. Australia. Converted 4 Oct. 1836 to sailing schooner. 6 July 1840 re-converted to steam. Broken up 1850.

1824 MERSEY, O.N. 8780 wood p.s. built by Grayson & Leadley, Liverpool, registered 21 August, 129' 3" x 22' 1" x 12' 4", 166 tons net with 120 HP FP engine for City of Dublin Steam Packet Co. Dublin, for L'pool-Dublin service, lengthened 1835 to 143' 9" x 21' 2" x 12' 2". Broken up 1859, register closed 13/10/1863.

1824 TOWN OF LIVERPOOL wood p.s. built by J.Wilson, Liverpool, 136' 5" x 22' 2" x 13' 3", 205 tons net, registered 18 Sept. with 126 HP FP engine for C W Williams & others for L'pool-Dublin service. Wrecked 25/3/1828 near Hook Tower Light, Waterford, on way from Waterford to Liverpool.

1824 WILHELM for Lake Constance, with 20 HP FP engine.

1824 TELICA oak p.s. built by Humble & Hurry, Liverpool, 92'10" x 17'6", 81 tons with 50 HP FP engine for service on the West coast of South America. Not profitable, so sent 1827 under sail to Calcutta, arriving in April. Tug on the Hooghly for a spell then sold to Bombay Govt. Ended her life as the governor's sailing yacht. Items on her appeared in the LNRS Bulletin of Winter 1989 and Spring 1998.

1825 LEE wood p.s. built by W. Mulvey, Chester, 131' x 22' 2" x 19' 6", 201 tons net with 2 cyl. 120 HP FP engine for Cork & L'pool S.N.Co, L'pool. Lengthened 1833 to 142'5". 22 May 1835 bought by St. George S.P.Co, Dublin. 20 Jan 1844 bought by Cork S.S.Co, Cork. Changed 1845 to owners in London, last being W. Bulkeley (the broker?), London in 1847. Register closed 9 April 1851 "Broken up".

1825 VENICE with 40 HP FP engine sailing from Trieste.

1825 HIBERNIA wood p.s. built by Dawson & Pearson, Liverpool, 133' x 22'7" x 14', with 130 HP FP engine. Early records missing; first registered to the City of Dublin S.P.Co, Dublin 28 Oct. 1843. Register closed 12 July 1849 "broken up at Liverpool."

1825 BRITANNIA wood p.s. built by W R Haseldon, Chester, 123' x 23' x 16", 300 tons with 120 HP FP engine. Sold at Rio de Janeiro to foreign owners, renamed CORREIO BRAZILERO.

1825 SEVERN wood p.s. built by John Wilson, Liverpool, registered 26 Nov., 130' 11" x 22' 1" x 13' 6", 201 tons net, with 2 cyl. 120 HP FP engine for the Cork & Bristol Steam Navigation Co. Dublin. Lengthened 1833 to 143' x 22' 1" x 13' 6". Various changes of owners and routes: Waterford-Liverpool, Cork-Bristol, Dublin-Bristol. Hull-Hamburg. 1843 to Cork Steamship Co, Cork. 1/4/1849, register closed – "Broken up".

1826 LEEDS wood p.s. built by J.Wilson, L'pool, 141'3" x 25' x 14'8", 243 tons net, registered 17 August with 140 HP FP engine for City of Dublin S.P.Co, Dublin. Chartered for two months in 1828 by General S.P.Co, Bristol to ply Bristol-Dublin. 1833 chartered as transport fro Portuguese Royalist forces in Civil War. Vessel sunk at Holyhead 6 Nov.1834, but raised. 24 Jan. 1852 abandoned in sinking condition off PointLynas.

1826 TRIESTE with FP engine to ply Venice-Trieste.

1826 ETNA wood p.s. built by Humble & Hurry, Liverpool, 127' x 23', not registered, with 140 H.P. FP engine for Postmaster-General for L'pool-Dublin service. 1837 became HMS KITE.

1826 LARIO with 12 HP FP engine to ply on Lake Como.

1827 SYBIL wood p.s. 233 tons post packet built by Humble & Hurry, Liverpool, 114'6" x 20'10" x 12', with 80 HP FP engine for Milford/ Waterford route, replacing METEOR. Became HMS PIGMY 1837.

1828 GIPSY wood p.s. built by Mottershead & Hayes, Liverpool, 139'4" x 22'7" x 16'2", 204g. registered 8 May with 130 HP FP engine, sailing for Waterford commercial S.N.Co L'pool-Waterford. Register closed 1845 – "Broken up".

1828 WILLIAM FAWCETT wood p.s. built by C.& J.Smith, Liverpool, registered 24 July, 130'8" x 22'2" x 14'9", 185 tons net with 130 HP FP engine for L'pool owners. April 1832 lengthened to 145'8, 209 tons. December 1832 new owners in Dublin. Chartered by Wilcox & Anderson in 1835 for the Iberian service of their Peninsular S.N.Co. 6 July 1838 re-registered in London, and mortgaged to C A Nicholson, London four days later. Register closed 17 April 1845 "broken up".

1829 SPHINX with 160 HP FP engine cost £10,100 for French Colonies.

1830 2-50 HP FP engines shipped to Toulon for post steamers to Corsica.

1832 QUORRA built by Seddon & Co, Birkenhead, 103'8" x 16'1" x 7'2", 83 tons net registered 25 June, with 40 HP FP engine, took part in Macgregor Laird's Niger expedition of 1832.

1833 VAR 50 HP FP engine for French post office post Calais-Dover.

1833 ESTAFETTE 50 HP FP engine for French post office post Calais-Dover.

1835 MERMAID wood p.s. built at Bridgend, Cheshire, 149'3" x 24'2" x 16', 258 tons net, registered 27 Jan. 1835 for the Waterford S.N.Co, Waterford with 2 cyl. 180 HP FP engine. Register closed 1845 – "lost" (struck the West Hoyle Bank and lost with two lives).

1837 ROYAL WILLIAM wood p.s. built by W & T Wilson, Liverpool for the City of Dublin S.P.Co with 250 HP FP engine, first steamer, (under charter to the Transatlantic S.S Co) to go into service between Liverpool, left 15 Dec. 1858, and New York, arrived 7 Jan. 1839. Scrapped 1888 after serving for some years as a coal hulk.

1834 JOHN RANDOLPH iron p.s. built by Lairds, Birkenhead, 110' x 22' x 7'6", 249 tons with 60 HP FP engine for Savannah, USA.

1834 GARRYOWEN built by Laird, Birkenhead, 130' x 21'6", 263 tons, with 2 cyl. 80 HP FP engine.

1834 EUPHRATES built by Laird, Birkenhead, 105' x 19' x 7'6", 179 tons with 50 HP FP engine for Middle East.

1834 TIGRIS built by Laird, Birkenhead, 90' x 16' x 6'6", 109 tons, with 20 HP FP engine for Middle East.

1834 HAMBURG both with FP engine trading between the ports.

1834 HAVRE)

1835 WINDERMERE wood p.s. built by J.Mottershead, L'pool, 101'6" x 16' x 7'9", 79 tons for the Winder family Liverpool, registered 12 June, with 50 HP FP engine, claimed in an FP advertisement to have been the first ship fitted with Samuel Hall's surface condenser. Register closed 17 Dec. 1857 – "broken up".

1835 VELOCE Two 110 HP FP engines for France, cost £12,280.

1835 ESPECULADOR with FP engine.

1838 DUCHESS OF KENT with FP engine L'pool-Dublin.

1839 PRINCE 250 HP FP L'pool-Dublin.

1839 PRINCESS with 250 HP FP engine L'pool-Dublin.

1838 MERLIN wood p.s. HMS launched 18 Sept. Pembroke dockyard, 153'6" x 33' x 16'5", 889 tons BM with 312 NHP FP engine cost £14,510. Survey ship 1854, Gun vessel in 1856. Sold to Williams & Co 18 May 1863. The three M's were built as steam post packets for the L'pool Station, but were fitted as Mediterranean packets in 1848.

1838 MEDUSA wood p.s. HMS launched 31 Oct. Pembroke dockyard, 153'6" x 33' x 16'5", 889 tons BM with 312 NHP FP engine cost £14,510. Tug 1861/2. Sold 17 Feb. 1872 to Charlton for breaking up.

1839 PRESIDENT 243' x 41', 2,366 gross tons, launched 7 Dec. by Curling & Young, London. 540 HP FP Engine cost £24,000. Sailed 11 March 1841 from New York, went missing.

1840 MEDINA wood paddle packet HMS launched 18 March Pembroke Dockyard, 153'6" x 33'2" x 16'5", 889 tons BM, with 312 NHP FP engine, cost £14,767. Broken up March 1864.

1840 UNITED STATES later ORIENTAL (P&O), 1787 tons with FP engine.

1840 ASSAM with 100 HP FP engine for Calcutta.

1840 45 HP FP engine for Govt tender.

1840 60 Hp FP engine for Australia.

1840 50 HP Fp engine for France.

1840 50 HP FP engine for Calcutta steam tug.

1840 ORIENTAL P&O steamer with 420 HP FP engine for Alexandria service.

1842 HINDOSTAN wood p.s. with iron watertight bulkheads for P&O, c. 240' long, 1,800 tons with 520 HP FP engine. Sister of BENTINCK.

1842 LEEDS Hanseatic Steam P.Co's steamer with 160 HP FP engine for Hull-Hamburg.

1842 LADY MARY WOOD wooden Paddle Steamer (1842-1858) with one funnel, 2 masts. Tonnages: 553 gross, 296 net; Dimensions: Length 168.8, beam 25.5, depth 16.6 feet. Machinery: Two cylinder side-lever FP engine, 260 i.h.p. Speed 12 knots. Passengers: 60 1st class; 50 3rd class. Cost £ 21,700. Launched 16.9.1841 by Thomas Wilson and Co, Liverpool, for the P&O far Eastern monthly mail service.** Registered 19.1.1842. 12. 8.58: Sold 12 August 1858 to E. C. Wermuth, C.S. Van Heekeren & Co., Samarang, and sailed from Hong Kong 3.2.1859 for Samarang where she was renamed OENARANG. Sold 1862 to W. C. de Vries, Batavia. Feb.1866 her engines were removed at Soerabaya and she was reduced to a hulk. 1867: Broken up at Batavia. ** (Her Calcutta-Singapore service may have been preceded by that of the Eastern Steam Company's s.s. FIRE QUEEN).

1843 BENTINCK wood p.s. with iron watertight bulkheads for P&O, c. 240" long, 1,800 tons with 520 HP FP engine. Sister of HINDOSTAN.

1844 IRON DUKE wood p.s. built by T.Wilson, Liverpool, for the City of Dublin .P.Co, with 320 FP HP engine.

1845 MALTA for P&O, with 450 HP FP engine.

1845 NAUTILUS with FP engine wrecked.

1845, iron screw barque ANTELOPE, renamed CORAL QUEEN 1864. Registered 25 June by her builder J.Hodgson & Co., Liverpool, 459 tons net, engine room 139 tons, 185.7' x 24.7' x 16.7'.

1846 INFLEXIBLE HMS built Pembroke Dockyard 186'03/4" x 36' x 21', 1124 tons BM, with 378 NHP, 680 IHP FP engine cost £14,458.

1846 NILE Steam frigate. No such vessel has been located around this date.

1847 PRINCESS LEOPOLDINA with FP engine sailing from Rio de Janeiro.

1849 CATO B'head ferry boat with FP engine.

1849 VERNON ditto.

c. 1850 COUNTESS OF ELLESMERE built on the Mersey with FP engine.

1851 CLARENCE sailing from Sydney, Australia with FP engine.

1852 FORERUNNER for African Steamship Co wqith FP engine.

1852 FAITH for African Steamship Co with FP engine.

1852 NUBIA for P& O's Indian service with FP engine.

1853 BRAZILEIRA iron steamer launched 23 April by John Laird, Birkenhead, for Lisbon-River Plate service of the S.American & General S.N.Co with FP engine. Sold 1854 to Messageries Imperiales for Crimean War transport.

1853 ALMA 450 HP iron screw steamer 2,164 tons for P&O with FP engine.

1858 TAPAJOZ sailing on the Amazon wwith FP engine.

1858 dredger for River Mersey with FP engine.

1862 FLORIDA (II) Confederate raider built by by William C Miller & Sons, Liverpool, as ORETO, iron screw barque launched Jan. with 200 HP FP engine. Captured off Brazil by USS WACHUSETT 7 Oct. 1864. Sank in collision with transport ALLIANCE off Newport News 29 Nov. 1864.

1863 ALEXANDRA teak screw steamer, ("auxiliary schooner gunboat"), launched on 7 March by William C Miller & Sons, Liverpool, 145' x 20' x 10.6', 124 tons, with 60 HP FP engine. Her story appeared in the LNRS Bulletin in September 2004.

1864 CHICORA steel p.s. ex LET HER BE (some say LETTER B) Confederate blockade runner built by William C Miller & Sons, Liverpool, 365 gross tons, 221' x 26' x 10' with FP engine. Served as excursion boat on the Great Lakes until 1919. Hull survived as a barge until 1938.

1864 PTOLOMY iron steamer launched 21 July by A.Leslie & Co, Hebburn-on-Tyne for Lamport & Holt, with FP compound engine. 1874 new engine by G.Forrester & Co, Liverpool. 1899 scrapped.

1865 LELIA Confederate blockade runner built by William C Miller & Sons, Liverpool 252' x 30' x 12.6', 640 gross tons, with FP engine; foundered 14 Jan. 1865 at the mouth of the River Mersey off Liverpool.

1865 IRON DUKE built by Thomas Wilson, Liverpool for CITY of Dublin S.P.Co with FP engine.

1867 DONATI iron steamer for Lamport & Holt's Line to S. America, built by A.Leslie & Co, Hebburn-on-Tyne. 257.4' x 31.2', 1392 gross tons with FP engine. Sailed 10 Dec. 1892 New York-Oporto, went missing.

1868 THAMES L&NWR ferry steamer with FP engine.

1868 COUNTESS OF ERNE iron p.s. built by Walpole, Webb & Bewley, Dublin, 825 gross tons with FP oscillating engine, for Holyhead-Dublin route. May 1873 to Holyhead-Greenore route. 1883 in serious collision in the Liffey with the Dublin collier CAPTAIN PARRY. 1889 the Bristol S.N.Co used her as a storage hulk at their Brandon yard, Bristol. August 1890 sold to John Hurley, Bristol shipbreaker, bare hulk used as coal and ice depot on the Thames. Bought during the war, reconditioned and sent to Invergordon as a coal depot for trawlers. After the war she was bought by the Channel Coaling Co and stationed at Portland until 17 Sept 1935 she was wrecked on the breakwater in a gale.

1874 LEITRIM iron p.s. built by Laird Bros, Birkenhead, 249.4' x 27.2' x 14.7', 796 tons gross, 454 tons net, for City of Dublin S.P.Co with builder's compound engines.

Became cattle-carrier. 20 Dec.1896 struck by NICOSIAN and laid up until June 1899 then dismantled and rebuilt as self-propelling t.s.s. grain elevator with FP engine. Re-registered March 1901 717 tons gross to Severn Ports Warehousing Co Ltd, Bristol at Sharpness. 30 Sept. 1959 left for Hull in tow of Grimsby tug LADY CECILIA, arriving 3 October. 18 June 1963 towed to Tyne for breaking up at Dunston.

1876 FP engine for tugboat launched by W H Potter & Co, Liverpool.

1878 POWHATAN iron steamer for the Mediterranean & New York S.S.Co launched in Jan. by T.Royden & Sons, Liverpool with FP engine. Bought 1881 by Compagnie des Chargeurs Réunis renamed COMTE D'EU. 1887 IBO Portuguese, 1889 NICTHEROY (Brazilian). Apr. 1906 wrecked near Para.

1887 INDRA with first triple expansion engine by FP.

1898 HMS BRAMBLE sheathed steel gunboat launched 26 Nov. by W H Potter, Liverpool, Yard No 176, with 1300 IHP FP engine. Sold at Bombay 26 Jan.1920.

1899 HMS BRITOMART sheathed steel gunboat launched 28 March by W H Potter, Liverpool, Yard No. 177 with 1300 IHP FP engine. Sold at Bombay 10 June 1920 renamed SAKUNTALA.

