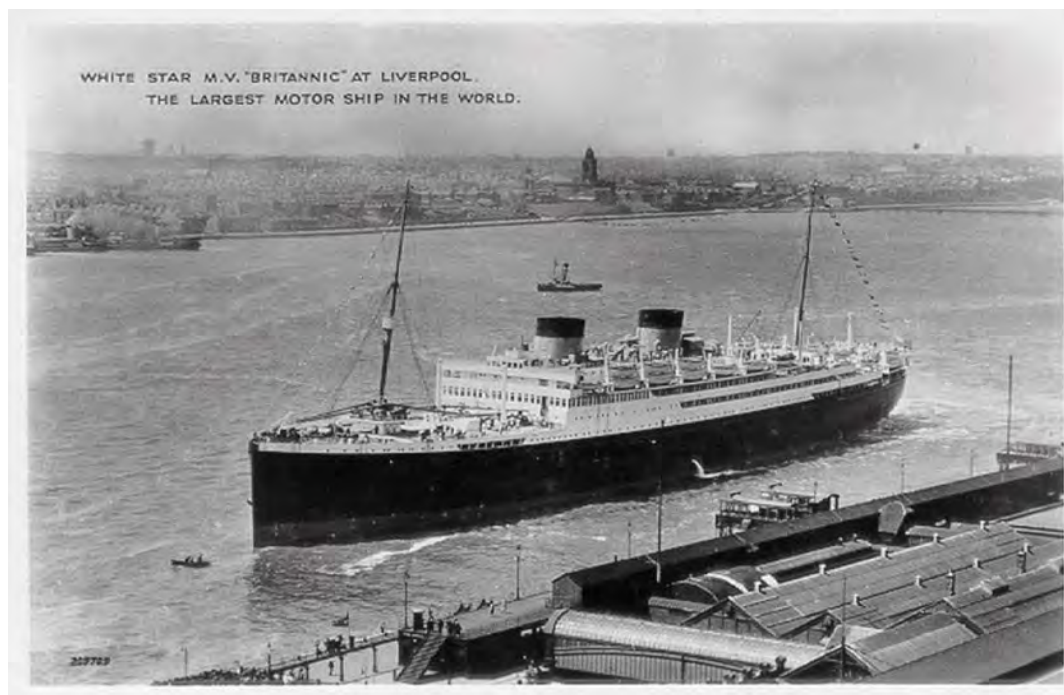


The Liverpool Nautical Research Society
(Founded in 1938)

THE BULLETIN

Volume 59 No.1, June, 2015



m.v. **Britannic**

See page 4

Courtesy Wikimedia Commons

Society Presentations Schedule 2015 – 2016	I. Duckett	Page	1
Remember those days....	W.A. Ogle		3
Book Review	The Editor		5
The Liverpool Landing Stage	J.W. Thomas		7
A Most Unusual Submarine	D. White		13
William Scoresby	Canon Bob Evans		16
Two and a half Centuries of Mersey Pilotage	G. Topp		22
The History of Steam Navigation	J. Kennedy		27
New Suez Canal May Speed Invasion	M.N.A. Circular		36
Report on Voyage 83	Captain J.C. Harris		37
Famous Lifeboat Returns	M.N.A. Circular		41



Mersey Pilotage sloop No 6. Pictured in 1831
See page 22

Picture courtesy the Author



An early vessel of the Black Ball Line (New York), off Ailsa Craig

See page 26
Courtesy Wikimedia Commons

The Liverpool Nautical Research Society



President

Mr. William J. Pape II

Vice-Presidents:

Captain G. Cubbin

Mr. H.M. Hignett

Chairman:

Mr. W.G. Williamson

Vice Chairman:

Captain R. Settle

Council:

Mr. I. Duckett (Talks Secretary),
Ms. S. Starkey (Representing M.M.M.),
Mr. W.A. Ogle (Bulletin Editor)

Honorary Officers:

Secretary: Mr. A. Melling

Treasurer: Mr. V. Finn

Web site: www.liverpoolnauticalresearchsociety.org

Contact details:

The Liverpool Nautical Research Society
Maritime Archives and Library
Merseyside Maritime Museum
Albert Dock
Liverpool L3 4AQ
United Kingdom.

info@liverpoolnauticalresearchsociety.org

Liverpool Nautical Research Society

Presentations for the 2015 - 2016 Season

Ian Duckett, Talks Secretary

Sept 17th : 'Lessons from the loss of the **Derbyshire** '

By David Byrne

'David Byrne was intimately involved with the Re-Opened Formal Inquiry into the loss of the Derbyshire, which took place after the discovery of the wreck 4000 metres below the surface of the South China Sea. The presentation deals with the operational and technical aspects of the Inquiry and the lessons learnt, which led to substantial improvements in ship safety.'

Oct 15th: 'Ship's Dazzle Paint '

By Glyn Evans

'By early 1917 the German Naval authorities had resorted to unrestricted warfare at sea and merchant ships losses grew massively. The maritime artist Lt N. Wilkinson came up with a radical dazzle paint scheme that made it much more difficult for submarines to score a successful torpedo attack. The talk will be illustrated with maritime paintings that record the dazzle schemes in a way that contemporary photographs could not capture.'

Nov 19th: 'The Story of the **Ali Baba**'

By Don Watt

'This is a true story of a rig that some sailors would call an unlucky ship - others may prefer to call her 'the rig of doom'! Three companies including Trafalgar House lost some £200m through her. The presentation includes details of the worst tow of my entire career!'

Dec 17th: 'The Christmas Rose - A Christmas at Sea'

By Elfyn Hughes

'A tale of a war time Christmas at sea in 1944 on a small British coastal steamer'

Jan 21st: 'Captain Patchett and the **Belisima**'

By John Stokoe

'It is May 1859 and the British barque **Belisama** departs European waters to embark upon an 18 month circumnavigation of the globe. This talk, based upon log book extracts by her Master, Benjamin Patchett, reveals the vital considerations, applied at each stage of the voyage, that would lead to a safe return home of the vessel and crew in November 1860 '

Feb 18th: 'Helicopter Evacuation at Sea'

By Derrick Kemp

'Derrick Kemp is the recently retired Master of the cruise ship **Discovery**. This talk illustrates how a medical emergency is handled and the patient is airlifted from a ship at sea'

Mar 17th: 'Master Mariner, Ship Owner and Philanthropist, membering Sir William Reardon Smith'

By David Jenkins

'This is the story of the Devonian master mariner who settled in Cardiff in the early 20th century and became the port's foremost ship owner in the inter war period. Loath to spend the profits of the venture on self-indulgence, he supported many charities but is remembered chiefly for his generosity to the National Museum of Wales'

Apl 21st 'The Yacht **Elettra** '

By W. G. Williamson

'This is the story of a famous yacht, originally built as the **Rovenska** for an archduchess but, perhaps, more famous for being the floating laboratory of Guglielmo Marconi. Refitted at Cammell Lairds in 1919, many radio experiments were carried out on board. The yacht saw service in both world wars and parts of it can be still seen in various Italian museums to this day'

May 19th 'Shipbuilding on the north bank of the Mersey'

By Tony Barratt

'A review of shipbuilding on the northern bank of the Mersey including yards in Liverpool, Garston, Widnes and Warrington areas, covering some 200 years, includes wooden, metal and concrete vessels'

Remember Those Days

A sample from the archives, and published by kind permission of Sea Breezes.

April to June, 1948

The steamer **Dalesman** (6,343 grt) had an unusual war record. During the German attack on Crete in 1941, and engaged in the evacuation of British troops, she was badly damaged and eventually captured. Subsequently salvaged by the Germans and renamed **Pluto**, they used her for troop carrying duties in the Mediterranean. Attacked by R.A.F. bombers in Trieste harbour, she was again severely damaged. After the war she was completely rebuilt at Trieste, and returned to this country, being repurchased by her original owners. She was built on the Clyde in 1940 for T. & J. Harrison.

The British steamer **Samkey** (7,219 grt) has been posted as missing. Managed by the New Zealand Shipping Co. Ltd., she left London for Cuba in ballast on January 24 and no report has been received of her since noon on January 31, when she transmitted weather reports to Horta Radio. Apart from war casualties the disappearance, without trace, is now an exceedingly rare event. The last one was the **Anglo Australian** (5,454 grt), posted missing in May 1938, having left Cardiff on March 8, for British Colombia via the Panama Canal, in ballast. She was thus on a voyage through the same waters as the **Samkey** and was not heard of again after passing the Azores.

The first light metal coastal vessel built in this country, and probably in the world, was launched by the Saunders Engineering & Shipbuilding Company at their Beaumaris, Anglesey yard on April 22. The ship will be known as **M.T.B. 539** and is 75ft. in length, with a beam of just under 20ft. Machinery will be the normal internal combustion type, giving high speed and endurance. Interest in the vessel lies in the use of aluminium alloy for the hull, including frames and skin, the weight being about one-third that of steel. The method of construction may make possible the more rapid production of such ships.

Extensively damaged by fire in March, 1947, whilst refitting for commercial employment, the 24,424 gross tons liner **Monarch of Bermuda** is to become an emigrant ship in the U.K. / Australia trade after being repaired and refitted; she will be managed by Shaw Savill & Albion on behalf of the Ministry of Transport. Released from transport service in November, 1946, the **Monarch of Bermuda** proceeded to the Tyne in the following January, where the work of reconversion for peace-time duties was undertaken at Vickers-Armstrong's (Hebburn yard). On March 24, while in dry dock the ship went on fire. Early in April the underwriters received notice of abandonment from the owners, Messrs. Furness Withy & Co., who claimed a constructive total loss. Claims in respect of the fire are understood to have totalled £1,866,000. In May the vessel was towed to the Firth of Forth and berthed in Granton harbour. Here maintenance and survey work has been carried out.

April to June, 1961

A grant of £4,000 towards adapting the steam yacht **Glen Strathallan** for the King Edward VII Nautical College has been recommended by the further education sub-committee of London County Council. The steam yacht **Wendorian**, which has been used by the college since 1951, is beyond economic repair and **Glen Strathallan** will enable facilities for practical instruction to be offered to a wide range of students. When not at sea, engineer cadets and pre-sea cadets will be able to use her as a marine laboratory.

On December 16 there sailed from the Mersey for the last time the famous Cunard liner **Britannic** (27,778 gross tons). Thus ended a notable career of 30 years for the ship which had become so much a part of Liverpool, and the last remaining link with the White Star Line was broken. Although **Britannic** was owned by the White Star for little more than four of the 30 years of her service, she was almost universally regarded, unofficially, as a White Star liner for the whole of her career. This is not difficult to understand, since she wore the colours of the once powerful North Atlantic line to the end of her days. Launched on August 6, 1929 at the Belfast yard of Harland & Wolff, Ltd., she began her maiden voyage from Liverpool to New York on June 28, 1930, with calls at Belfast and the Clyde. She initially spent her summers on the North Atlantic and her winters cruising the Caribbean out of New York. Lengthy engine repairs and a broken crankshaft hastened her removal from service and her sale to the British Iron and Steel Corporation (Salvage) Ltd., was announced towards the end of November. She arrived at Liverpool at the end of her last Atlantic crossing – after 275 voyages. Allocated to the Inverkeithing yard of Thos. W. Ward Ltd., she berthed there under her own power and demolition work has since begun.

Only three days after the final departure of the **Britannic** from Liverpool another equally well-known North Atlantic liner sailed out of the Gladstone Dock for the last time, also bound for the breakers. She was the Canadian Pacific liner **Empress of France** (20,448 gross tons), yet another major purchase by “Bisco” for breaking up in the United Kingdom. Last of the four “Duchess”-class ships of the inter-war period, she was launched in January 1928 by John Brown and Co. Ltd., Clydebank as the **Duchess of Bedford**, beginning her maiden voyage from Liverpool to the St. Lawrence on June 1, 1928. In August of that year she setup a new record from Liverpool to Montreal of 6 days, 9¹/₂ hours. However this class were known as “Drunken Duchesses” for their lively performance in heavy seas.

The Sail Training Association are sponsoring a project to provide for a national sail-training ship, are convinced of the value of sail training for young men and hope to provide opportunities for as many as possible to make periodic cruises in the vessel. No precise details of the rig or the size of the vessel are available, but she will probably be larger than the Outward Bound Trust’s schooner **Prince Louis** and may be of about 300 gross tons.

Book Review

Dive Truk Lagoon

The Japanese WWII Pacific Shipwrecks

Rod MacDonald – 2014

Whittles Publishing.

263 pages.

94 colour and 69 black and white illustrations. Hardback.

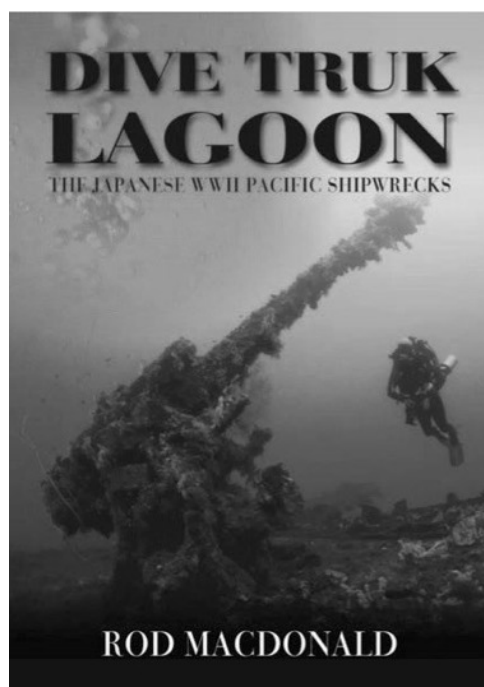
ISBN 978-184995-131-9.

£30

This book is remarkable in that it achieves several objectives at once: as a record of a once forgotten area where warships were sunk on a massive scale; as an account of wartime history in a neglected theatre of World War II; and as a detailed profile of nearly forty vessels, including the cargoes they carried. In these aims the author has succeeded very well.

Rod MacDonald now lives in Stonehaven in N.E. Scotland as Operations Manager of his local RNLI Lifeboat Station, but has travelled the world as a highly experienced deep sea diver. He is described as "one of the world's pre-

eminent shipwreck explorers and an international best-selling author of a number of classic shipwreck diving books". Amongst its many readers therefore, this work targets that small band of hardy marine professionals for whom Truk Lagoon has become an irresistible exploration area.



Truk Lagoon (or Chuuk Lagoon as it has been named since 1979) is a unique coral reef east of the Philippines and just north of the Equator. It is 140 miles in circumference and 50 miles in diameter and now within the Federated State of Micronesia, an independent sovereign island nation formed in 1979 and made up of 607 islands. As a natural anchorage protected by a coral reef, Truk Lagoon has few equals. Naval

bombardment was difficult, access by air quite arduous and its high stone cliffs offered protection and clear observation. At the outbreak of WWII, the Imperial Japanese Navy made the lagoon its main forward naval base in the Pacific. By 1944, 29,000 navy and 17,000 army personnel were based there, together with a significant portion of the Japanese fleet.

As long as the Japanese naval base remained secret its strategic advantage was secure. This dramatically changed on 4 February 1944 when US Navy reconnaissance aircraft discovered it on a 2000 mile round trip. This immediately prompted the evacuation of the heavy Japanese warships, but scores of smaller warships, destroyers, light cruisers, tugs and patrol boats remained. On 16 February US Task Force 58, composed of 53 warships, including nine aircraft carriers made Truk Lagoon its imperative destination, arriving completely undetected. On the following day Operation Hailstone was launched. Initially, Grumman F6F Hellcat fighter planes neutralised the grounded Zero fighter planes. During the following two days, over 500 combat aircraft (including Douglas Dauntless and Curtiss Helldiver dive-bombers) bombed and strafed any shipping they encountered in 30 waves, as well as flattening shore facilities. Apart from surface damage, Operation Hailstone sent more than 50 Japanese ships to the bottom of the lagoon, still holding valuable cargoes of tanks, trucks, artillery, beach mines, shells and aircraft.

The decades that followed the destruction of the naval base restored Truk Lagoon to its isolated anonymity, with its sunken ships largely forgotten. This was until a certain Jacques Cousteau located the area and produced a film entitled Lagoon of Lost Ships in 1969. The publicity triggered renewed interest, which became as MacDonald describes: "...an irresistible lure for thousands of divers each year since then"; with the attraction of exploring the vessels, "...in the crystal clear waters of the Lagoon – each a man-made reef teeming with life".

The book is divided into two; the first 36 pages providing an excellent historical background to the build-up of war in the Pacific, WWII and its aftermath. The main section then focuses on the 'Shipwrecks of the Truk Lagoon', documenting the construction, service, and statistics of the 38 naval and commercial ships at rest on the seabed, with the use of maps, photographs and striking 3-D illustrations. This remarkable account serves as a reminder of the devastating potential of wartime combat. It also represents a stunning record of 'living history' in one of the most beautiful parts of the Pacific.

O, What a Surprise!

When I was a cadet we were not allowed to go ashore without first reporting to and receiving permission from the mate or master. On one occasion I was lectured on the evils of a local music hall which evidently left nothing to the imagination. '*There are things there that you are not supposed to see, my son. Avoid it*'. Naturally, when I finally got ashore, it was the first place I headed for. And there I saw what I wasn't supposed to see. I saw the captain

The Liverpool Landing Stage

by Mr. J.W. Thomas

First published in the Bulletin, Volume 29, 1978

Mr. Thomas served the Mersey Docks and Harbour Board for 42 years, and for many of those was stage master.

In the 18th century, although Liverpool had become a busy shipping area, reliable communications were non-existent, and merchants wanted to know of the arrival of ships in which they had cargos. People were posted on look-out, and a row of flagpoles was erected on Bidston Hill, which in clear weather could be seen from Liverpool, heralding the arrival of ships of different lines. When sailing ships did arrive, owners could be pleased with a master for his fast passage, or very angry for a slow one, the cause of which was often that the master had been trading on his account. This was known to have caused fisticuffs on occasion.

Then a semaphore system was built right through from Holyhead and ending in St. Nicholas' churchyard. The clergy were very upset when they found that their congregation was more interested in what came by semaphore than God's promise. And so the semaphore terminal was fixed on the south docks on Sundays, and the churchyard on weekdays.

In 1841, a landing stage was contemplated, and by 1847 the Georges Stage was built, and hailed as "Leviathan of the Mersey" – 508 ft long with two bridges. In the daytime, it served ferries and at night Irish passengers and cattle. But very soon it was inadequate. In 1857, a Prince's landing stage was made, about 1,000 ft. long, with a gap between it and the George's Stage. Prince's was used by cross channel packets, luggage boats and ocean going vessels. The City of Dublin S.P. Co's **Iron Duke** was the first ship alongside.

Then was seen the need "for a floating roadway in 1870 and this had to come up in the old George's Dock basin. The roadway, floating on pontoons, was 480 ft. long x 35 ft. wide. In 1874 it was decided to join up the George's and Prince's stages, but workmen caused a fire which the fire services of the day were unable to extinguish. It has been said that water-protective materials, tar etc., fed the flames, and in a conflagration lasting two or three days, the stages were completely destroyed. The damage was estimated at a quarter of a million pounds – then a very large sum indeed. Yet in 1875, a stage was back in operation.

The new stage was designed with an embayment for the ferries, possibly to try and avoid the effect of strong tides. In 1890, this was filled in and the whole stage made to have a long straight surface. This work cost £9,000.

The floating roadway proved very successful and carried 150,000 vehicles in its first year.

In 1895 Riverside Station was opened, and this meant boring a tunnel from Waterloo Dock to Edge Hill. The line from London had to cross the dock road, and one of the safety rules was that a man with a red flag should walk 25 yards ahead of the engine; the speaker suggested it might have been more practical to state the the engine should follow 25 yards behind the man.

In 1896 the stage was again deemed to be too short, so an extra 400 ft. was built at Birkenhead. This necessitated building Prince's Jetty in 1897, with a length of 397 ft. from Prince's Basin to Stage. 160 greenheart piles 16" square were driven 29 ft. into the sea bed. There were four deck levels, and the idea was that cattle could be landed there at any state of tide. With the ships not having to dock, much time would be saved. But this was one project in which the versatile engineers and planners of the day failed. The slime left by Mersey tides made landing cattle a somewhat hazardous business and it was abandoned.

In 1921, the stage was again thought to be too short. No extension could be made northwards, and so 120 ft. was added to the south end. By 1922, visiting liners had become even larger and so an elevated deck 1,110 ft. long with overhead gangways and protection for passengers and visitors was constructed to provide a covered way from ship to railway platform.

Before 1927, there were no dues levied for coastwise passengers embarking, but in that year a bill was passed empowering the M.D. & H.B. one (old) penny per outward and one-halfpenny per inward passenger. The Landing Stage was never meant to make a profit, but was intended purely as a facility of the port. People often thought, quite mistakenly, that when they saw a liner berthed at the landing stage, it meant the outlay of perhaps thousands of pounds. True, the owners were charged for the use of equipment, gangways, dummy barges etc. Also, the M.D. & H.B. collected no ferry tolls.

To hold the stage in position, heavy chains kept it in, whilst allowing for a possible rise and fall of about 34 ft. To keep it out from the wall, 7 booms or girders were used, and there were 12 bridges. These were pivoted to allow for the 34 ft. height, and to move 5 ft. laterally. The whole structure rested on 220 pontoons, each with 5 compartments. Many of us remember the 'pontoon gang' which was in daily attendance. They wore rubber thigh boots and carried storm lamps. They saw that pontoons were pumped out regularly, and towed away for repair when necessary – that all moving parts were oiled and greased. They worked on below-deck structures mostly in the dark, and in close proximity to the water.

Mr. Thomas explained about the baggage rooms, and because porters could not wheel baggage up the slope on an ebb tide, one road bridge was converted into a mechanised conveyor, driven by gas engines. Again the baggage rooms, like the stage itself, were inadequate and more had to be built, with conveyors this time driven by electric motors.

Every liner going alongside seemed to have a different sized door, placed at differing heights, and the equipment had to be suitable for all comers. The speaker referred to passenger congestion on the ferry stage, where barriers were erected so that passengers could proceed from the boats and not be obstructed by waiting crowds. A far cry to those days since nowadays men with billboards are needed to attract ferry passengers.

Dummy barges, two per liner, were found beneficial to assist arrival and departure alongside in a tideway. By their use, leverage could be exerted. The first ones were of old 'camels' but later they were specially designed.

There were a host of lifebuoys and sixteen ladders on the stage, as well as boathooks etc. Lifebuoys had to be inspected for float-ability, as the M.D. & H.B. did not want a similar happening to that on the Manchester Ship Canal, where a man fell in, and the lifebelt thrown to him promptly took him to the bottom!

Older members were reminded that at one time, the landing stage was dotted with offices, Isle of Man Steam Packet Company, North Wales Steamship Company, Underwriters, Irish Steamers, Customs, River Police, Civil Police and a Post Office. Of course we will all remember the cafe, bookstall and left luggage offices. But it is a little nostalgic to remember the Railway ticket office on George's Stage, where one could book a return for the day to Caergwrle via Seacombe Ferry and Wirral Railway, for one shilling.

Intending passengers to the Isle of Man always wondered why there was a stage barrier which precluded them proceeding direct to the Manx boat without having to go round by the Princes Parade. It really did cause much aggravation. However, the Customs demanded that M.D. & H.B. make Prince's Stage a sufferance wharf with a bond of £50,000. The apprehension of any person, other than those concerned with liners' business, could mean the forfeiture of this bond.

Regarding the ferries, there was one to Eastham from about 1509. Much later the City of Dublin Company ran a ferry, and in 1897/8 the Eastham Ferry and Gardens Company took over. They bought a ship named **Norfolk** and renamed her **Onyx**. She was very successful and **Ruby**, **Pearl** and **Sapphire** were then built. These three did war service 1914 – 1918. They returned safely, and the service was run until about 1928 or 1929, when all three were worn out.

Rock Ferry and New Ferry operated from 1897 – 1898, but in 1920 a vessel was wrecked on New Ferry Pier which concluded that service; the Rock Ferry service ran until about 1939.

Egremont Pier was badly damaged in 1932 by the tanker **British Commander**, which parted her anchor off Guinea Gap, on a strong ebb tide. The pier was rebuilt but the coaster **Newlands** wrecked it a few years later.

The Wallasey Corporation Ferries possessed both a sand pump dredger to clear away any silting, and also coal barges **Tulip** and **Emily**. The Ferry made a large profit in those days, which assisted the rates burden considerably.

Mention was made of the hydraulic lift at Seacombe, which transported vehicles to road level. Some of the cart horses were not too keen to enter it, and have the great steel doors closed behind them. One lift descending helped the other one on the haul up. But then came the Seacombe Floating Roadway, which was a great asset, but no sooner had that proved its worth, than the Mersey Tunnel became operational. The speaker said that the floating roadway had cost so much money that Wallasey could not afford to fall in with the Tunnel scheme, and so did not participate. The tunnel put the final nail in the coffin of the goods ferries.

Possibly the most progressive company using the landing stage was the Isle of Man Steam Packet Company. As we know, they lost the **Ellan Vannin** at the Bar with all hands in 1909. Mr. Thomas expressed surprise that in spite of the Manx Government being one of the principal shareholders of the I.O.M.S.P.Co., they were allowing the new Manx Line to run a competing passenger and cargo service from Heysham to Douglas.

As for the old Liverpool and North Wales Steam Packet Company, they had taken over many smaller companies and were really an offshoot of the Fairfield Shipbuilding Company. At one time, they tried opposition against the Isle of Man Steam Packet, unsuccessfully. They had connections with the Palace Steamship Company of London, who owned **La Marguerite**, which was not doing too well on the Thames estuary service. She came to Liverpool in 1904, and was possibly the best loved of all the excursion steamers, and carried almost 3,000 souls. Of course, we know much about her, and this writer sailed aboard her before she was superseded in 1926 by the immaculate **St. Tudno**. Mr Thomas was on **La Marguerite**'s last voyage, and described how fireworks were set off at Llandudno to celebrate the end of an era. The pier staff brought the hoses out, for they were not amused.

In 1890, three ships of the North Wales Company carried 150,000 passengers, but support dwindled, perhaps because of faulty management, or because financiers came to have too much control.

In the busiest times the landing stage would notch up 30,000 to and from the Isle of Man, 5,000 on other coastal voyages and 7,000 on ocean going liners. Though this is within the lifetime of many of us, it seems almost breathtaking now!

As we know, the one o'clock gun was fired every day from Morpeth Pierhead, Birkenhead, and latterly Liverpool University was responsible for it. But the Mersey Docks and Harbour Board staff at Wallasey Cattle stage looked after the priming and the firing which was done electronically from Bidston Observatory. Each day black powder in canvas bags was rammed into the gun, with wads of paper and a detonator. Electric wires were laid and six checks of the time were made. Any unsuspecting tugs lying at the wall nearby might find themselves enveloped in a cloud of smoke and a mass of burnt paper. With a south-westerly wind, the report on Liverpool's Pierhead was very loud indeed.

After the last war, a Naval Hotchkiss gun was installed and the blank charges were ordered from the Admiralty.

Another memory was of the North Wales Company's evening cruises, after the day's voyages. Passengers were brought from Manchester to Lime Street station, carried by coaches to the landing stage, sailed to the Bar lightship and returned by the same route for 2/6d return, or 12¹/₂ new pence!

After the coffee break, questions were invited. One member asked about an office on the stage designated the "Vigilant Office", or something of that sort. It was no trouble for Mr. Thomas to reply to this one – though it was news to some of us. The persons in this office were there to fight any "white slavery". They met people arriving who might not seem to have any definite destination. Perhaps they had been invited to Liverpool by someone who didn't turn up on ship's arrival. Pretty Irish colleens might be lured over this way by rather doubtful characters. There were all sorts of possibilities and our speaker considered that the "Vigilantes" or whatever they called themselves did a very good, Christian job.

In answer to a question on Blackpool excursion ships, Mr. Thomas did not think that cruising to that resort ever paid. He mentioned **Greyhound**, **Minden** and several tugs which tried the run.

Mention was made of the one-legged diver at New Brighton who performed for the arriving ferry passengers in the summertime. The writer of this report told how this man would mount a bicycle, ride along a plank, and plunge into the Mersey from a height of about 60ft. The pennies would then drop into the extended fishnets, to the cries of "Don't forget the diver"

A question was asked as to why the one-o'clock gun ceased. With the dismantling of Wallasey cattle stage, the Mersey Dock Board staff was reduced and there was no spare labour to attend to its daily preparation and maintenance. In these present days of radio, it is easy to obtain the time accurately, but it was not always so.

Ken Stuttard questioned our speaker on the possibility of the ferries continuance. Mr. Thomas was of the opinion that in proper hands the ferry service across the river could be made viable, but not under the Merseyside Passenger Transport Executive. It seemed a conspicuous fact that the retention of **Royal Iris** and her catering facilities had not so far been questioned. In any case, no trading figures for the **Royal Iris** are ever published, yet the running costs of operating cross river ferries are always painted in the worst possible colours.

Mr. Thomas then told us a wartime story of a large Naval draft arriving at the landing stage for embarkation. One of the matelots came up to the Embarkation officer to report sick. On being asked the cause, he said he had swallowed a toothbrush. Everyone was incredulous, but no chances could be taken, and he was told to fetch his hammock and kitbag. These were in a muddled pile of about 5,000 items. At first slightly deterred, he searched until

he found his property, and was then taken to the Northern Hospital. There was some consternation on the landing stage as nobody could see how a man could swallow a toothbrush by accident – he must have pushed it down. The Officer was emphatic that the matelot must go with the draft. The ship was held back for a time but sailed out into the river at 6 p.m. At 4 a.m. next morning, an ambulance arrived at the stage with the man. Oh, yes, he had swallowed a toothbrush, and the doctors at the Northern Hospital had used silver wire, and fished up again. And now, the ship would have to increase speed to catch up the convoy, and the man was informed that the extra cost for this delay would be deducted from his service pay, He was lucky – the war was very soon over!

Regarding the new concrete ferry stage, we were told that this was moored in the furthest south position possible, and that the stage was guaranteed by its makers to give 25 years service years (we might add “if allowed to do so”). It might even last 40 years. At the outset, there must have been doubts when it sank.

The reply to one question concerning sluices at the rear of the old landing stage, showed many of us how wrong we can be in making our own conclusions. Mr. Thomas said that there were 22 sluices, which at one time were closed with a key before high water, and opened one hour before low water. The rush of water was to clear the accumulation of silt beneath the pontoons, for our old-time engineers were up to all sorts of ingenious dodges. And for the best part of a lifetime, some of us had thought that these were sewers, the effluent of a city, not by free-flow but under the control of the Dock Board. The secret is out – these were not sewers at all, but were connected by pipeline to the dock system between Herculaneum and Salthouse docks. What an ingenious idea – but it worried Kent Richardson with the realisation that with the south docks now out of use and tidal, there is no such flushing action possible. Will Liverpool stages eventually go aground as did the New Brighton stage, where expense was deemed too high to be worth applying any form of remedy?

As we can now see, that in the last century our planners, engineers, architects and contractors were thoughtful, cautious men, and they must have had a good workforce to carry out their practical schemes. The old landing stage was a fine structure, and there was great team spirit in its maintenance. We should be full of praise for these men of enterprise, vision and forethought.

ANY QUESTIONS

Engineering Lecturer: ‘Are there any questions?’

Student: ‘Yes, sir, what is the horse-power of a donkey engine?’

A Most Unusual Submarine

A summary of a presentation to the Society on 16 April, 2015

by L.N.R.S. Member David White

This story came to light when a neighbour showed me a copper ashtray said to be made from the metal of a German ship. My investigations led to an extremely interesting story from World War I.



The Ashtray

Author's Picture

With the Royal Navy imposing a tight and effective blockade on German shipping, Dr Alfred Lohmann (President of the Bremen Chamber of Commerce) and his colleagues considered whether a cargo-carrying submarine would be a viable prospect. Approaching Germaniawerft at Kiel, Dr Lohmann found that Germaniawerft were thinking along very similar lines and had already prepared detailed drawings of such a vessel, possibly at the behest of Krupps who had large stockpiles of nickel stranded

ashore in the United States. Subsequently, North German Lloyd formed a subsidiary company, Deutsche Ozean Rhederei, and lodged an order for eight commercial submarines. Because of the pressure of war work, Germaniawerft sub-contracted the construction of the pressure hulls to Flensburger and these were subsequently delivered to Germaniawerft for completion.

Specifications and statistics are interesting. The first submarine, **Deutschland**, was fitted with two 400hp six-cylinder four-stroke diesels by the builders, plus two 590kW motor/generators by SSW. With a beam of 8.9 metres, she was almost twice the beam of any other submarine of similar length. Significantly, her range is quoted as 25,000 miles. She was treated throughout as would any conventional merchant ship, being registered in Bremen, classed by Germanische Lloyd and manned by German merchant seafarers.

Following sea trials, during which she proved to be difficult to manoeuvre submerged, she loaded 125 tons of concentrated industrial dyes plus 350 tons of pig iron ballast and sailed from Bremerhaven on 23rd June 1916. In command was Captain Paul Koenig, previously serving with North German Lloyd on their North Atlantic passenger service.

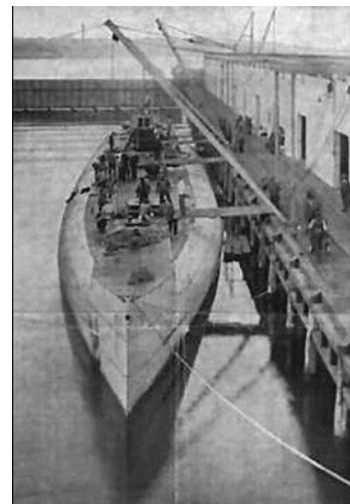
After an uneventful Atlantic crossing, of which 200 miles was submerged, she arrived off the entrance to Chesapeake Bay on 9th July 1916. Having advised the pilot that she was bound for Newport News, she was met by a tug, **Thomas**

F Timmins, carrying a German company representative (Captain Frederick Hinsch) and immediately changed her destination to Baltimore, Maryland. She berthed in Baltimore the following day and was warmly welcomed. The crew were wined and dined and the press made much of what was an impressive technical achievement.

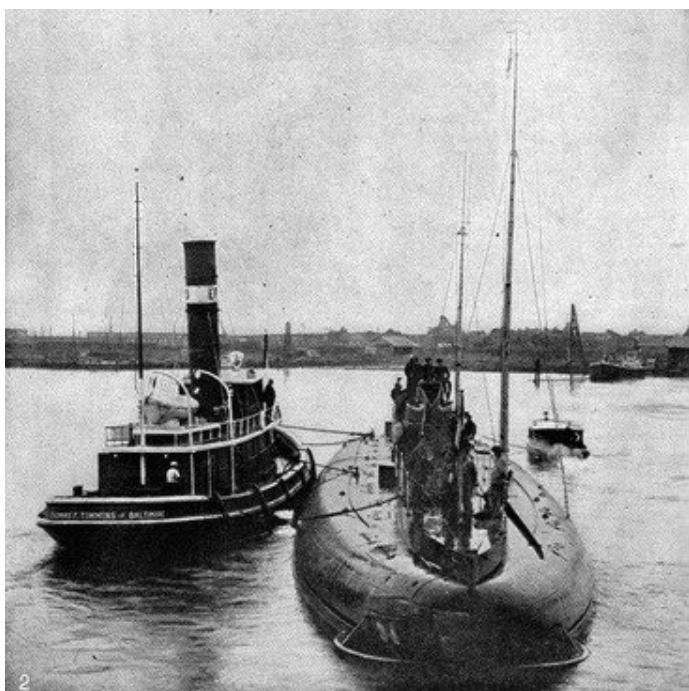
She back-loaded 340 tons of nickel, 93 tons of tin and 348 tons of raw rubber, a cargo valued at some \$17.5 million, several times her construction costs. She departed Baltimore on 2nd August 1916 and arrived back safely in Bremerhaven on 24th August 1916.



Deutschland crew in Baltimore (1916)



Deutschland unloading in New London (1916)



The beam is self evident



Deutschland (as U-155) surrendered (1918)

These four pictures are Licensed under Public Domain via Wikimedia Commons

The second submarine of the series, **Bremen**, commanded by Captain Karl Schwartzkopf, sailed from Bremerhaven for New London, Connecticut, while **Deutschland** was returning from Baltimore but was lost on passage. The cause of her loss was never established but was possibly due to hitting a mine.

In October 1916, **Deutschland** departed Bremerhaven on her second voyage, this time bound for New London. Though arriving safely in New London, the welcome was much more muted, as the political scene in the United States was changing rapidly. On departure, she was involved in an unfortunate accident in which she sank her tug, **T A Scott Jnr**, with the loss of all five crewmen. After hull repairs, she sailed on 21st November and returned safely to Bremerhaven.

Due to the worsening of German-US relations, a third voyage planned for January 1917 was cancelled and **Deutschland** underwent conversion into a military vessel. The conversion included building additional internal decks to accommodate a doubling of the crew to 58, the installation of two 6-inch guns from the pre-Dreadnought battleship **Zahringen**, and a second periscope. In order to avoid retrospectively installing torpedo tubes, she was fitted with a torpedo rack beneath the deck but outside the pressure hull. She was then commissioned into the German Navy as **U-155** and joined her six near-sister vessels (which had been completed as U-boats) in the U-Kreuzer Flotilla. Though considered less than ideal as a combat U-boat, during three long-range patrols she destroyed 43 ships totalling 120,000 tons.

Following the Armistice, she surrendered and, unlike most German warships which were either scuttled or scrapped, she was sold by the Admiralty to Horatio Bottomley MP, owner of John Bull magazine, great orator and swindler, and went on display to a paying public at a number of ports around the coast. After leaving Douglas, Isle of Man she arrived in Birkenhead in 1921 for breaking up. While in Clover's drydock, an explosion killed five apprentices. The subsequent investigation showed that, though she had been declared free of munitions and booby-traps, the apprentices had unwittingly released the contents of a cylinder of hydrogen. The courts granted a possessory lien to Clover, the Admiralty did not object, and she was auctioned in Liverpool by Kellocks. She was bought by Robert Smith & Co for £200 and broken up on the beach at Tranmere.

Robert Smith and Co remain in business as steel stockholders in Birkenhead Docks. A souvenir copper brooch on its original backing card was sold last year on e-bay for £75 and an identical copper ashtray is on display at the Maritime Museum in Hobart, Tasmania. Since the talk, an LNRS member in Heswall has revealed that he holds an identical ashtray, while a friend in Moreton has discovered a fourth one in his garden shed.

William Scoresby

1789 – 1857

Canon Bob Evans, MBE, MNM, RNR, an Honorary Member of the Liverpool Nautical Research Society, a former President and member since 1961 has pinpointed an important man in the history of Liverpool.

Scoresby has been undervalued by historians. He was a whaling captain; an Arctic explorer; a physicist; an Arctic scientist and a clergyman. As far as we are concerned in the Liverpool Nautical Research Society, he was the first Anglican Chaplain to work amongst seafarers on Merseyside and very few of us are aware of him. He was particularly concerned with the preservation of human resources, well advanced in the thinking of his day. He saw no problem or conflict between religion and science which again put him in advance of his fellow scientists. In his later life he concentrated on education and social work.

Moreover, Scoresby became a scientist whose writings were translated into many languages. There has even been a Falkland Island stamp with an illustration of the Royal Research ship, **The William Scoresby**. He was elected Fellow of the Royal Societies of England and Scotland; and Cambridge honoured him as a Doctor of Divinity. Above all, he left his mark on the care of seafarers in Liverpool.

Scoresby was born in the little village of Cropton near Pickering in Yorkshire on the 5th October 1789 into the age of exploration, the growth of industrialism and in the shadow of Napoleon. His father was a whaling captain and early in William's life, the family moved to Whitby. At the tender age of ten, his father took him away from home for a voyage in his whaler, happily the boy was not seasick.

Scoresby was an apprenticed seafarer at the age of thirteen and for the next twenty years was not to spend a summer in England. He was educated in wintertime in the rudiments of science, but was not an able pupil, preferring drawing and music. In 1806, his father had made him Chief Mate at just seventeen years of age and the vessel reached the highest latitude ever recorded at that time. It was the nearest that any ship had approached the North Pole. He was learning his trade.

The next step in his career was to attend Edinburgh University where he was introduced to geology and chemistry as science was advancing in leaps and bounds and Edinburgh was second to none in Europe. His summers were to be spent at sea at the expense of his studies.

In 1807 Napoleon was giving trouble and the British navy asked for volunteers; this Scoresby did. In a letter he describes his first fifty days aboard a naval vessel. 'I experienced the most painful privations, hungry, cold and

severity of discipline. The hardships, indeed, that we endured were such that my companions became insensible to personal safety. I have seen them take a lighted candle to the door of the magazine in search of any trifle, and on my cautioning them of the danger, they would reply, "What matter?" They cared not if the ship were blown up and we were all destroyed together.'



William Scoresby Junior
Picture Wikimedia Commons

His short time in the Navy had given him a fresh confidence, but convinced him that it was not the life for him. He returned to University with a renewed zest. His Arctic days proved invaluable in his research. He had spent much time seated partly under cover on the deck of his ship with pencil, paper and a hand lens marvelling at the wonder of a snowflake. His drawings made at the age of sixteen were to prove to be invaluable. Scoresby became an expert on the composition of Arctic ice. All of this preceded the photographic microscope. Today we tend to take snow as rather commonplace. Scoresby's drawings were to find a place in the Scott Polar Research Institute in Cambridge.

In 1813 he took command of a new whaling vessel, the **Esk**. Scientifically the voyage proved to be a great success. Scoresby continued his work on the temperature of the Arctic seas and proved that it was warmer below than it is at the surface. It was Scoresby who noted for the first time that the sea was coloured by 'minute animalcules' which today we call plankton, the food of the whale.

When Scoresby returned from the whale fishery in 1817 he 'made known to the public, through the papers of the day, that a remarkable diminution of the polar ice had taken place, in consequence of which he was able to penetrate in sight of the east coast of Greenland, in the parallel of 74°. A situation which for many years had been totally inaccessible'. This letter in a Liverpool paper caused a stir in the scientific world. It was noted that cider apples had not matured in this country for the past seventeen years and that icebergs were found in great numbers in the Atlantic. This began the search for the north-west passage by the British navy. It was to take Amundsen three years to negotiate this at the beginning of the twentieth century and it was not until 1969 that the passage was crossed in a year, when the massive ice-breaker, the **Manhattan**, smashed its way through the frozen icy barrier.

In 1819 the family moved to Liverpool. A new whaler was being built on Merseyside and was to be named the **Baffin**. She was launched on February 15th 1820 in the yard of Mottershead and Hays. Scoresby and his crew set sail on the 18th March. He had just published a book, 'An Account of the Arctic Regions' and on returning from the maiden voyage he realised that it had

received universal acclaim. The book was in two volumes of six hundred pages each!

For some time Scoresby had been interested in the new science of electro-magnetism with special reference to the compass needle. He was involved with the Liverpool Literary and Philosophical Society, the Liverpool Royal Society and the Liverpool Mechanics Institute. It was a Danish physicist, Oersted, who discovered the true connection between electricity and magnetism. Scoresby was on the fringe of the discoveries. The Royal Society of Edinburgh published his work in their journal:

Electro-Magnetic Experiments and Observations
By Thomas Stewart Triall, M.D., F.R.S. Edin.
and William Scoresby jun. Esq, F.R.S. Edin.

Apparently they just missed the really important discoveries about such things as 'irregular motions' and 'sudden variations'.

There were to be two more whaling years and after some twenty voyages to 'this inhospitable part of the globe' he decided to retire from the sea. For many years he had felt the call to minister to mankind and, aged thirty three, he decided to enter the ministry of the Church of England.

Mr Buddicom, a Liverpool clergyman, helped him with Latin and Greek, which were the first essentials for ordination. He was ordained in York in 1825 and became a curate at Bessingham. His parish duties were not over taxing or over paid, £40 a year as opposed to his £800 from whaling.

In the meantime, preparations were in hand in Liverpool to establish a Floating Church for Seafarers. He came to Liverpool to found the Mariners' Church in May, 1827. When Scoresby was asked to take up the post he replied: "I cannot but feel that there seems to be drawing of me to that great object; my early habits of life, my intimate knowledge with the sailor with his habits of thought, prejudices, language, and possessions, my admission into Holy Orders at such a season and all seem to me as many links of a chain connecting me with the Mariners' Church."

Those working in Liverpool to establish the care of seafarers had not been idle. In 1826, the Government had presented to Liverpool an old ship-of-the-line, H.M.S. **Tees** which had seen action with Nelson and was once commanded by Captain Marryat, the author of 'Mr. Midshipman Easy', for use as a Mariners' Floating Church. The **Tees** had been towed from Plymouth to Liverpool by H.M. Frigate **Pyramus** (42 guns) in the previous November and was moored in George's Dock, almost alongside the present Liverpool Parish Church.

In the Liverpool Chronicle of 12th May, 1827, there had appeared the following notice:

'His Majesty's Frigate TEES having been fitted up for the Floating Church for the accommodation of Seafaring People, etc., is to be opened on Thursday, 17th May, on which occasion seats will be reserved for the subscribers, and the remainder will be

thrown open to the public at large. Divine Service will commence at twelve o'clock. N.B. The TEES is moored at the South West corner of George's Dock.'

The address was given by the Reverend R.P. Buddicom, A.M., F.A.S., the Minister of St. George's Church, Everton. As befitted the age, the sermon was dramatically long and was well laced with 'hell-fire and brimstone'. The text was innocuous enough, 'Hast Thou not reserved a blessing for me?' He then described the seafarers of the day.

'They are engaged in a profession habitually conversant with peril and death. They walk continually on the very confines of eternity. Waves and storms, rocks and quicksands, climate and battle, often summon them, with awful suddenness, to meet their God.'

Buddicom next described the sins of the flesh and talked of the men who are 'conversant with ribaldry, profaneness and infidelity.' There was much more on that theme.

At last, he came to the new minister, Scoresby, and made much of the need for the Established Church to support the seafarer. There follows a quotation from Scoresby's 'Journal of a Voyage to the Northern Whale Fishery', published in 1822. Scoresby stated 'that religion, when real, gives confidence and courage to the sailor, rather than destroys his hardihood and bravery.'

Finally, Buddicom mentioned that the preparation of the ship cost at least £800 and '... of this sum, £500 has been raised and paid.' I suspect that most of the congregation would have felt that Scoresby might have been better placed to give the address, he was such a well-known character. Unsurprisingly, he was to be very successful in his short ministry on Merseyside.

Unfortunately, Scoresby has left little information about his time with us, except to indicate that he was much concerned with 'visits to the extensive docks in order to make myself acquainted, as far as circumstances allowed, with the numerous Captains frequenting this port.' His preaching was very much for the seafarer and based upon his experiences. Sadly, his wife proved to be a problem. 'She had only been a few months in Liverpool, when her ordinary health altogether gave way, and was only restored, under the divine blessing, by a summer's residence in Ireland.' Scoresby adds that during his last year in the Mariners' Church, his wife was to spend all her time in Ireland.

In 1831, Scoresby wrote a book entitled 'Discourses to Seamen'. In the preface are these words.

'... as but little suitable accommodation is to be found in our Churches and Chapels for the numerous seamen frequenting the more considerable seaports - the providing of Churches, and other places of Worship, expressly for them, has become a characteristic feature in the operations of the various Societies established for their spiritual benefit. In the bestowment of this boon of gratitude, the Dissenters of Britain had the distinguished honour of taking the lead, and through their vigorous exertions, with the co-operation, in many instances, of members of the Established Church, several 'Arks', or 'Floating Chapels', were early fitted up for the use of Seamen.'

'The first place of worship appointed for this purpose, under the form and discipline of the Established Church, was the Episcopal Floating Chapel in Dublin; next followed the Mariners' Church at Liverpool, with similar institutions in Hull, Plymouth, London, and Cork.'

Scoresby was to remain as Chaplain in the Mariners' Church for only five years, but a man of his standing must have made a great impression and certainly he paved the way for the work which lay ahead. He established the need for the Chaplain to visit the seafarer aboard his ship and the need to inform the public of the plight of so many of these men. These priorities have not changed today.

Scoresby was to leave Liverpool to be minister in Bedford Chapel in Exeter and there he continued his researches and in 1856 he made a voyage to Australia on the steamer **Royal Charter**. He died in 1857. Above all his activities, his name stands out firmly in the annals of Arctic and Antarctic research.

The Floating Church continued to serve seafarers for many years under the care of the Reverend William Maynard. When the Mersey Mission to Seamen was founded in 1856 by W H G Kingston, the Floating Church was absorbed by the Mission.

Kingston House was opened in 1956 and possibly should have been named Scoresby House to mark the fact that the Anglican Church in Liverpool really started its care for seafarers in 1827.

This makes us one of the oldest Missions in the country.

The most important book on the life of Scoresby is written by Tom and Cordelia Stamp, 'William Scoresby, Arctic Scientist', Caedmon of Whitby Press, 1975

MONDAY MEETINGS

Members meet at the Archives and Library of the Merseyside Maritime Museum on Mondays as follows:

June	Mondays	1 st , 8 th ., 15 th , 22 nd , 29 th
July		6 th , 13 th , 20 th , 27 th
August		3 rd , 10 th , 17 th , 24 th
September		7 th , 14 th , 21 st , 28 th

Information Received 1 of 2

Subject: Maritime Archives Enquiry

I am writing to you on behalf of Lloyd's Register's Information Centre and Archive regarding a project that we are designing to increase access to our archival collections. We would be very grateful if you could forward this email to relevant staff, volunteers or friends who may be interested. The collection we are proposing to work on are the "Ship Annals", records from ships we surveyed between the 1830s–1960s, consisting of reports, surveys, correspondences and ship and boiler plans. This archive is one of global importance rather than just being useful for Lloyd's Register employees and it, if utilised correctly, could be unendingly useful for the general public, academics and other professional bodies from all over the world. We are considering an ambitious project that aims to digitise these documents, namely conserving them, making them searchable in a database, imaging them and preserving the digital records that result. These new "digital objects" will then be uploaded to an online platform to make them accessible and searchable to those with a personal and professional interest.

The website is the useable end product that will result from the project so we want it to reflect the needs of its potential users, which includes the Merseyside Maritime Museum. We would be extremely grateful if you would take 5 minutes to complete the survey (link below) we have created to determine what features and collections you would like to see on the website. Furthermore, we would love for you to circulate this email to other colleagues, volunteers or friends who may also be interested.

<http://lloydsregister.wufoo.com/forms/zftnp0f13ozrmz/>

Kind regards, Charlotte Atkinson, Archives Assistant, Group Communications, Lloyd's Register
Reply e-mail: charlotte.atkinson@lr.org

Information Received 2 of 2

Liverpool is to become only the second Propeller Club chapter in the UK.

Membership of the Propeller Club is open to all with a desire to promote the maritime industry. See more at:

www.propellerclub.co.uk

Two and a half Centuries of Mersey Pilotage

Summary of a talk given to the LNRS by Geoffrey Topp, Chairman LPA (RD),
19th March 2015

In the early 18th century Liverpool was in the transition from being a relatively minor fishing port to a thriving commercial port. An informal system of pilotage had already come into existence but there was no regulation or legislation. Unregulated pilotage was considered to be a factor in the stranding of eighteen ships in which 75 lives were lost in 1764. Against this background of loss of ships, cargoes and lives, in January 1765, 'the gentleman, merchants and tradesmen of Liverpool met to establish a regulated Pilotage Service.'

The extensive provisions of a proposed Act were published in Liverpool newspapers in March 1765. This first Liverpool Pilotage Act came into force on 25th July 1766. There were about fifty newly-licensed pilots and the Pilotage District was defined covering most of the eastern Irish Sea

The pilot cutters, as they are usually generically referred to, were a mixture of single masted sloops, smacks and cutters, small vessels of as little as 30 tons, less than 40 feet in length. They were privately owned, usually by the pilots and their families. Their intended cruising stations were specified in detail.

In 1770 three pilot boats were lost with twenty-eight lives. The Pilotage Committee decided that new Pilot Boats were necessary, that they should be of 40 tons and that nine boats should be built.

A second Pilotage Act came into force in 1797. The Committee could now licence pilots in different classes, apprentices already had different Classes of licences. It also allowed for the pooling of pilots earnings to be shared amongst them.

In the early 19th century Liverpool pilot boats had a yellow hull with a white boot-topping. Later they had white, green and yellow horizontal bands around the hull, combined with a black hull with a white boot-topping. Pilot boats displayed their number in the sail and the top of the masts were painted white. The master's name and its number were on the stern.

In the 1820's it was still actually prohibited for pilots to bring ships into the Mersey in darkness and some who did were fined as much as 4 Guineas.

One of the main features of the third Liverpool Pilotage Act in 1824 was the establishment of an annuity fund for aged pilots, their widows and children.

From 1832, when a pilot cutter was on station, a large white over red horizontal flag on a bamboo pole (a 'ricker') was flown at the main mast.

Revised stations for six pilot boats were set in 1833 cruising between Point Lynas and the entrance to the Mersey, with a seventh boat for outward bound ships.

In 1839, a new prestigious office of Superintendent of Pilotage was instituted, which remained in existence until 1988.

Following the 1857 act the Liverpool Dock Trustees were replaced by the Mersey Docks & Harbour Board and, following a Consolidation Act in 1858, pilotage came under their jurisdiction on 1st January 1859. The 12 pilot boats then in service rotated between being in dock and the different stations in turn.

By 1868 due to the increased amount of shipping there were 288 pilots, including 57 licensed apprentices

In the 46 years since the 1824 Act there had been thirty three pilot boats including those already in service and new build.

Eventually, the MD&HB decided to purchase all twelve pilot boats and the transfer of ownership was concluded in 1883 for a total of £84,476

In 1883 the new pilotage building was built at Canning Pierhead North to accommodate the pilotage staff and pilots. It continued in this role until 1978.

On 1st January 1894 the Manchester Ship Canal was opened and 43 Liverpool pilots had been licensed for the ship canal by 1896. The last of these licences was eventually withdrawn in about 1919.

In 1896 the first two steam pilot boats the **Francis Henderson** and the **Leonard Spear** had been built, followed by a further two in 1898 when all sailing cutters were withdrawn from service.

The last sailing pilot cutter the **George Holt**, retained for annual surveys, was eventually sold in 1904

In 1897 a steam pilot launch **Bertha** was acquired to be used in the river and replaced in 1898 by a steam launch **Ernie** from Southampton which was renamed **Edward C Wheeler**. In 1903 a larger steam river launch was ordered, built at Lytham, it was also named **Edward C Wheeler**.

In 1913 there was a new UK Pilotage Act, which was followed in 1920 by the Liverpool Pilotage Order. The Order, together with the 1913 bye-laws, now covered every aspect of the pilotage service.

In 1914 the outbreak of the First War brought additional risks and danger to the Liverpool pilots' environs, as it did all around the British coast. In 1917 German mines were laid by U-boat in the Mersey approaches and on 28th December the pilot boat **Alfred H. Read** hit a mine and sank with heavy loss of life; 19 pilots, 8 Boathands and 12 crew members lost their lives. There were two survivors.

A motor river launch was acquired in 1920.

In 1937 the new pilot boat No. 4 **William M Clarke** attended the King George VI Coronation Spithead Review.

Shortly after the outbreak of the Second World War, in challenging wartime circumstances, in a violent storm on the 26th November 1939, the pilot boat **Charles Livingston** was driven ashore on Ainsdale beach. Eight pilots, eight Boathands and seven crew members lost their lives. There were ten survivors.

The word 'Liverpool' was temporarily removed from the ship-sides of the pilot boats during the war.

Liverpool was Britain's most important port for most of the war, and for a substantial part of the war German aircraft and U-boats were laying mines in the River Mersey and its approaches. Liverpool pilots, augmented by a small number of additional temporary pilots, coped with this and the large numbers of ships from the 1,285 convoys which arrived during the course of the War.

Three new pilot boats were built between 1950 and 1957, **Sir Thomas Brocklebank**, **Edmund Gardner** and **Arnet Robinson**; all powered by diesel electric propulsion. These new cutters of around 700 tons were extremely well appointed and could carry more pilots in considerable comfort.



The **Edmund Gardner** at her permanent berth in Canning Dry Dock

Picture from Wikimedia Commons

In 1962 two twin-Rolls Royce engined tender launches, **Puffin** and **Petrel**, were acquired to replace the tender pilot boat.

By 1966 the number of pilots had risen to 185.

In 1974 the cruising pilot cutter at the Western Station, off Point Lynas, ended and a shore station was established at Point Lynas with a jetty and fast launches.

With the decline in shipping frequenting the Mersey and excess number of pilots the Boathand training system had to be ended by 1979.

On the 1st July 1982 the pilot cutter No 3 **Arnet Robinson** departed the Bar station for the final time and so ended the era of station keeping pilot cutters. New faster launches had been built and a more efficient twenty four hour a day launch service was established. Pilots now went to and from the Bar pilot station as and when ships arrived or departed.

By 1986 despite the decline in shipping, there were still 139 pilots. In the next two years, as reorganisation of all UK pilotage services approached, pilot numbers were gradually reduced by agreement to the 65 who were 'Authorised' on October 1st 1988 when the 1987 Pilotage Act came into force. In the next few years the number was further reduced to 55, which is approximately the number of pilots today.

No new pilots were 'licensed' from 1979 until 1992. Now 'Authorised' they were no longer recruited locally but from the general UK seafaring community.

The pilotage district now became the Port of Liverpool limits. New faster launches were acquired, the **Turnstone** in 2011 with a service speed of 25 knots.

In more recent years use of the Lynas hostel declined and in 2014 it was put up for sale. The Western Station is still however essential to the pilotage service and is now operated mainly from Amlwch harbour.

In 2015 the pilots continue to operate, as has been the case for 250 years, at the Liverpool Bar, from close to Point Lynas and on occasions from Douglas, Isle of Man.

In total, over the past 250 years, there have been approximately 1,650 Liverpool pilots.

Looking to the future it is perhaps appropriate to conclude with the words used in 1966 after 200 years – 'The Liverpool Pilotage Service continues to be second to none, and Liverpool can be confident that as long as the great port continues to trade, a proud Service will continue to hold itself ready to meet any future demands.'

Speed Up!!!

A firm of shipowners radioed one of their masters:

"Move heaven and earth to arrive Tilbury on Friday."

just as they were becoming anxious they got the reply:

"Raised hell and arriving Thursday".

Strange Sights are all Around Us

Bill Ogle

This sign was recently noticed, proudly displayed outside one of Liverpool's 'Gastro pubs' located on Duke Street in the city centre. There are no prizes for spotting the mistake

THE MONRO

The Monro Tavern - named after the MV James Monro which was the first ever scheduled passenger service to run from Liverpool to New York in

1817 A.D.

The Black Ball Line was a passenger line founded by a group of New York Quaker merchants headed by Jeremiah Thompson, and included Isaac Wright & Son (William), Francis Thompson and Benjamin Marshall. All were Quakers except Marshall. The line initially consisted of four packet ships, the **Amity, Courier, Pacific** and the **James Monroe**. All of these were running between Liverpool, England and New

York City. This first scheduled trans-Atlantic service was indeed founded in 1817 and was in operation for some 60 years. They were distinguished by a large black ball painted on the fore topsail.

Rain or shine, blow high, blow low, one of the Black Ball liners sailed from New York for Liverpool on the first and sixteenth of each month, and for many years these were the European mail days throughout the United States.

'London Time' in Dublin

The 150th Anniversary of the running of the 'Irish Mail' from London Euston to Holyhead took place on 31st July, 1998. Apart from taking the post to Ireland, the 'Irish Mail' train carried 'unified' Greenwich Time to Ireland.

Each night an Admiralty messenger from the Royal Observatory at Greenwich would convey an accurate timepiece to Ireland by way of the train to Holyhead, steamer to Kingstown (Dun Laoghaire), and thence to Dublin. Dubliners, and indeed the whole of Ireland, could then set their clocks to what was termed 'London Time'. Despite the advancement of radio time signals, telegraph and long-distance telephone networks, the tradition continued until brought to an end by World War 2. The clock used on the 150th Anniversary was one of the 'regulars' on the run, owned by London clock and watchmakers Charles Frodsham.

The History of Steam Navigation

by John Kennedy

Extending toward the Atlantic

[Editor's Note: this book was written, published and printed in Liverpool in 1903. It has now been scanned and digitalised at the Robarts Library of the University of Toronto, and is now free of copyright.

Now, as Liverpool and Cunard mark the 175th anniversary of their inaugural sailing, seems an appropriate time to publish how the maritime steam power situation had developed in the preceding years]

Prior to the introduction of marine steam engines, the United States of America had a considerable share of the world's ocean traffic. No swifter ships raced with cargoes of tea from China to the Thames than the famous Baltimore clippers. No finer vessels crossed the Atlantic than the celebrated New York Packet Liners. It cannot be supposed that a people so enterprising as the Americans would make no attempt at ocean steam navigation. On the contrary, as they were the first to build a coasting passenger steamer, so were they the first to build a steamer to cross the Atlantic?

During the latter part of the year 1818, and the beginning of 1819, there was, in process of building at New York, a beautiful little ship of about 320 tons burden. Whilst on the stocks it was suggested to convert her into a steamer, which was accordingly done. After she was launched, the **Savannah**, that being the name given to her, sailed from New York to Savannah, and thence, about the 25th May, 1819, she sailed to Liverpool, en route to St. Petersburg. It was reported at the time that she was a present from the Americans to the Emperor of Russia. Although she did not steam the whole of the voyage from Savannah to Liverpool, which occupied twenty-six days, she was the first steamer that ever attempted to cross the Atlantic. British and Canadian authors have contended that she was not entitled to this honour, as her steam power was merely auxiliary, but the contention is somewhat un-generous, and, if allowed, would debar later vessels, notably the **Sarah Sands** and the **Great Britain**, from claiming the title of steamships. The **Savannah** reached Liverpool on Sunday, 20th June, 1819, after a voyage of twenty-six days duration. Shortly after leaving Savannah it began to blow hard, and the following entry appears in the Captain's log book :

Stopped the engines, and brought paddle-wheels inboard in thirty minutes.

When off the Irish coast, the coastguard, seeing a huge volume of smoke proceeding from a ship at sea, reported it to be a vessel on fire. A Government cutter from Cork put out to render assistance, and were much surprised on boarding her to learn that she required no assistance, except a Channel pilot,

and that she had come from America. Her arrival at Liverpool was witnessed by great crowds of people, who had assembled to watch her entering the Mersey. After her visit to St. Petersburg she re-crossed the Atlantic, her engines were taken out of her, and, as a sailing packet, she traded between New York and Savannah, until she was wrecked off Long Island.

A month later, or to be exact, on the 22nd July, 1819, the first cross-channel steamer that ever entered the port, arrived at Liverpool from Belfast, after a passage of twenty-four hours. This steamer was the **Waterloo**, owned by



SS Savannah by Hunter Wood

[Wikimedia Commons](#)

Messrs. Langtry, of Belfast, who were also the owners of a fleet of smacks which traded regularly between the two ports. The **Waterloo** was a schooner-rigged paddle-steamer of 201 tons burthen, propelled by a pair of low-pressure engines of 80 h.p. each. Her length was 98 feet, and her breadth on deck was 87 feet. She had a dining room capable of accommodating all the cabin passengers at one sitting, a separate and neatly decorated cabin for ladies, and two state-rooms for families. She carried sleeping accommodation for 22 cabin passengers, in addition to steerage passengers. The fares charged for a single passage between Liverpool and Belfast were, cabin 1 11s., steerage 10s. The **Waterloo** made two round voyages per week during the season, sailing from Liverpool every Monday and Friday. She was intended to carry passengers only (the cargo trade being maintained by the smacks), and cost her owners nearly £10,000.

On the 29th July of the same year, the first steamer to trade between Liverpool and Glasgow was advertised in the following terms :

Safe and Expeditious Travelling between Liverpool and Glasgow.

*The elegant new Steam-Packet Boat, **Robert Bruce**,
Captain John Patterson, will sail for Glasgow on Monday, 2nd August,
at Seven o'clock in the morning, from George's Dock, Pierhead.*

*The accommodations for passengers are most excellent,
and she is expected to perform the passage within 30 hours.*

The Fares in the Cabin, 40s. ; Steerage, 21s.

Passengers will be accommodated with Provisions on moderate terms.

For passage apply to Captain Patterson, or to John Richardson.

From this date (1819) the expansion of the British steam coasting trade was most rapid. Within a very short time regular services were advertised between Liverpool and Isle of Man, Whitehaven, Dumfries, the Clyde Ports, Belfast and Dublin. Nor were these pioneers of the steam trade permitted to be monopolists of their respective stations. Frequently two, and in some cases three companies advertised steamers sailing for the same ports.

An extraordinary accident is reported by the "Berwick Advertiser" (September, 1819), as having occurred to one of the local steam-packets. The **Morning Star**, while on her usual passage from Alloa to Leith, suddenly stopped. On investigation it was discovered that a salmon had entered and completely obstructed the condensing water pipes, and thus stopped the machinery.

In the fall of the following year (1820) steam communication between the Ports of London and Hull was projected.

Across the Channel the steam-packet **Triton**, built at Bordeaux, maintained a passenger service, three times each way per week, between Havre and Rouen. The passage occupied about nine hours, and the fares charged were 8s. first class, and 4s. second class.

On the 5th October, 1820, the steamer **Conde de Patmella**, Captain Silva, sailed from Liverpool for the Brazils. She made a remarkably rapid passage to Lisbon, arriving there in four days. This is probably the first steamer that ever crossed the Atlantic Ocean from Europe.

Perhaps one of the most remarkable steamers ever launched was a small steamboat, named the **Snake**, built at Bombay, and launched in 1820. She was the first steamer on the Indus or on any river in India. Her engines were designed and built by a Parsee, and were the first ever manufactured in India. How well they were constructed is evidenced by their lasting power. After a notable career of 60 years, she was broken up in 1880.

Above the initials "W.P.," a correspondent of the Liverpool Mercury, in a letter dated 25th October, 1820, suggests the use of iron ventilators, to supply fresh air to the holds of steamers carrying cattle across the Channel, for, of

course, at that date, steamers to carry cattle across the ocean were unthought of. He describes the ventilators suggested as "iron funnels with movable vane tops, which could be constructed by any mechanic at a cost of about £3 10s. each."

In the spring of 1821, a new steamboat, named the **Tourist**, was launched at Perth. When launched she was the largest steamer in the United Kingdom, being 128 feet long by 40 feet broad. She was rigged as a three-masted schooner, with a clipper bow and bowsprit, and was propelled by two engines of 40 h.p. each. She was intended (as her name implies) for the passenger trade between Leith and the Northern Ports of Scotland, and her owners claimed that communication between the ports named "will thus be effected in one-third less time, and for one-sixth of the expense incurred by the present mode of travelling." After running for a short time in the Leith and North of Scotland trade, she was placed on the station between Newhaven and London, on behalf of the London and Edinburgh Steampacket Co.

In May of the same year two steam vessels, each of over 400 tons burden, were built for the Leith and London passenger service. These steamers were not intended to carry cargo, but they had sleeping accommodation for one hundred passengers. They were propelled by engines of 100 h.p., and were expected to make the passage in about sixty hours.

The year 1822, witnessed the first operations of what was destined to become one of the most famous of the early Steam-Packet Companies. Projected the previous year, the St. George Steam-Packet Company immediately contracted with Mr. Thomas Wilson, of Liverpool, for two large and powerful steamers, the **St. Patrick** and the **St. George**. The former was intended to trade between Dublin and Liverpool, and Dublin and the Bristol Channel; and the latter between Liverpool, the Isle of Man, and the River Clyde, Mr. Alex. A. Laird, the founder of the well-known firm of Alex. A. Laird & Co., being the agent at Greenock. The **St. Patrick** was launched on the 21st April, 1822. This event excited great interest in the town of Liverpool, as she was, if not the first steamer ever built in the port, certainly the finest specimen of the ship-building craft produced there up to that date.

Her sister ship, the **St. George**, launched the following day, rapidly won for herself a reputation for comfort and speed. After running about six months she made a voyage from Dublin to Liverpool in 11¹/₂ hours, the shortest time on record. Eighteen months later she made a passage from Liverpool to Dublin in 10 hours 40 minutes, beating her previous record by 50 minutes. The third steamer was the **Prince Llewellyn**, to ply between Liverpool, Beaumaris, Bangor, and Carnarvon.

The St. George Steam-Packet Co. continued until 1844, when it was reconstructed, the Cork Steamship Co. taking over its various services and seven of its steamers.

The steam yacht **Hero** is credited with a phenomenal speedy voyage on the 26th July, 1822. She is reported to have steamed from London to Margate in 6 hours, being at the rate of 14 miles an hour.

A report relative to steam navigation was laid before the House of Commons (August, 1822). All the steam-packets belonging to Liverpool were named in a manner highly honourable to their owners, commanders and constructors. On Thursday, 9th May, 1822, a large party of distinguished naval officers, engineers, &c., embarked at Parliament Stairs, London, on board the **Aaron Manby**, iron steamboat, which immediately got under weigh and proceeded to Battersea Bridge; she then descended to Blackfriars, and manoeuvred for several hours between the two bridges in a very superior style. This steamboat was built at the Horsley Iron Works, near Birmingham, by Mr. Manby, and put together at Rotherhithe. She is the most complete specimen of workmanship in the iron way that has ever been witnessed, and draws one foot less water than any steamboat that has ever been built. She is 106 feet long and 17 feet broad, and is propelled by a 30 h.p. engine and Oldham's revolving bars. This boat will leave London in a few days for Paris, the first instance of a direct communication between the capitals of France and England. Amongst the gentlemen present were Admirals Sir William Hope, Sir Pulteny Malcomb and Sir James Wood Gage; Captains Dundas and Napier; Mr. Manby, the inventor; Mr. Williams, the patentee of the revolving bars, &c. (London Courier, 15th May, 1822).

On or about the 24th March, 1823, the steam-packet **Yorkshireman** arrived at Hull from Antwerp, and was only 31 hours on the passage. This vessel is noteworthy as being the first steam vessel to sail from Hull to the Continent.

In the month of February of this year (1823) Mr. C. W. Williams, of Dublin, placed an order with Mr. Wilson, of Liverpool, for the pioneer steamer of the future famous City of Dublin Steam-Packet Company, the **City of Dublin**, a vessel of 180 h.p. It was an express stipulation with the builder, that this steamer should be constructed of such materials, and in such a manner, as to withstand the severity of the winter navigation. The **City of Dublin** differed from her competitors in two respects:

1. in carrying general cargo in addition to live stock and passengers,
2. in maintaining the service uninterruptedly throughout the twelve months.

A month later, Mr. Wilson was again applied to, to build a second vessel for the company, but in consequence of his having that very morning (5th March, 1828) contracted to build the steam-packet **Henry Bell** for the Liverpool and Glasgow trade, it was not till some days later the contract was signed for building the **Town of Liverpool**, to be commenced as soon as the **Henry Bell** was launched.

The **City of Dublin** sailed from Dublin on her maiden voyage to Liverpool on Saturday, the 20th March, 1824. She anticipated, by about six months, the operations of the Dublin and Liverpool Steam Navigation Co., whose first steamer, the **Liffey**, 805 tons burthen, and 110 h.p., did not sail until the 18th September following. In December of the same year (1824) the **Mersey** joined the **Liffey**, and in the July following the **Commerce** was added to the Navigation Co.'s fleet. The **Commerce** was considerably larger than either of her predecessors, and was launched from the yard of Messrs. Grayson and Leadley, Trentham Street, Liverpool.

Her (late) Majesty's steamship **Lightning** sailed from Algiers for home on the 27th July, 1824, calling at Gibraltar and Lisbon. She remained at Lisbon two days taking in coal, and finally arrived at Plymouth nineteen days after leaving Algiers. The **Lightning** was one of the first vessels in the British Navy to be supplied with steam power.

Two still existing and influential Steamship Companies were established this year. The General Steam Navigation Co., of London, and the Belfast Steam-Packet Co., afterwards merged into the Belfast Steamship Co., Limited, of Belfast.

The competition between the Steam-Packet Companies engaged in the Scotch and North of Ireland passenger trade had become so keen that in the summer of 1825 UK-steamers from Belfast to Glasgow lowered their fares to 2s. for 1st cabin, 1d. for 2nd cabin, and carried deck passengers for nothing.

On the Dublin and Liverpool station competition was nearly as severe, one steamer sailing in the autumn of 1825 with upwards of 100 passengers carried at 6d. each. Under these adverse circumstances, the proprietors of the Dublin and Liverpool Steam Navigation Co. deemed it prudent to make terms with their more powerful competitor, the City of Dublin Steam-Packet Co. The managers of the latter company, early in the following year (1st February, 1826), purchased the Navigation Co.'s steamers, and increased the capital of their own company to £250,000, in shares of £100 each.

The Press communications exchanged between the owners of the rival steam-packets must have been extremely entertaining to the citizens of Glasgow of that period. The following extraordinary literary effusion, from the owners of the steam boat **Swift**, was published in the "Glasgow Herald," of the 30th June, 1825:—

*The great superiority of the **Swift** over the Cock Moat that is puffed off as sailing direct from the Broomielaw is now so well known at Glasgow and Belfast as scarcely to require to be noticed in this advertisement, but for the sake of strangers coming from a distance it may be proper to state that her power and size are double, and her speed so much greater, that when the two vessels start together the **Swift** runs the other out of sight in five or six hours. Her hours of sailing are so adapted to the tide, as to ensure the shortest possible passage, by*

arriving at Greenock and Glasgow about high water, and at Belfast as soon as there is water up to the quay.

The following crushing reply of the owners of the steamer referred to as "the Cock Boat," appeared in the next issue of the same newspaper.

*The fine new Steam-Packet **George Canning** continues to sail for Belfast every Tuesday and Friday. She is the only Steam-Packet that sails direct from Glasgow, therefore, her passengers are not subjected to the delay, inconvenience and risk, attending change of vessel and transhipment of luggage.*

*The **George Canning** has crossed the Channel upwards of 60 times, and has in every instance accomplished her passage without putting into any intermediate ports. If the writer of a contemptible article in the **Swift's** advertisement of Friday last, means the **George Canning**, he has the merit of stating a gross falsehood, knowing it to be such; and, therefore, written for the express purpose of deceiving the public !!!*

The author of the paragraph alluded to is challenged to produce a single instance of the **Swift** having ever accomplished her passage from Belfast in so short a period as the **George Canning**.

The public will be surprised to learn, after reading the **Swift's** advertisement, particularly 'strangers coming from a distance,' that the **Swift** and the **Canning** have never yet sailed together either from Belfast or Glasgow; therefore, the author of the **Swift's** advertisement is left to state when and where the **Swift** ran the vessel alluded to out of sight.

The rivalry between these two steamers terminated the following year, when the **Swift** was sold to the London, Leith and Edinburgh Shipping Company, and sailed for Leith, via Oban, Fort William and Inverness, on the 27th June, 1820. The **George Canning** was offered for sale by auction in June, 1831, but was evidently withdrawn. She appears to have been sold subsequently by private treaty, and sailed, after repairs, for St. Malo, Brittany, in June, 1833.

The well-known firm, G. & T. Burns, of Glasgow, commenced business as steamship owners in 1825. The style of the firm at that time was James and George Burns, and their offices were at 45, Miller Street, but in February, 1842, they changed the style of the firm to G. & T. Burns. The first steamer employed by this firm was the new steam-packet **Ayr**, of 76 tons, built by John Wood & Co., of Port Glasgow, and having two engines of 30 h.p. each, by John Nelson, Glasgow. The **Ayr** was employed in the Glasgow and Ayrshire and Galloway trade. On the 20th March following (1826) Messrs. Burns despatched their first steamer from Glasgow to Belfast. She was a new steamboat named **Fingal**. Her length was 116 feet, her beam 21 feet 6 inches, and her depth 12 feet 4 inches. She had two engines of 50 h.p. each. She could accommodate thirty passengers with sleeping berths, had several horse boxes on deck, and carried 180 tons of

cargo. The rates for passage were, in the cabin, 20s., and on deck, 3s. ; and the days of sailing from Glasgow, Tuesdays and Fridays.

Three years later (March, 1829) Messrs. Burns began their Liverpool and Glasgow service. The pioneer steamer of this service was the **Glasgow**, a small steamer, 120 tons deadweight, and fitted with two engines of 30 h.p. each. The Messrs. Burns have ceased for many years to have any connection with the Glasgow, Ayr and Galloway trade, but on the other two stations, Belfast and Liverpool, they have maintained continuous services for nearly eighty years. They were also largely interested in the Glasgow and West Highland Passenger Services, but sold their interests in 1851 to Messrs. David Hutcheson & Co. These services are now conducted by the fleet of splendid steamships owned by the Messrs. MacBrayne of Glasgow.

On Saturday, the 30th June, 1825, a steam-packet sailed from the Thames for Hamburg, the first that had ever made that voyage.

The following month (16th August) the first steamer sailed from England (Falmouth) to Calcutta, via the Cape. This was the wooden paddle-steamer **Enterprise**, 470 tons burthen, 120 h.p.

Some idea of the marvellously rapid growth of steam navigation may be gathered from the fact that in the year 1825, just ten years after the arrival of the first steamers on the Thames and Mersey, there were 44 steam vessels on the stocks at Liverpool of from 250 to 500 tons each; while in London no less than 45 companies had been formed to establish steam-packets in every quarter of the globe. Owners of sailing ships became alarmed for their future, and at a meeting held in Swansea, on the 14th December, 1826, a resolution was passed to send a petition to the House of Commons, praying for the intervention of Parliament to protect sailing vessels against the further increase of steamers.

Amongst those steamers referred to as building at Liverpool was the **Erin**, the largest steamer (up to date of launching) ever built in Liverpool. Her principal dimensions were, length 161 feet, breadth 44 feet. Her tonnage was 500 tons gross, and she was propelled by engines of 180 h.p., by Fawcett and Co. She was launched from Mr. Rathbone's yard in February, 1826, and was intended to trade regularly between London and Belfast, calling at Southampton, Plymouth and Falmouth. Her owners were the Belfast Steam Navigation Co., and she cost £20,000.

Her (late) Majesty's Steam-Packets, for the conveyance of mails and passengers between Liverpool and Kingstown, commenced sailing on the 29th August, 1826. Captain John Emerson, R.N. (late Commander of the **St. George** steam-packet), was appointed Captain of one of these Royal Mail Steamers, of which there were four, all built at Liverpool, and each of 300 tons burthen.

The City of Dublin Steam-Packet Company commenced a regular steamship passenger service between England, Ireland and France in June, 1827. The route was from Belfast to Dublin, thence to Bordeaux. Passengers

from the North of England were carried by the Company's steamers between Liverpool and Dublin, connecting at the latter port with the steamer to France. The pioneer steamer of the service was the **Leeds**, which sailed on her first voyage from Belfast on Sunday, 17th June, and from Dublin on the following Wednesday, continuing to sail at fortnightly intervals during the season. The venture was so successful that the Directors of the Company, the following April, added the steamers **Sheffield** and **Nottingham** to the service, and increased the sailings to the 1st, 10th and 20th of each month.

The **Algerians** Canvas Funnel

In 1904 the Leyland steamer **Algerian** arrived at Liverpool with a canvas funnel! Before the previous voyage the funnel, along with those of several other company steamers, had been lengthened with the idea of securing better combustion due to stronger natural draught. Extra guys were fitted, but in a ship with so narrow a beam there were doubts as to whether these had sufficient spread to support the lengthened funnel. Crossing the Bay of Biscay, fortunately homeward bound, in a strong south-westerly gale, the **Algerian** was rolling heavily; in one particularly heavy lurch to leeward the weather guy cleats were torn out of the funnel, and clean overboard the whole thing went, level with the fiddle.

There was tremendous difficulty in rigging a dummy, as all the material there was to work with amounted to a few spare shifting boards, old hatches and tarpaulins, but eventually a structure about 6ft high was built which enabled the engineers to keep sufficient steam for a speed of 5 knots. The smoke and fumes which were continually eddying around the bridge were far from pleasant, and the hands had to take hourly watches standing-by with the hose, as the rising sparks kept setting the dummy funnel on fire. However, it did its job and served the **Algerian** well, for the vessel arrived in Liverpool only two days late.

Some 100 miles south-west of the Scillies, the **Algerian** was overtaken by one of the Houston Line steamers which offered assistance. Help was declined, but the Houston steamer was asked to report the **Algerian**. For some reason this was not done, for the first intimation the **Algerian's** owners had of the accident was when the master signalled the South Stack. In those days it was commonly said that steamers engaged in the Western Ocean trade used to report on arrival in port: "Passed four masts and a funnel bound east (or west, as the case may be), presumed one of Leyland's".

In the case of the **Algerian**, the Houston Line steamer might, with truth, have reported "Passed two masts and no funnel, definitely one of Leyland's"!

New Suez Canal May Speed Invasion of Species Into Mediterranean

MNA Circular November 2014

Some surprising traffic passes through the Suez Canal each day. Beneath the decks of the giant cargo ships that flow through the man-made channel, innumerable creatures also cross the waters and settle in the Mediterranean Sea, damaging the local ecology and coastal economies.

With Egypt planning to dig a new \$8 billion canal alongside the 145-year-old historic waterway — a project that officials say will boost global commerce — the invasion of species from the Red Sea could swell. “If you have more ships and the canal is wider, then the probability of species making the journey significantly increases,” said Noa Shenkar of Tel Aviv University’s zoology department and museum of natural history.

Shenkar brought scientists from across the Mediterranean to a workshop this week in Israel to help formulate a plan she hopes will mitigate the effects of an enlarged canal invasion. Egypt was not represented at the workshop, and Egyptian officials were not immediately available to comment.

The incursion largely follows water currents north from the Red Sea. Already more than 700 non-indigenous species have populated the Mediterranean, she said. They can hitch a ride on the hull or in ballast water of ships or simply swim through. Counter-clockwise currents then push them up the eastern shoreline, and over time some have reached two-thirds of the way to Gibraltar.

Swarms of jellyfish that invaded in the 1970s now menace summer bathers and clog intake pipes of power plants in Israel. Venomous pufferfish have become a headache for local fishermen. Small ascidians, or sea squirts, that stick to the bottom of ships threaten to blanket the seabed. New arrivals could include a variety of mollusks, fish, crustaceans and others, Shenkar said, but it was hard to predict which would manage to make the journey.

Possible counter-measures included the creation of a barrier with highly salted water at the canal’s exit or engineering a strong current to make it difficult for sea life to migrate from their natural habit, the workshop heard.

The Suez Canal once had a natural barrier within the passageway — the Bitter Lakes with waters so salty they hindered the passage of sea creatures. But over a century of canal development, the lakes have lost their effectiveness.

Ferdinando Boero, a professor of zoology at Italy’s University of Salento, said that while the Suez Canal was a notorious case, maritime invasions happen around the world and only a global shift in attitudes would prevent them. Once a species arrives, he said, it was often not possible to eradicate them. “There are no simple solutions to complex problems, and these problems are very complex,” he said.

REPORT ON VOYAGE 83

by Captain J C Harris

First printed in Blue Star 'Gangway'

Souris is a small fishing port at the eastern end of the Canadian Maritime Province of Prince Edward Island, where I was to pick up the pilot for our first loading port of Georgetown. **Ulster Star** had been chartered to load a cargo of potatoes for a chip factory in Amsterdam; just a month's voyage, and if the port threatens to become ice-bound, you can always invoke the 'Ice Clause' and pull out, I mused.

Anyway, it's a fine, clear night and the tide has just started to flood. Where is the pilot, though? No response on channel 6: blow 'G' on the whistle, that ought to wake them up. Still nothing, oh well, we seem to be setting in a bit, so head outward and go for a stroll for an hour or so. Now, that's better: radar's got a small craft moving out; white over red, fine. Still can't reach him on VHF, seems to be lying stopped now. Is he broken down or does he really expect me to come right in there to pick him up? What was 'Dom' Stratta's classic phrase? 'The supreme confidence of the sublimely ignorant'. But I qualify there, though—at least in part.

Time to stop: better blow him 'three', he's rounding rather close. A lively one, this: does she always leap to starboard or only when light ship? Touch ahead and wheel to port, he can't complain about that. A good lee and he's nicely alongside. Wonder what kept him? Car broke down and he forgot to bring the VHF set it turns out. Perhaps he is new to the job too.

So **Ulster Star** arrived at Prince Edward Island, at the start of a voyage that was to be full of incident and unusual experiences. Perhaps all first commands appear thus at the time, and only later, in retrospect, fall into their true perspective. Time, no doubt, will tell but quite a lot did happen and there were experiences outside of the usual run of events—certainly for those of us to whom 'fire fighting' meant a four-day course in Liverpool and 'ice' a civilised accompaniment (along with a slice of lemon) to a pre-lunch gin and tonic.

It so happened that the voyage to the Maritimes coincided with the worst freeze-up for sixty years, and of course it snowed. Recollections of Georgetown are of ship's electricians working in blizzard conditions to persuade reluctant winches to work, of an inadequate wharf (which we overhung by more than fifty metres) and of a hardy crew member doing a 'streak' at the local Canadian Legion hall: thereby putting it 'out of bounds' for the remainder of the stay.

The rush to clear ships from the island was on, and from mid-December to mid-January the ports become progressively ice-bound, from Summerside, in the West, to Georgetown in the East. The ice growth extended from the shores of the Northumberland Straight and drifted with the prevailing westerly wind. This time the season was three weeks early and only the ice-strengthened ferries and

tankers (with ice-breakers) would, shortly, be able to operate. So, with the loading berth in the main port of Charlottetown becoming available, we were off, early on the morning of Christmas Eve, and it was not long before the 'early warning' sign—a yellow/ white line above the horizon (ice blink)— indicated the ice edge.

Open pack ice at first: mostly young grey ice, soft and easily split and not more than seven centimetres thick. As we progressed though, it became very close and grey/white, with floes up to fifty metres long and thirty centimetres thick. Some of them 'rafted', pushed up, one on top of another, by pressure of wind or tide against the ice bounding the shore-line. Ice rarely stays still, always moving with the prevailing conditions, and the danger for a vessel beset in pressure ice can often be that of being carried shorewards or into shallows while being able to do nothing about it.

Wherever possible, 'leads' are followed where they tend in the approximate direction required: these are gaps of open water in the pack ice, and by pushing through, from one lead to another, progress can generally be made. The ice breakers use this method, assisted by helicopter spotting, and always following the easiest. Should they become stuck, a heavy weight swung from the derrick, luffed-out, as weight is transferred from one side to the other, while coming astern on the engines. The golden rules with ice seem to be: keep moving, if at all possible; keep the propeller turning, especially if it's not completely under water; and if you have to back into ice, keep the rudder amidships.

So, sometimes making good progress, sometimes lying stopped, cooling the engine and clearing the slush from the intakes, sometimes making two or three runs at a difficult patch, we reached Charlottetown on the night of Christmas Eve, berthing the next day for a very white Christmas indeed. Not a relaxed one, though, for with both diesel oil tanks slowly filling up with salt water, wild speculation was rife as to the cause and the ultimate result. Even when a diver found no damage it was not until, with the tanks pumped out, a missing rivet and a common overflow pipe provided the explanation, that fears were allayed. Plugged and 'cement boxed' it was soon as good as new.

At this time we had problems with the boiler. The four days of no heat or hot water (in many cases no water at all) will long be remembered as the temperature was down to -16°C at times. With heat restored, the flooded rooms from burst pipes provided many hours of active employment. Below, with heaters in the engine room and shaft tunnel and a steam hose to one water tank remaining unfrozen, the ship was kept alive.

Meanwhile, in conditions which necessitated heaters in the cargo spacers, the bags of potatoes were being loaded. The spud is a sensitive article and its starch readily changes to sugar below -2°C , causing the chips to turn dark brown as the sugar burns. On some days, with the temperature down to

-25 °C, no amount of heaters would have made loading possible; winch-driving becomes unattractive anyway.

With loading completed, and no immediate icebreaker support available, the only remaining task was the fumigation of the cargo to comply with European Community import rules entailing the application of 'anti-sprout' chemical to prevent the potatoes being used as 'seed'. As a result of the equipment used a fire was started. While the ship's personnel hurriedly hauled out the breathing apparatus and grabbed extinguishers, a call via a Citizen Band radio in a car which was luckily close at hand soon brought the local Fire Department who had the fire out within two hours.

It was not until four days later, when the small local icebreaker **Woolfe** had completed boiler repairs, that the necessary escort could be provided and **Ulster Star** could, at last, leave Charlottetown. There had been four days of steady ice-growth in the harbour and the Northumberland Straight, outside. (A trip in the Coastguard helicopter showed the increase since arriving from Georgetown and the weekly ice chart the advance of the ice eastwards, down the St Lawrence towards the Cabot Straight). Four days too during which repairs continued to restore power to the fire-damaged electrics. Frozen mooring lines were thawed out, engine trials held, and the rudder was freed of ice; then 'cutout' from our berth by **Woolfe** we left the island, with three shore contractors' electricians still on board. The pilot left by helicopter from No 1 hatch.

One of the functions of the eastern Canada shipping control centre (Ecareg) is the coordination of the work of the various ice operations centres whose observations by ships, satellite, and aircraft are used to compile the ice charts and who direct the working of the icebreakers. This overall control is used when, for example, ice build-up threatens a bridge in the upper St Lawrence, with the added likelihood of flooding. All available icebreakers are then sent to clear the jamb and ships have to wait, as **Ulster Star** had to in Charlottetown.

So, on the second day, additional (and very much more effective) support arrived when **Louis St Laurant**, the largest and most powerful of the icebreaker fleet, arrived to take over the work of carving a way out to the sea. The ice breaker captain decides on the distance at which he wants his charge to follow (usually about half a mile) and maintains communication by VHF radio or by whistle signals, usually proceeding for about twelve hours before resting up for the night, in the ice. With electrical repairs completed on the third day, **Louis St Laurant** agreed to send a helicopter to lift off the repair squad and return them to Charlottetown. A walk out on the ice, attached by safety harness and line to the ship, and a few prods with a crow bar, established the soundness of a nearby ice floe and the operation was successfully accomplished.

In conditions of pressure, ice progress sometimes becomes impossible: the icebreaker makes a track little wider than her own width, which quickly closes behind her and, of course, there is a practical limit on just how close it is possible (or safe) to follow. So this day, in pressure ice off Georgetown, we stayed stopped and hoped for better conditions in the morning.

Joined by a small Finnish vessel, the convoy moved off next day—**Louis St Laurant, Degero, Ulster Star** and **Woolfe**. Every so often the large icebreaker had to back up and free one or other of us before continuing. With the distance from the ship ahead varying from half-a-mile, in good conditions, to following close behind in pressure ice, a quick stop is often a useful manoeuvre when the ship ahead becomes stuck and gives no warning. A sheer out of the track and into the ice takes the way off better than any 'double ring' astern.

On the fifth and final day under escort, dense fog brought an added complication, and spotting the track ahead was added to the duties of the look-out forward. Equipped with a semaphore flag (I always knew they had some *raison d'être*) and signalling to the helmsman: vertical for 'you're doing fine, straight ahead'; eleven o'clock for 'left hand down a bit'; and a frantic full extension outward, plus agitated waving and an anguished expression for 'it's over there, but you've missed it and we're heading for the ice'.

So ultimately, in gradually improving conditions, we moved towards the Cabot Strait. Then, the icebreakers having left, through navigable ice on a course towards warmer water to thaw out frozen water tanks and onwards to Amsterdam. Gratifying and pleasant to enjoy fine, gentle conditions all the way with not so much as a drop of spray on the decks and discover later on that despite the severe conditions, ship and cargo showed little sign that the voyage had been anything other than usual.

MV Ulster Star

Builder:	Harland & Wolff, Belfast
Dimensions:	513'3" x 70'4" x 27'7" feet
Tonnage:	Gross: 10,413 Net: 6,341
Propulsion:	Harland & Wolff (B&W) 6-cyl 2-Stroke Diesel Engine of 10,000 BHP
Type:	Refrigerated Cargo Liner, 6 hatches with accommodation for 6 passengers
Launched:	26/02/1959 (Yard No. 1568) as Ulster Star
Completed:	07/1959
Sold:	to Nan Hor Steel Enterprise Co. Ltd., Taiwan, arriving at Kaohsiung to be broken up.
	Demolition commenced: 30/10/1979

Famous lifeboat returns home after revamp

M.N.A. Circular

The Tyne Lifeboat, the second oldest in existence, is today back in place after spending six months being renovated.

The Grade II-listed boat, built by J. Oliver from South Shields in 1833, served the town for more than 60 years and saved 1,028 lives. It was placed on public display on South Shields seafront in 1894 as a permanent reminder of the skill and bravery of the men of the Tyne Lifeboat Institution.

The intricate renovation has been made possible with help from South Tyneside Council's Riverside community area forum and delivered by a team of 30 volunteers from the North East Maritime Trust.



Picture courtesy Wikipedia Commons

This morning, the lifeboat was lifted by crane back into place at the vessel's permanent home in Pier Parade, near the new swimming pool and leisure complex, Haven Point. Councillor Audrey McMillan, vice chairman of the council's foreshore steering group, said: "We are very proud of our rich heritage in South Shields, in particular the Tyne Lifeboat. "That is why the renovation programme was such an important project to make a reality. "The commitment and hard work by the Council and the North East Maritime Trust has reinvigorated a symbolic regional and international piece of maritime heritage. The investment of time, research and craftsmanship will be enjoyed by residents and visitors to South Shields for many years to come, and beautifully complements all of the regeneration work being delivered across the town." The finishing touches will now be put in place before an official launch event at the end of February. After the launch, the lifeboat will be lit up each evening to enable people to see the wonder craft in all its splendour.

Source : The Shields Gazette

The Liverpool Nautical Research Society
(Founded in 1938)

THE BULLETIN

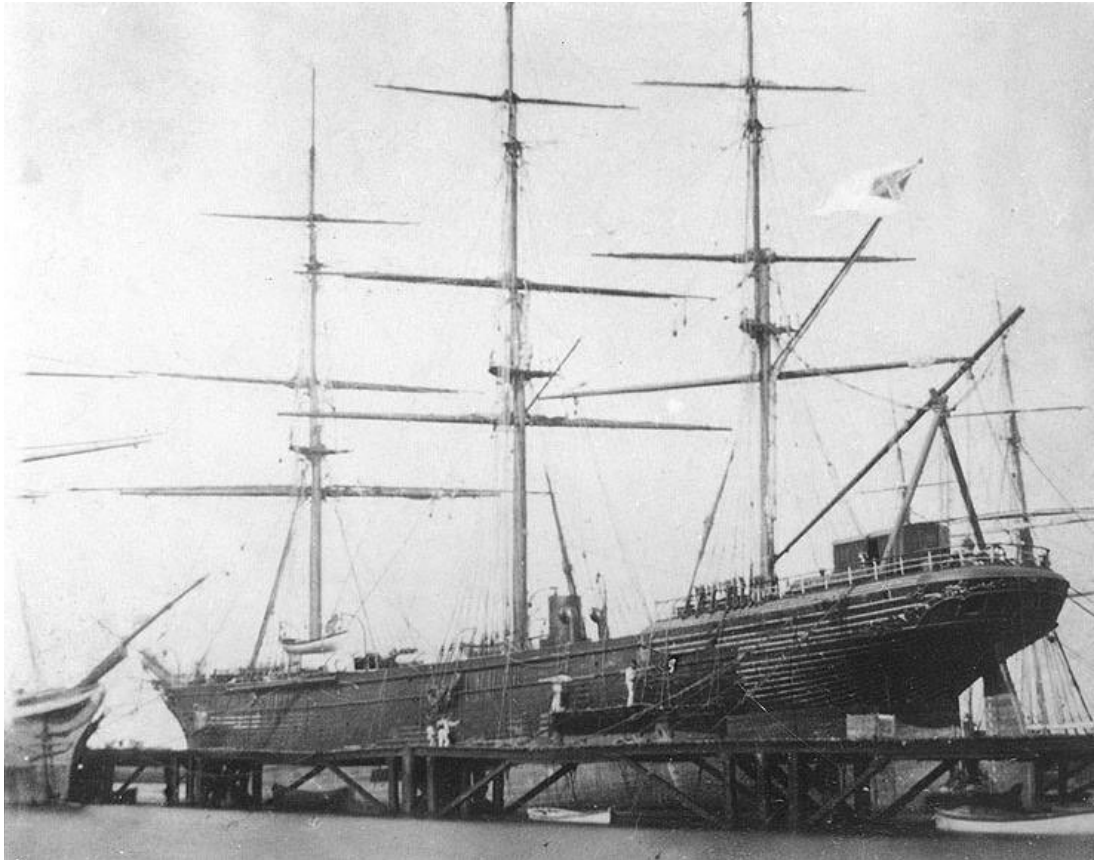
Volume 59 No.2, September, 2015



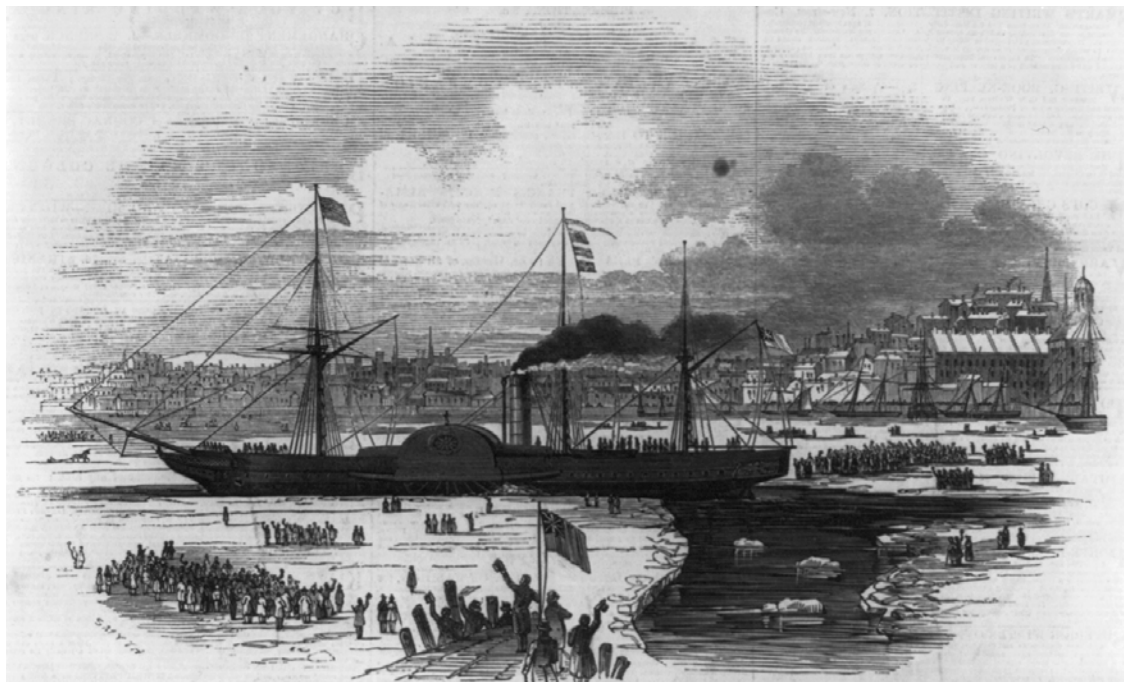
Cunard 175th Anniversary, three Queens on the Mersey

See page 20
Author's picture

Society Annual Report	R. Settle	1
Society Accounts to April, 2015	V. Finn	3
Minutes of Annual General Meeting	I. Duckett	4
S.S. Savannah	W.A. Ogle	6
Remember those days	W.A. Ogle	7
Confederate Cruiser Shenandoah —Part 1	G. Bodey	9
B.P. Shipping Celebrates 100 Years	M.N.A. Circular	18
Cunard's three 'Queens' on the Mersey	W.A. Ogle	20
Light Dues	H.M. Hignett	24
Book Review	R. Ratcliffe	26
Marchon's Little Ships	Professor B. Cotton	27
Life in the Ramsey Steamship Company	Captain T.H. Corteen	31
Submarine Signalling Tests	Lloyd's List	41



C.S.S. **Shenandoah** on slip at Williamstown, Australia (1865) See page 9
Picture courtesy Wikimedia (U.S. Naval Historical Center)



Cunard's **Britannia** breaks free from ice in Boston (October 1847) See page 20
Picture courtesy Wikimedia Commons

Liverpool Nautical Research Society



President

Mr. William J. Pape II

Vice-Presidents:

Captain G. Cubbin

Mr. H.M. Hignett

Chairman:

Mr. W.G. Williamson

Vice Chairman:

Captain R. Settle

Council:

Mr. I. Duckett (Talks Secretary),
Ms. S. Starkey (Representing M.M.M.),
Mr. W.A. Ogle (Bulletin Editor)

Honorary Officers:

Secretary: Mr. A. Melling

Treasurer: Mr. V. Finn

Web site: www.liverpoolnauticalresearchsociety.org

Contact details:

The Liverpool Nautical Research Society
Maritime Archives and Library
Merseyside Maritime Museum
Albert Dock
Liverpool L3 4AQ
United Kingdom.

info@liverpoolnauticalresearchsociety.org

Chairman's Annual Report to May 21st 2015

1. The Membership Roll

- 1.1 This is broadly similar to this time last year and stands at 188 individual members. The figure includes 5 speakers who have taken advantage of the complimentary membership introduced this year; we are optimistic that they will renew in 2016. To add to the 188, we also have 4 Corporate and 2 'Ex Officio' members, lifting the overall membership to 194. When one considers the declining trend over recent years this is encouraging news. Perhaps this new venue will allow us to expand further.
- 1.2 In addition 5 institutions/libraries receive 'The Bulletin'.
- 1.3 It is with regret that I have to inform the Society that 3 members have 'crossed the bar' since the last AGM. These were:
Antony Hornby also David Eccles, a past Chairman and committee stalwart. David contributed significantly to our administration and the resolution of enquiries.
Sadly only today did we learn of the passing of Lee Charters after a long illness.
We should pause to remember them.
- 1.4 On a brighter note we have welcomed 22 new members to the Society namely:
Graham Booth; Gerald Hayes; Martin Hudson; David Jenkins; Colin Jones; Derrick Kemp; Diana Lane; Dafydd & Elaine Lloyd; Cedric Loughran; Estelle Lumb; Robert McKenzie (Victoria, Australia); Angela Oates; Stephen Pickles; Brian Pierpoint; Bob Ratcliffe; Ian Robertson; John Rodgers; Geoff Topp; Philip Woodworth and just today Alexander Dempster.
We extend a welcome to them all especially if they are with us today.

2. Meetings

- 2.1 Up until last month's (April) talk this season's attendance at the eight monthly meetings has been 360 or an average of 45. Last year's figure was 295.
- 2.2 Since we moved here the casual drop-ins we used to enjoy at the Maritime Museum have disappeared but that has certainly not affected our figures with February and March being particularly well attended. Whether that is due to the quality of the speaker or the splendour of the location or both I will leave up to you to decide.

3. Changes to Council

- 3.1 As per the Constitution I am standing down as Chair and handing over to Willie Williamson who will be in office for the next 2 years, and I will continue as Vice Chair until AGM 2016.
- 3.2 Dawn Littler who represented the Maritime Museum on Council for 17 years since 1998 has stood down. We wish her well for the future and in recognition of the loyal support over the years we have awarded her Honorary Life Membership of the Society which she has accepted.
- 3.3 Dawn's replacement on Council is Sarah Starkey whom we welcome.
- 3.4 John Stokoe & Barry Groombridge, our former long serving Secretary and Treasurer (respectively) informed Council in February of their intention of resigning from Council with effect from today. Could we all please give them a demonstration of our gratitude for their efforts and service to the Society over many years.
- 3.5 John, however will continue to be our primary point of contact with our President, Bill Pape in the USA.

4. A Year of Change

- 4.1 You will know that since October last year our members have had to share Mondays at the Archives and Library with the general public. This was a direct result of budgetary and staffing reductions within the Museums service. Whilst numbers have reduced, the impact on LNRS members has been minimal and seating has usually been available.
- 4.2 Towards the end of 2014 a much more disturbing change was forced on us when the MMM decided to restrict LNRS meetings to late afternoons. With no opportunity offered for consultation and no other options available the Society's 30 year association came to an end and we had to relocate. But in the words of Sir Walter Scott when writing Rob Roy 'it's an ill wind that blows nobody any good' and finds us in this magnificent room. Over half of this year's presentations have been conducted here and I hope you will agree that the Athenaeum's facilities and splendid staffing support have contributed to a far superior experience. Our thanks are owed to our new Chairman, Willy Williamson, for making this possible.
- 4.3 A large visitor attendance at the March meeting forced us to introduce attendance restrictions in April, which itself is an indicator of increasing interest and hopefully ensuring the Society's future for many years to come.

That concludes my second and last report to you. Thank you.

LIVERPOOL NAUTICAL RESEARCH SOCIETY

Accounts for the year to 4th April, 2015

Opening Bank and Cash balance		1052	
Opening Payments in advance		75	
INCOME	Subscriptions	2635	
	Donations	467	
	Sale of Books/	44	
	Catering	129	
	Member's	45	
	TOTAL		3320
EXPENDITUR	Museum Room	504	
	Printing - Bulletin	1041	
	J.S. Expenses	445	
	Xmas lunch	51	
	Speaker Expenses	13	
	Athenaeum -	375	
	-	45	
	Bank Charges	10	
TOTAL			2484
NET CURRENT FUNDS			1963
Made up:	Closing Current	1706	
	Cash in hand -	156	
	-	101	1963
	Deposit Account		4536
TOTAL Society			6499

Signed: *Vincent Finn*

Examined by: *J.Olin* *F. Molloy*

All Bank Accounts are held with Santander UK plc 13th April, 2015

Minutes of the Annual General Meeting
of The Liverpool Nautical Research Society
held at the Athenaeum Club Liverpool, on 21 May 2015

Present: The Chairman plus 32 members and 3 Guests.

Welcome and Apologies:

In the necessary absence of the Honorary Secretary, Ian Duckett welcomed all present. Apologies had been received from The President and 6 members, as noted in the Attendance Register. John Stokoe briefly reported on the President, Bill Pape's, continued interest in LNRS matters and passed on his good wishes to all members.

Minutes of the AGM held 15 May 2014:

The Minutes of last year's AGM had been published in September 2014 Bulletin and copies were available for members present at this meeting. The minutes were accepted as a true record as proposed by Don Watt and seconded by Tony Barratt.

Matters Arising:

Ian Duckett indicated that all matters arising would be covered by agenda items.

Chairman's Report:

Bob Settle reported that membership numbers had remained broadly steady at 188, plus 2 Ex Officio members and 4 Corporate Members. In advising that 3 members had passed away during the year he drew particular attention to the immense contribution to the Society by the former, now late Chairman, David Eccles. 22 new members had joined the Society and Bob welcomed them by name. He commented that the Society's monthly lectures had been well attended with numbers at the 8 meetings of the current year to date having been 360 against 295 for the previous year. He went on to outline the changes to Council proposed for 2015-2016 making special mention of the contribution over many years of John Stokoe and Barry Groombridge, respectively former Hon Secretary and Hon Treasurer and also Dawn Littler, who had represented the MM Museum Archive on Council for over 17 years. Dawn, having left the Museum, had been offered and had accepted Honorary Life Membership of the Society. The most important change forced on the Society had been the move away from the MMM for its lecture programme but the general feeling was that the move had led to a superior experience for members. Bob also mentioned the reduced facilities now available to the Society for their Monday sessions, owing to budgetary and staffing cuts that had been sustained by the Museum, but he commented that with the goodwill of the remaining Archive staff the impact, thus far, had been minimal. Finally, Bob advised that in accordance with the

constitution of the Society he would be handing over the Chairmanship to Willie Williamson.

A full transcript of the Chairman's Report will be published in the September 2015 Bulletin.

Treasurer's Report and Approval of Accounts to 4th April 2015:

Vin Finn presented his first report as Treasurer and copies of the Accounts were made available to members present. He advised that the cash balance of the Society had increased over the last 12 months from £5,583 to £6,499 an increase of £916. The main source of income has been subscriptions £2,635 and donations, £467. The main items of expenditure were Bulletin costs £1,499 and room hire at £75 per lecture. The move to the Athenaeum had incurred an extra cost of some £19 per meeting. With no significant increase in postage anticipated in the coming months it had been decided to hold subscriptions at their present level for the next 12 months. A full copy of the Accounts will be published in the September 2015 Bulletin. The Meeting unanimously approved the accounts as presented.

Election of Officers:

The following were nominated for office: Chairman Willie Williamson, Vice-Chairman Bob Settle, Honorary Secretary Tony Melling, Honorary Treasurer Vin Finn, Talks Secretary Ian Duckett, and Bulletin Editor Bill Ogle.

The motion to elect the above was proposed by Arthur Jennion and seconded by Andy Forbes and approved unanimously by the members present.

Talks Programme 2015 – 2016:

Ian Duckett advised that a full programme had been organised with a wide variety of topics to be delivered by a mixture of members and guest speakers. He advised that next year lectures would commence at 1.00 pm with coffee available at 12.30pm

AOB:

Members specifically asked that their good wishes be passed to Tony Melling and his family.

Date of next AGM:

To be held at the Athenaeum, Liverpool on 19 May 2016, at 1.00pm

SS Savannah (1818) - more information

by L.N.R.S. Member Bill Ogle

In the March edition of the Bulletin is an article entitled "The History of Steam Navigation", by John Kennedy, which refers to the initial crossing of the Atlantic by the steamship (although auxiliary) **Savannah**.



This prompted L.N.R.S. Member Harry Hignett to recall a memorial plaque in the port of Savannah, leading to further enquiries by himself and your Editor; assisted by members of the Georgia Historical Society.

In fact the port displays at least two memorials to the ship **Savannah**, one is at the base of the Propellor Club Memorial which is located East of Barnard St. Ramp, and some 300 ft. away is the more specific memorial shown above which is at River Street near N Barnard Street.

The text reads:

The first steamship to cross the Atlantic Ocean, the SS. SAVANNAH, sailed from this harbor on May 22 1819, and reached Liverpool 27 days later. The anniversary of her sailing May 22, is celebrated as National Maritime Day. Captain Moses Rogers was her master. James Monroe President of the United States inspected the vessel here and was taken on a trial excursion on May 12. The Savannah Steamship Company, (of which William Scarborough was principal promoter.) fitted her with a 90 hp engine and boiler. She was of 350 tons burden, 98' 6" long, 25' 2" breadth, 12' 11" draft, equipped with paddle wheels, spars and sails. She depended primarily upon sail power in the open seas. Before returning to Savannah she visited St. Petersburg, Crondstadt and Stockholm.

The SS. JOHN RANDOLPH, America's first successful iron steam ship in commerce, was launched in this harbour July 9 1834. Prefabricated in Birkenhead, England for Gazaway B. Lamar of Savannah. She was shipped in segments and assembled here. She was 100' long 22' breadth. Unlike the SS SAVANNAH she was an immediate commercial success in the river trade, and was the first of a great fleet of iron steamboats on the rivers of America.

GEORGIA HISTORICAL COMMISSION

So it is clear why America's first nuclear powered merchant ship (launched July, 1959) was named **Savannah**. She is now classified as a National Historic Landmark and is berthed as a museum ship at Pier 13 in Baltimore.

Remember Those Days

A sample from the archives, and published by kind permission of Sea Breezes.

July to September, 1948

A floating club for master mariners is now open for the use of members of the Merseyside Master Mariners' Club. The vessel, a converted tank landing craft, is permanently berthed at the north-east side of Canning Dock. Formerly **L.C.T. 7074**, she is now registered under the name **Landfall**. The vessel's engines have been removed to obtain additional space, and a wooden deck has been installed below. On the lower deck the amenities include committee, reading and writing rooms, a cloakroom and a lounge, a bar and restaurant. The restaurant has a seating capacity for 50 persons, and it is separated from the bar by a removable bulkhead to enable this to be increased when required. The galley, on the main deck, is connected to the restaurant by a lift. On this deck also sleeping accommodation is provided in three staterooms for five persons; toilet facilities; and resident steward's and ship-keeper's living quarters. Objects of the club are to provide and maintain a clubhouse in which master mariners in the port can meet their shipmates and those interested in the companionship and welfare of master mariners. Membership of the club is to those who hold a foreign-going master's certificate of competency, and are segregated into three grades – those gainfully employed ashore, seafaring and retired – and their subscriptions vary accordingly. Patrons of the club are :– the Lord Mayor of Liverpool; the Earl of Derby; the Earl of Sefton; Viscount Leverhulme; Sir Thomas Brocklebank, Bart.; Admiral Sir Percy Noble; Admiral Sir Max K. Horton; Sir Robert Johnson; Mr. Lawrence Holt and Mr. R.J. Hodges

The barques **Passat** and **Viking** arrived in Australia to load grain cargoes for the U.K. earlier in the year, but the loading of grain into such ships is a rather slow process, and there is little likelihood of them arriving in Great Britain before the late summer. Neither ship is in as good trim as before the war, and those people who may be basing their calculations for the number of days which the ships should take on the recent voyage of the **Pamir**, should remember that New Zealand is much closer to the U.K., via Cape Horn. In 1938 the **Viking** took 120 days from Port Lincoln to London, and in 1939 122 days from Port Victoria to Cardiff, whilst the **Passat**'s last pre-war passage, Port Lincoln to Belfast, occupied 101 days in 1939. The **Viking** and **Passat** carried timber cargoes from the Baltic to South Africa early last year, the subsequent movements of the ships being as follows:– **Viking**, South Africa to Santos with coal, and thence to Port Victoria in ballast; **Passat**, South Africa to Port Banbury, Australia in ballast, to Port Swettenham near Singapore with railway sleepers, and to Port Victoria in ballast. Many applications have been received from people who wish to 'sign-on' the two ships when they reach England; but as their future destinations are unknown the London agents are not in a position to help such applicants.

July to September, 1961

Lying alongside the Quay at Appledore, North Devon are the last two wooden sailing (now motor auxiliary) vessels left in the Taw/Torridge estuary. Both have now finished their days of commercial trading and having been bought by a London firm are waiting to be converted to carry 12 passengers on cruising work. They were, until about a year ago, joined from time to time by another wooden vessel, the **Emily Barratt**, which finished trading in the Bristol Channel in the early part of 1960 and was bought for conversion to a training ship for use on the East coast of England. The two vessels lying at Appledore Quay now are the 3-masted schooner **Kathleen & May** formerly owned and run in the Bristol Channel and Southern Irish trade by Captain T. Jewell of Appledore, and the ketch **Irene** once owned by Messrs. Calder Simmons of Bridgwater, Somerset and skippered by Captain Bill Schiller, also of Appledore.

An addition to the fleet of the Alexandra Towing Co. Ltd., of Liverpool, the passenger tender and tug **Flying Breeze**, is to make her first appearance in the Mersey later this year. She has been bought by the Liverpool firm under the name **BP Protector** from the BP Tanker Company and is intended as a replacement for a vessel previously named **Flying Breeze**, now known as the **Flying Breeze II**. The **BP Protector** (361 gross tons) was built as the **Zurmand** in 1938 at Bowling by Scott and Sons, and she is now in the hands of her builders, on the Clyde, being converted to suit the special requirements of her new owners. The work involves an extensive modernisation and overhaul together with alterations to enable her to operate at times as a passenger tender. She is expected to have accommodation for 300 people and will comply with the latest Ministry of Transport safety regulations.

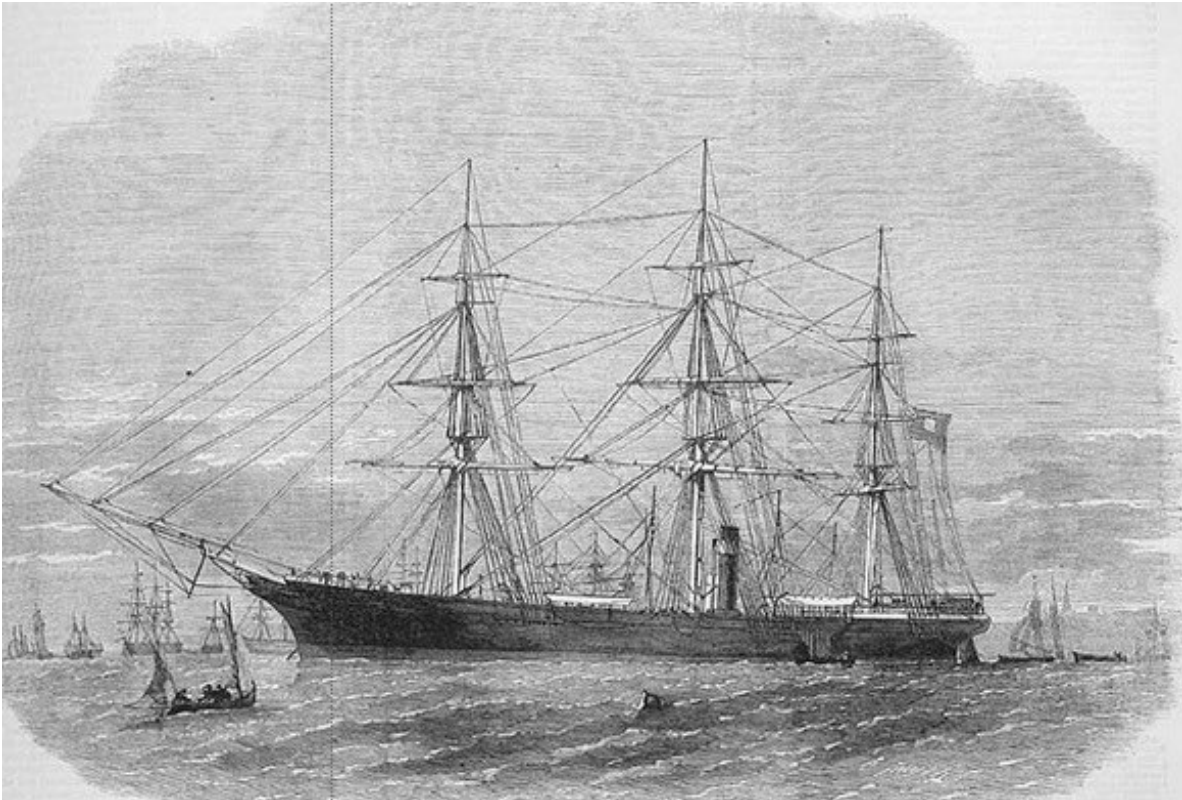
Two Cunarders have been sold because they are no longer a paying proposition for the company. They will be operated in quite different trades to that for which they were originally designed. The two ships are the **Media** and **Parthia**, twin-screw turbine passenger and cargo liners each of rather over 13,000 gross tons, completed in 1947 and 1948 respectively, they have since maintained the Cunard company's regular service between Liverpool and New York. Although each came from different builders – the **Media** was a product of John Brown and Co. Ltd., Clydebank while the **Parthia** was built at the Belfast yard of Harland and Wolff Ltd. – the two liners are almost identical sisters, and have a service speed of 17 knots. Buyers of the **Media** are the Italian firm of Cia. Genovese d'Armamento, Genoa, her new owners intend to use her for trading between the Mediterranean and Australia and it is understood that they plan to increase her passenger accommodation considerably. In the case of the **Parthia**, she will be refitted to suit their passenger service from London to New Zealand via the Panama Canal. It is presumed that she will replace the **Rangitata** or **Rangitiki** which the N.Z.S. Co. are withdrawing from service in the near future.

The Confederate Cruiser Shenandoah - Part 1

By LNRS member Gordon Bodey

The following article is an overview of the cruise of destruction by the Confederate Navy's **Shenandoah** against United States mercantile vessels, and particularly those of the whaling fleet, during 1864/65. Also, some activities of other people and vessels that were connected with those of the **Shenandoah** at that time.

On 6 November 1865, at 10.30 a.m. in a thick fog, the Confederate cruiser **Shenandoah**, under the command of James I. Waddell, Lieutenant-Commanding, steamed into the Mersey flying the Confederate flag, and one hour later was brought to anchor near HMS **Donegal** (Captain Paynter RN) anchored in the Sloyne.



CSS **Shenandoah** on the Mersey

November, 1865

Shenandoah had been boarded just before midnight by a pilot, who was asked by Captain Waddell to take her into the Mersey in order that he might communicate with Her British Majesty's Government. The pilot, on being told the name of the ship said, "I was reading a few days ago of your being in the Arctic Ocean."

A short while after anchoring, a lieutenant from the **Donegal** boarded the **Shenandoah**, and within minutes the Confederate flag was lowered. Thus ended the commerce-raiding career of the last Confederate warship.

The architect of the Shenandoah's Confederate career was James Dunwoody Bulloch. He was born 10 June 1823, near Savannah, GA., but spent his early years at Bulloch Hall, Roswell, 18 miles north of Atlanta, GA. At the age of sixteen he joined the U.S. Navy, and in which he served honourably for the next fourteen years. On leaving the naval service he entered a career in the merchant marine, soon rising to command level.

On 12 April 1861, Bulloch was in command of the steamer **Bienville**, of the United States Mail S.S. Co. of New York, which was berthed at New Orleans. She was due to sail the following morning with a full complement of passengers for New York via Havana.

By that date, South Carolina, Mississippi, Florida, Alabama, Georgia, Louisiana and Texas had seceded from the Union, and constituted the Confederacy.

At 4.30 a.m. that day, Confederate troops had started a bombardment of the Federal-garrisoned Fort Sumter in Charleston harbour entrance. The American Civil War had begun. At 1.30 p.m., 13 April, the Union flag was lowered, and the fort was evacuated.

Having received the news by telegraph, two Confederate officials went on board the **Bienville** on the afternoon of the 13th to negotiate the ship's purchase. They were told by Captain Bulloch that he had no authority to sell the vessel, and that he proposed to sail her as planned, and return her to her owners in New York. He was told that she might be taken by force. However, the Governor sent word that she would not be detained, and she sailed at 8 a.m. on 14 April.

Prior to sailing, Bulloch had written to Judah P. Benjamin, Attorney-General to the Confederate States, offering his services to the South on resigning his command of the **Bienville** when she arrived at New York. She did so at 9 p.m. on 22 April, and he duly resigned his command as intended.

Awaiting him at New York was a letter from J.P. Benjamin summoning him to Montgomery without delay. However, in order to allay any suspicions about his intentions, Bulloch remained in New York for ten days. While there he visited with his Roosevelt relatives: his sister Martha was the mother of Theodore Roosevelt – then 2½ years old – the future 26th President of the United States, and who some years later would spend holidays with uncle James in Liverpool.

Leaving New York about 1 May, he arrived at Montgomery on 5 May. There, he was asked by Benjamin to go to Europe to act for the Confederacy as its purchasing agent, which he agreed to do. He was to purchase arms, supplies, and vessels to rig out as blockade runners or armed cruisers¹. The latter vessels were required urgently to harass and degrade the Union's commerce, and the former to supply the manufactured goods that the South could not produce itself.

Bulloch left Montgomery on the night train on 9 May, travelling in stages to Detroit from where he crossed Lake Erie into Canada. He then went by train to Montreal, and there boarded the Allan Line steamer **North American** for Liverpool, where he arrived on 4 June 1861.

The day after his arrival he called at the offices of Messrs. Fraser, Trentholm & Co., the financial agents of the Confederacy in Europe, at 10 Rumford Place. Charles K. Prioleau, the resident partner, authorised Bulloch to place orders for whatever he thought necessary, with the firm making the required financial arrangements. Over the two next years many such orders were placed.

In April 1863, Lt. Robert R. Carter was sent to Liverpool for service in one of the cruising vessels, or one of the blockade runners. Bulloch, however, found that Carter had a talent for the kind of work that he himself was doing, and he decided that Carter would become his assistant.

Some months later they both travelled up to the Clyde with a view to buying a vessel suitable for carrying two complete screw marine engines and their boilers (in sections) to Wilmington via Bermuda. These had been ordered from the Liverpool firm of Fawcett, Preston & Co.

A vessel was found, which was two weeks from completion, and for sale. Bulloch required that it be capable of a sustained speed, fully laden, of not less than thirteen knots. The builders (either Simons & Co., or Hoby & Co, both of Renfrew) duly loaded her with ballast, and she underwent stringent trials in the Firth of Clyde. The speed specified, and other criteria, was exceeded, and she was bought and named **Coquette**.

Lt. Carter was given command of the **Coquette**, and on 11 October 1863 she arrived at Liverpool where the engines were loaded. On 25 October she was cleared for Bermuda, and eventually arrived at Wilmington. Loaded with cotton, she returned to Liverpool.

She was to make only three more trips. By July 1864, through lack of maintenance, her boiler tubes were becoming clogged, thus reducing her speed considerably. On 8 July 1864, Secretary of the Navy Mallory wrote to Bulloch informing him that she was to be sold for £16,000.

While Bulloch and Carter were in the process of procuring the **Coquette**, they had seen a newly-built ship that took Bulloch's eye. She had been launched 18 August 1863 as the **Sea King**, from the Linthouse yard (No. 42) of A. Stephen & Co., Glasgow, for Robertson & Co. of Glasgow, and was intended for the London to China trade.

Bulloch had long had the idea of fitting out such a vessel as an armed cruiser to degrade the New Bedford whaling fleet operating in the Sea of Okhotsk and the north Pacific, and any other merchant vessels of the United States along the way.

She was a composite vessel (a form reportedly introduced by the builder) built from an iron frame planked below the water line with rock elm (otherwise known as cork elm), and above it with six-inch thick teak.

A vessel 230ft long x 32ft wide x 20.5ft deep, she was 1018 tons register (1153 bm), and fully rigged as a three-masted clipper ship. A two-cylinder, 200 nhp engine (by A & J Inglis of Glasgow) drove a single propeller, which gave her a speed of 9 knots under engine power alone. The propeller could be uncoupled from the shaft and raised out of the water to prevent drag when under sail, and her funnel was collapsible so as not to impede the sails; this would also be an asset in helping to conceal her identity.

However, at that time, the **Sea King** (Captain C. Pinel) had been chartered to the British government to carry an artillery battery and a detachment of the 68th Regiment to Auckland to reinforce the forces fighting the Maori people in the North Island. She left Woolwich 11 November 1863, and arrived at Auckland on 28 January 1864. She returned to London via Sydney, Newcastle, N.S.W. and Shanghai carrying a cargo of tea.

In a letter from Navy Secretary Mallory, dated 18 July 1864, Bulloch was instructed to buy a vessel to replace the **Alabama**, sunk by the U.S.S. **Kearsarge** on 19 June, ten miles off Cherbourg. To this end he engaged a broker to search all major British ports for a vessel suitable for conversion to an armed cruiser. In September, the broker came upon the **Sea King** in London, now unloaded and preparing for another voyage. Bulloch was surprised and delighted at this stroke of luck, and instructed the broker to buy her.

It was imperative that not the faintest hint of a Confederate interest in the vessel be detected, so she was bought in the name of Richard Wright of Liverpool, who ballasted her with coal, and had her cleared for Bombay. Captain Peter S. Corbett was appointed master and given power-of-attorney to sell her once she had left British waters.

In conjunction with the **Sea King**'s purchase, another vessel, the **Laurel**, had been acquired by Bulloch. This vessel had also been built on the Clyde, as Yard No.7, by A & J Inglis at Pointhouse, for the Glasgow & Londonderry S.S. Co. of Glasgow. She was an iron-built, schooner-rigged, screw steamer of 386 grt., launched 3 September 1863, and completed soon after. She was bought in the name of a Liverpool man, Henry Lafone. The **Laurel**'s initial purpose was to act as a transport to carry the armaments and stores required to equip the **Sea King**, which was to become the **Shenandoah**.

Both vessels sailed for Funchal, the chosen rendezvous, on 8 October 1864: the **Sea King** from London with instructions not to arrive off Funchal before 17 October, and the **Laurel** from Liverpool, having been instructed to arrive beforehand and coal up. On board **Sea King** was First-Lieutenant W.C.

Whittle; there to familiarise himself with the ship's layout and make her ready to receive the materiel carried by the **Laurel**.

First-Lieutenant J.F. Ramsay was in command of the **Laurel**. A Confederate naval officer, he had served several years in the merchant service and held a Board of Trade certificate, and was thus qualified to command a British merchant ship. Also on board the **Laurel** was Lieutenant-Commanding James Iredell Waddell² and his staff. He was to take command of the **Sea King**, and commission her as the C.S.S. **Shenandoah**.

James Iredell Waddell was born 3 July 1824 at Pittsboro, Chatham County, N.C. He joined the U.S. Navy as an acting midshipman, and was posted to the U.S.S. **Pennsylvania**, December 1841, at Norfolk, Va. After twenty-one years of distinguished service in the United States Navy, and en route home from the far east as a lieutenant on the U.S.S. **John Adams**, he heard of the outbreak of the war on reaching St Helena on 20 November 1861. He immediately sent a letter to the Secretary of the U.S. Navy resigning his commission. When the **John Adams** arrived at New York a letter, dated 18 January 1862, awaited him accepting his resignation.

Commissioned Lieutenant in the Confederate States Navy, 27 March 1862, he had served one month on the incomplete ironclad **Mississippi**, then still on the stocks at the Tifts' yard in New Orleans, when U.S.N. Admiral Farragut captured the city, 25 April 1862. Commander Arthur Sinclair², captain of the **Mississippi** ordered her to be launched, then burned. Waddell then served ashore as an artillery officer until ordered to Liverpool in March, where he arrived in May 1863.

The **Laurel** reached Madeira on 16 October 1864 and anchored in Funchal Bay near the Loo Rock. Two days later, the **Sea King** arrived, and cruised around the island until the following day, 19 October. At 10 a.m. they both stood out to sea, and headed for the north side of the Islas Desertas, some 15 miles south east of Santa Cruz, Madeira, where they anchored in eighteen fathoms, lashed alongside each other.

That day, the **Sea King** was handed over to Waddell (along with a bill of sale) and commissioned as C.N.S. **Shenandoah**. The **Laurel**'s cargo of stores and armaments was then transferred; the latter included four eight-inch smooth bore guns and two rifled 32-pounders. She already had two 12-pounders of her own on board.

Having completed the transfer, Waddell mustered the crew and told them of the ship's new role. He offered all the choice of sailing with him or being put ashore at Tenerife. Of the eighty men who sailed out of London aboard the **Sea King**, only twenty-three opted to continue in her as **Shenandoah**. Although surprised at such a meagre response, Waddell kept his word and put them, and Captain Corbett, ashore at Tenerife. He also promised that no belligerent action

would be taken before sufficient time had elapsed to allow Captain Corbett to return to England and deregister the **Sea King**.

But Corbett, on return to England, was arrested and committed for trial on the testimony of several crewmen who returned at the same time. His trial, on a charge of violating the Foreign Enlistment Act, was in the High Court before the Lord Chief Justice and a special jury. Due to conflicting evidence offered against him, he was acquitted.

Meanwhile, Lt. Ramsay took the **Laurel** across to Nassau where she picked up a cargo of supplies and ran them to Charleston, arriving there 1 December 1864. With her name changed to **Confederate States**, she then ran the blockade with a cargo of cotton to Liverpool. Having unloaded she was laid up there, then sold in April 1865³.

During the grace period, Waddell had all the stores, powder and shot stowed below; he had gun ports cut, the bulwarks strengthened with iron plate, and the guns mounted. Also, the crew was drilled in the running of the ship, and by the time of the first chase on 27 October 1864, was ready for action.

This chase, however, proved abortive. The vessel proved to be the **Mogul** of London, but the practise proved useful. Two others quickly followed, but again turned out to be British vessels.

On 30 October the first of many successful encounters was made: the barque **Alina** of Searsport, bound for Buenos Aries carrying railroad irons. She was on her maiden voyage and was fitted out with good quality equipment and stores, much of which was appropriated. Also, six of her crew opted to sign on the **Shenandoah**. She was scuttled simply by knocking a hole in her hull from inboard below the waterline.

Others quickly fell to the **Shenandoah**: on 5 November the schooner **Charter Oak** of Boston, bound for San Francisco with a general cargo, of which 2000 lbs of canned tomatoes were appropriated before she was burned. Then on 8 November another Boston vessel, the barque **D. Godfrey**, bound for Valparaiso. She was also burned. Six of her crew signed to serve on the **Shenandoah**.

When the Danish brig **Anna Jane** was encountered on 10 November, Waddell gave her master a barrel of beef, one of bread, and the chronometer he had taken from the **Alina**, to relieve him of the prisoners he had accumulated.

The following day the brig **Susan** of New York was captured and scuttled. She had a cargo of coal from Cardiff for the Rio Grande. It seems that her master was glad to see the back of her – she was old, rickety and leaking. Three of her crew signed on, bringing **Shenandoah**'s muster to thirty-eight, but she was still undermanned.

At sunset that same evening a sail was sighted to the southwest. When overhauled, she proved to be the American clipper **Kate Prince**, also carrying

coal. She was ransomed for \$40,000. The ransom was to be paid to the Confederacy when hostilities ceased. Understandably, no ransoms were paid.

In the late afternoon of 12 November the barque **Adelaide Prendergast** of Baltimore was captured flying Argentine colours. She was spared in the bond of \$24,000. Not so lucky the day after was the schooner **Lizzie M. Stacy** of Boston, bound round the Cape of Good Hope for Oahu Island, Hawaii. She was new and fast, but the **Shenandoah** was faster, and when caught, the schooner was burned. Three of the crew boosted the **Shenandoah**'s complement to forty-one.

Waddell's itinerary was now to cruise southward down the Brazilian coast before heading south-eastward across the south Atlantic. He sailed on for three weeks without any further actions taking place. Then, on 4 December, when fifty miles southeast of Tristan da Cunha, he came upon the whale ship **Edward** of New Bedford.

The crew of the **Edward** had harpooned a right whale and was engaged in the work of 'cutting it out' i.e. carving it up and bringing it inboard. **Shenandoah**'s approach from the blind side took them unawares. The whaler was well fitted out and **Shenandoah** lay alongside her for two days replenishing with stores and provisions, including several thousand pounds of ship biscuit. Also, two of her boats were removed to the **Shenandoah** to replace two thereon, before she, too, was burned.

After burning the **Edward**, Waddell headed for the northwest part of Tristan da Cunha to parley with the chief-man (who, oddly, turned out to be an American) to take the **Edward**'s crew – mainly Sandwich Islanders – and others, in exchange for provisions.

When Waddell left Tristan da Cunha⁴ he decided that she would travel under sail alone and the propeller was duly raised out of the water. In doing so the engineer found that there was a crack across the coupling linking it to the shaft. Continued use could cause any bolts that worked loose to grind into the bearing, and also damage the sternpost. Melbourne was the only place where it could be repaired beyond Capetown. As he would soon be below latitude 40°S, and into the strong prevailing westerlies, Waddell decided that he would continue under sail alone and head for Melbourne.

Having sailed as far as 43°30'S, he found that the wind at that latitude was a constant revolving severe gale that the **Shenandoah** was not suited to, causing her to roll more severely than he thought she could stand. On Christmas day nothing could be made stable, and her course was altered to north of east to take her back to 40°S, where she arrived on 29 December, and into much calmer conditions. Her seams and decks were leaking, and all the accommodation was affected by water.

One more capture was made before she reached Melbourne. On 31 December, the barque **Delphine** of Bangor, Maine, came up on the **Shenandoah**

before realising her error. When she tried to sheer away round the cruiser's stern a shot across her bow brought her up promptly. She was found to be carrying rice and some livestock. The latter was taken off her before she was burned.

On 3 January 1865, a course was set for Cape Leeuwin, Western Australia, but owing to an adverse easterly wind and a westerly current, the ship was difficult to work. Waddell decided that the engines must be used, regardless of any damage that might be caused, in order to reach Melbourne before 26 January, the day the mail steamer was due to sail for England. He wanted his despatches to Bulloch to be on board her by then.

She made Port Phillip Heads on the morning of 25 January, and was piloted to an anchorage near Sandridge railway pier in Hobson's Bay by that evening, arriving to an enthusiastic welcome from onlookers. The first phase of her cruise was over.

On 27 January 1865, Waddell sent Lt. Grimball to Government House with a letter to the Governor, Sir Charles Darling, requesting permission to take on coals and supplies, and to have the ship's machinery repaired. In reply, he was asked in a letter dated 30 January to list the supplies required, and to supply a list of the prisoners that he had on board. Also, three officials had been appointed to examine the ship to see if she was in a fit state to proceed to sea and, if not, what repairs were necessary.

The supplies list was submitted, but the list of prisoners could not be given – they had all absconded the night the ship arrived. Langlang Bros. Foundry of Port Phillip sent down a diver and found that the lining of the outer sternback of the hull was completely gone, and the ship would have to be put on the slipway for a least seven days to effect all necessary repairs.

Fourteen crew members absconded whilst she was at Hobson's Bay (which the Victoria police declined to investigate), the desertions being attributed to the activities of the American Consul and his agents. Waddell had also been informed that an attempt to sabotage the **Shenandoah** was planned, and the local police superintendent promised that the water police would keep a watch for such activity.

Nevertheless, the ship was opened to the public while she was at anchor, and they flocked aboard in their hundreds, and were given free access to the ship, as well as conducted tours. Ashore, the Melbourne Club's facilities were made available to the ship's officers. There they mixed freely with British military officers, government officials, and Court judges.

Permission was eventually obtained for the **Shenandoah** to be put on the slip at Williamstown for the repairs to be done. Whilst there, a complaint was filed that Waddell had contravened the British Foreign Enlistment Act by signing on a British subject as a cook. Police arrived with a warrant to search the ship

for him. This was vetoed by Waddell, whose offer to have the vessel searched by its own master-at-arms was refused by the police.

Police reinforcements were brought up, and a detachment of artillery assembled at the railway terminal close by. Waddell had his own men stand by to resist any forcible attempt by the authorities to board his vessel, but he said later that the authorities need only have knocked away some of the props holding her upright on the slip for her career to have ended there and then. That, however, would also have disabled the slip for an indefinite period.

Much diplomatic activity was going forward at the same time through letters between Waddell and the Governor. Waddell pointed out that his ship was a sovereign part of the Confederate States, and as such inviolable from civil police of any country without the Captain's permission.

His arguments prevailed and he received permission on Saturday, 18 February for her to leave the slip. Steam was raised immediately, and early on Sunday morning he had the anchor up, the pilot on board, and at 8 a.m. she got under way for Port Phillip Heads. The second, and most destructive stage of her career was about to begin.

(To be continued)

Preservation Sought for a Unique Vessel

by L.N.R.S. Member Robert Ratcliffe

The Society has often enjoyed talks and articles relating to shipbuilding on the upper Mersey. Now a society has been formed to seek restoration of a classic vessel from that area, namely the Mersey flat **Oakdale**. The new society seeks to garner support and volunteer workers to help preserve this unique craft.



Please visit: <http://bobratcliffeupperm.wix.com/mersey-flat-oakdale>

BP Shipping celebrates 100 years of maritime success

MNA Circular, May 2015

BP Shipping celebrates its 100-year anniversary, making it the longest continually operating company in the BP group. Formed on April 30, 1915 as the British Tanker Company, the business has adapted to significant world events including two world wars, the Great Depression, closures of the Suez Canal, and Shipping has also played its role in the evolution of safer and more environmentally sustainable shipping practices including inert gas systems, crude oil washing and double hulling, and has used its marine skills in the design and development of ground-breaking hybrid vessels in support of offshore oil and gas exploration.

John Ridgway, CEO of BP Shipping, said: "I am delighted to have led this great business in its centenary year, and all the many thousands of people that have served BP Shipping over the course of a century can be rightly proud of the company." Across the 100 years, the company has been responsible for the construction of more than 500 oil and gas tankers – an average launch rate of one new ship every 10 weeks of the century – as well as a myriad of small vessels to support BP's international operations.

Today, BP Shipping operates some 50 oil and gas carriers with a further 200 large vessels and 400 coastal and barge vessels under charter transporting cargoes of oil, gas, refined products, lubricants and petrochemicals. Company vessels and seafarers saw service in both world wars: between 1939 and 1945, 50 BP tankers – half of the entire fleet – were sunk in the Atlantic and Arctic Convoys and other theatres of war with the tragic loss of 657 lives. The company has been amongst the leaders in the oil and gas shipping industry in technical innovation and safety standards for decades introducing advances in tanker safety and pollution control well before they became mandatory by international regulation. The company's patented design for an inert gas system (IGS) which was introduced to BP vessels in the 1960s led to the industry mandating of IGS in the 1970s and was responsible for a major reduction in cargo related explosions. The work of a team of BP Master Mariners in the post-war period plotting precise 'actual route' measurements port-to-port led to the publication of the BP World Wide Marine Distance Tables. Today they are not only the industry standard for voyage calculations but are also a key determinant of the Worldscale Freight Rates Schedules which underpin commercial chartering arrangements across the shipping industry.

In the offshore oil and gas sector, BP Shipping led the design and development of **Iolair**, an innovative semi-submersible emergency support vessel (ESV) for the offshore industry in the 1980s and later **Seillean** – the world's first dynamically-positioned offshore production vessel. Today, the company is involved in the development of 'state of the art' floating production,

storage and offloading (FPSO) vessels and platforms for deployment in challenging new offshore environments in the UK, Angola and Norway. John Ridgway added: “BP Shipping’s purpose has remained broadly the same for 100 years – that is to transport oil and gas for the BP group safely and securely. I have no doubt the business is well-placed to continue to do that for another 100 years.”

John Ridgway is retiring from BP Shipping after a distinguished career of 44 years; Susan Dio, from BP’s downstream business, took the helm on 1 May, 2015. BP Shipping currently has around 1,300 seafarers and has supported cadet training throughout its history with some 100 deck and engineering officer cadets coming through training schemes annually.

For more information, please visit: <http://www.bp.com>

Not the English Channel ??? !!!

Former LNRS Vice-President Ray Pugh served on board HMY **Evadne** as wireless operator for two years during the Second World War. Normally based at Birkenhead or Holyhead, HMY **Evadne** carried out patrols in the Irish Sea.

One day the commanding officer announced to the ship’s company that the next patrol would be in the English Channel. This caused considerable consternation and apprehension, and the news was allowed to sink in for some time before the situation was clarified – the **Evadne** would be heading for the English Channel off the Cumbrian coast !

From the West Coasts of England and Wales Pilot:

The English Channel is the best navigable channel and the only one which is buoyed. It lies between shoals which extend from the coast between Harrington (54°37’N, 3°34’W) and Dubmill Point, and Workington Bank. This channel has a least depth of 11 metres as far as Maryport Roads, and then the depths shoal quickly to 5.5 metres. The depths are subject to rapid and large variations.

MONDAY MEETINGS

Members meet at the Archives and Library of the
Merseyside Maritime Museum on Mondays as follows:

September	Mondays	7 th , 14 th , 21 st , 28 th
October		5 th , 12 th , 19 th , 26 th
November		2 nd , 9 th , 16 th , 23 rd , 30 th
December		7 th , 14 th , 21 st

Visit of Cunard's Three 'Queens' to the Mersey
by L.N.R.S. Member Bill Ogle

Some time ago Cunard Line announced that two special events would be held in 2015 in their spiritual home of Liverpool in celebration of the company's 175th anniversary. The first event would be the first-ever meeting on the Mersey of the three Queens, on 25th May 2015; and secondly the Cunard flagship, **Queen Mary 2**, would sail from Liverpool on 4th July 2015 recreating the original voyage of **Britannia** from Liverpool to Halifax and Boston which set out on 4th July 1840.

The schedule for the first event showed that **Queen Mary 2** would arrive at the Liverpool Cruise Terminal at 0900 24th May, and then stay overnight. The next morning at 1045 she would leave the Terminal to greet her consorts **Queen Elizabeth** and **Queen Victoria**. The Three Queens would then sail upriver in formation towards Brunswick Dock/Tranmere Oil Terminal, before turning 180 degrees to face north. Further manoeuvres will be executed given suitable weather. Following this **Queen Mary 2** would depart, **Queen Elizabeth** would take her place at the Terminal and **Queen Victoria** anchor in the river. After a firework display **Queen Elizabeth** would depart at 2300 letting **Queen Victoria** move onto the stage; from where she would depart at 1700 the following day.

This promised to be an unmissable event with visitor numbers likely to be over 1 million, and so early May I began to exercise my mind as to how best to see this historic event. The initial recognition that vantage points in the upper reaches are very few was soon overshadowed by the announcement of a national rail strike to begin in the afternoon of 25th May, leaving your Editor feeling very despondent!

However, and rather miraculously, this proved very short lived as I received a telephone call from Colin Sandman of the restored classic Mersey tug **Brocklebank** asking "would I like to join them on May 25th?" The obvious answer was where and when!

One of five motor tugs built by W. J. Yarwood & Sons Ltd, Northwich, between 1962 and 1965 for Alexandra Towing Co. Ltd, Liverpool, **Brocklebank** was launched in 1964 and completed in February 1965. She was mainly used for ship handling at Liverpool, but had occasional duties at Heysham, Larne and Barrow. In 1989, she was purchased by Merseyside Maritime Museum and manned by experienced mariners on behalf of the Museum. Normally berthed in the Albert Dock next to the Maritime Museum, she also attends maritime festivals around the coast of the United Kingdom. **Brocklebank** escorted the Royal Yacht **Britannia** into the Mersey and pushed and pulled countless liners, warships, freighters and tankers around the docks. She is the last operational example of a traditional tug built for the Mersey. As such she is a rare and

important survivor from Liverpool's 1960s port history, and there is clearly an art to keeping her classic look while meeting modern maritime regulations.

After first checking the shipping forecast (North westerly, Force 3 or 4



occasionally 5; occasional drizzle becoming fair with sea state slight and visibility generally good) and tidal predictions of low water 1139 (2.70m.) and high water at 1716 (7.50m.) I set off and at 0745 on 25th May I was delighted to join **Brocklebank** at Huskisson Dock and be given the normal warm and friendly welcome by Captain Sandman and his joviable volunteer

crew. It was also enjoyable to renew the acquaintance of Gordon Whitehead, now Chief Engineer of **Brocklebank**. Our paths first crossed when we were young engineer apprentices starting our careers at Riversdale Technical College in Liverpool, from 1955 to 1957; only re-establishing contact several years ago when I began to visit **Brocklebank** more regularly.

On such an auspicious occasion she carried not only her full complement of 12, but an additional 12 comprising members of the press and guests. So I was delighted to see the ladies of the catering department fully occupied in making mountainous piles of sandwiches and plates of salad. Needless to say these, together with numerous pots of tea were consumed throughout the day.



Queen Mary 2 at the Cruise Liner Terminal

Author's picture

Engine warming was already in hand and, dressed overall, she looked resplendent as ever. Stand by was at 0820, into the lock at 0840 and away into the Mersey at 0910.

Firstly a quick look at **Queen Mary 2** (Captain Christopher Wells and Co-ordinating Pilot Chris. Booker) berthed at the cruise terminal, then down river to take position off Perch Rock for the first stage of the pageant. **Queen Mary 2** left the stage at 1045 and proceeded slowly downriver to a point just beyond C20/ C21 buoys where she held position for some fifteen minutes (no mean feat as the wind speed of 16 knots was approaching Force 5). By this time **Queen Elizabeth** (Captain Alistair Clark) with **Queen Victoria** (Commodore Richard Rynd) following close astern had appeared from the 'gloom'. **Queen Mary 2** executed a stationary 180° degree turn then waited for her consorts to pass. The three then proceeded up river in line astern at 4.5 knots, closely followed by a flotilla of Mersey ferries, tugs, workboats and yachts (even a solitary kayak). The Cunarders were 'protected' within a 200 metre exclusion zone which was rigorously patrolled by H.M.S. **Biter** and H.M.S. **Pursuer**, both Archer-class vessels, regularly advising other river traffic that they would be escorted away from the area should they transgress.

The imposing trio continued in this manner, passing river banks now thronged with spectators (apparently totalling 1.3 million!) until coming to a halt, still in line ahead, on a line roughly between Canning half-tide dock and Monk's Ferry. They proceeded to simultaneously execute the 180° stationary turn, and then take up an arrowhead formation with **Queen Mary 2** as the lead



The monitors are NOT on the ferry **Royal Iris of the Mersey** but on the tug behind her ship, **Queen Elizabeth** to starboard and **Queen Victoria** to port and each a ship's length astern. At this point (1350 hours) the Red Arrow display team flew overhead at low level, leaving their familiar red, white and blue trails. **Queen Mary 2** then slowly moved astern into the space between her consorts, then sounded '175' on her whistle – first one, then seven short blasts then five more; this was followed by a long simultaneous blast from all three liners.

That ear-shattering blast marked the end of the afternoon's events and so **Queen Mary 2** gradually moved out of the pattern and accelerated away down river on her passage to St. Peter Port, Guernsey. **Brocklebank** following her for some distance until it was time to return to the lock and her berth in Huskisson Dock, making fast at 1600 hours. For your Editor that marked the end of a day which must rank as one of the most spectacular events ever staged on our famous river.

Meanwhile **Queen Elizabeth** immediately berthed at the cruise liner terminal whilst **Queen Victoria** needed to anchor off. Following a firework display and laser show on the frontage of the Three Graces, **Queen Elizabeth** departed the Mersey for Southampton at 2300 hours on 25th May, leaving the berth free for **Queen Victoria**. In turn she departed at 1700 hours on 26th May, again for Southampton

R.I.P FINISTERRE

Sea area Finisterre was changed to sea area FitzRoy in the Shipping Forecast on Monday 4th February 2002. The BBC Radio4 Shipping Forecast is held in such affection by millions of listeners that the following obituary appeared in the 'Guardian' newspaper:

Finisterre shipping forecast sea area, a familiar friend taken away from us after a lifetime of service.

A renowned friend of sailors, Finisterre was one of a new breed of post-war sea areas to figure in every one of the Met. Office's four daily shipping forecasts.

Born in 1949 of Latin extraction (finis terre translates as 'end of the earth') and one of the biggest of the sea area family, she immediately took up station off the north-west shoulder of Galicia.

In finer times, colleagues remember her fondly as being both 'moderate' (visibility of two to five nautical miles) and 'good' (five nautical miles). However, in sadder times, Finisterre was occasionally 'poor' (with visibility down to 1,000 metres). Some have tried to explain this away as a result of the grief she felt at the loss of her brother Heligoland – who was lost in a battle with the Germans in 1956. Even the birth of German Bight – a precocious and popular new member of the sea area family – could not raise her spirits.

Ironically, Finisterre was to lose her fight for life in similar circumstances to Heligoland. She was rubbed out by international agreement, since one of Spain's meteorological areas confusingly bears the same name.

The funeral will be held at sea and will double as a christening for new sea area FitzRoy, named after the father of all shipping forecast areas, Meteorological Office founder and the captain of HMS **Beagle**, Admiral Robert FitzRoy. Finisterre will be sadly missed, but it's not the end of the world !

Light Dues

Submitted by L.N.R.S. Member Harry Hignett

On arrival in a UK port a shipmaster is required to pay standard light dues (usually via an agent). But a century or more ago these dues were an annoying requirement as seen in the following article printed by *Lloyds List* in October 1897. A member of the Liverpool Steamship Owners Association looked at the pattern of the navigation lights and light vessels around the British coast.

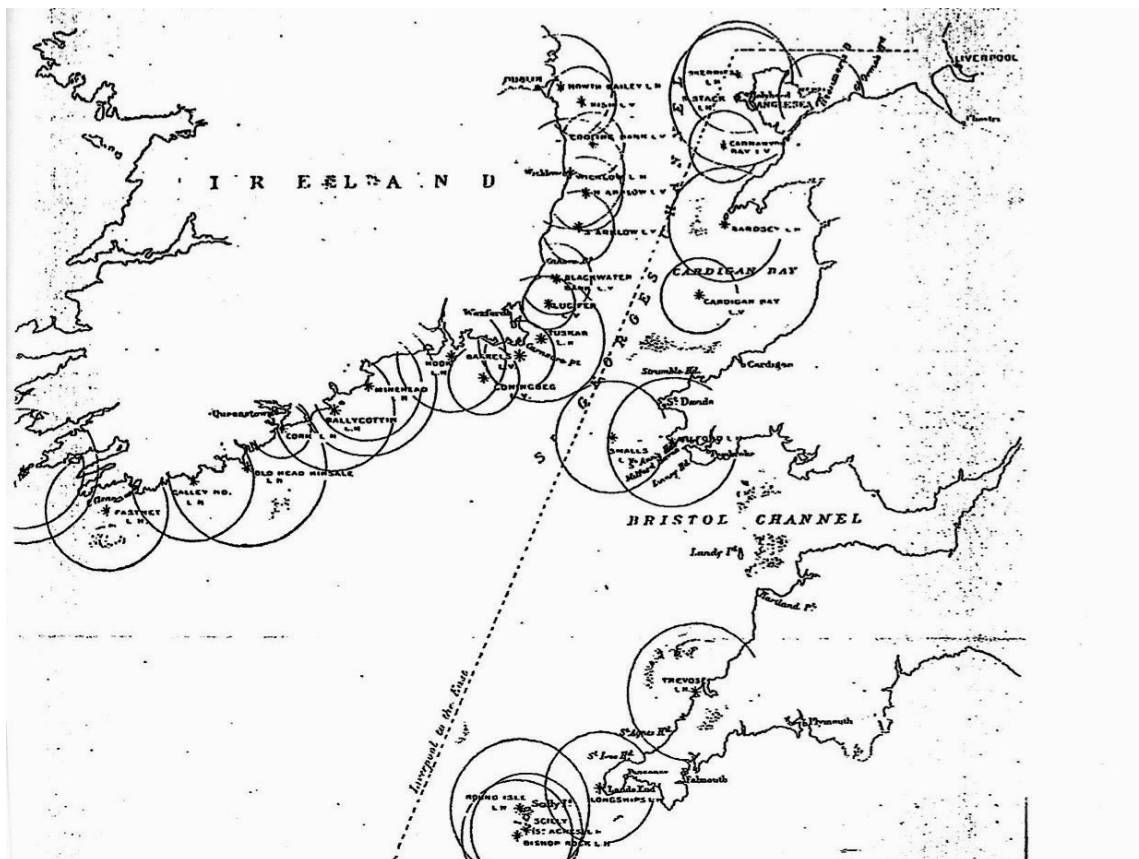
The chart shows the British and Irish lights which, in 1897, a steamship would observe in the course of a voyage from Liverpool to the East, and those which she is called upon to pay for. Those which are seen are only six in number, yet, as will be seen, the vessel was charged dues as if her navigators had had the benefit of no fewer than 32 lighthouses and lightships. Even in these days of eyesight tests and of good binoculars there is some limit to the vision of seamen, but it is apparently assumed that the navigator is advantaged by the presence of lights at a distance of 40, 60, 80, 100, and in one case even 150 miles from the recognised line of route.

The chart which we reproduce is one of three which find a place in an excellent report on "Light Dues" which Mr. Maurice Hill has just prepared at the instance of the Liverpool Steamship Owners' Association. The other two relate to the voyages from Liverpool to North America and Hamburg, and though in neither case are the figures so bad as in the first-mentioned instance, they are important as showing that the evil is not confined to any particular route. In the case of a steamship going from Liverpool to North America the charge is based upon the assumption that she has the advantage of 28 lights, but as a matter of fact she ordinarily sights only 16. As regards the voyage between Liverpool and Hamburg, which is charged for at the coasting rate, as distinguished from the oversea rate, a toll is levied in respect of 49 lights, whereas only 32 are sighted. If we take the three cases together, we find that 100 lights are charged for, whereas only 51 are sighted. If, therefore, these three trade routes out of Liverpool are fair samples of the way in which light dues are levied upon British ships generally, it follows that for every light which is of use to vessels another one is charged for.

Nor is the obvious inequity of this proceeding to be justified either on the ground that the present system of light dues was established in the days of sailing vessels when courses were necessarily more uncertain, or that there is just a chance that owing to stress of weather the steamships of the present day may come within the range of lights which they would not usually sight.

If this is established it follows as a matter of course that in charging a vessel trading from Liverpool to the East for 32 lights, or 26 more than she any receives any benefit from, the Board of Trade is acting in opposition to the spirit of the law.

The following diagram shows the route usually traversed by steamships trading between Liverpool and the East in respect of which such vessels are charged dues, this chart is extensively referred to in the article:



A sad reality ...

This morning I was sitting on a bench next to a homeless man, I asked him how he ended up this way.

He said: "Up until Last week, I still had it all"

"A cook prepared my meals, my room was cleaned, my clothes were washed, pressed, I had a roof over my head, I had TV, internet, I went to the gym, the pool, the library, I could still go to school. . ."

I asked him, "What happened? Drugs? Alcohol,? Divorce?"

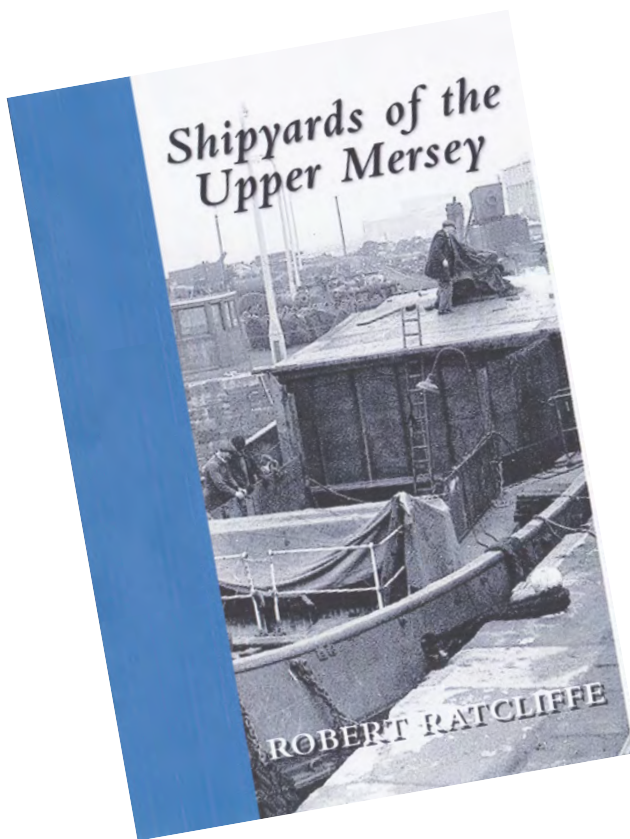
"Oh No, nothing like that" he said. "No, no ... I got out of prison".

Book Review

Shipyards of the Upper Mersey

Robert Ratcliffe

Melrose Books – 2015
Over 60 illustrations
ISBN 978-1-909757-90-5
£16.99 (UK)



Think of shipbuilding on the Mersey and, instantly, Cammell Laird comes to mind. That business, in its various guises over nearly two hundred years, represents the greatest achievement in the industry that the region ever made. But that company was by far not alone in this business. At one time there were many industrialists working in the Mersey valley on maritime enterprises ranging from shipbuilding to engine and sail manufacture and the supply of any materials needed to make vessels seaworthy. Many sources tell the history of the Birkenhead and Tranmere shipbuilders, as well as the many that once flourished in Liverpool, Bootle and Garston

The Upper Mersey, to wit, that part of the river upstream of Garston on the north shore and Eastham on the south bank also shared in this great undertaking. Furthermore, the tributary rivers and connected canals were also home to shipyards and related works.

This book tells the story of the yards at Runcorn, Frodsham, Widnes (and Fiddler's Ferry), Ellesmere Port and Warrington (including Sankey). It will tell of the once mighty business empires that existed in these towns and of the maritime work of local figures. Two large appendices list the builders and related traders, and also record all the vessels known to have been built in the Upper Mersey.

Sprinkled throughout is some of the author's family history, which should explain his interest in the subject. The work is complemented by over 60 illustrations, many of them not published in local history books previously

Marchon's Little Ships

Professor Brian Cotton



Marchon Trader

Launched Sunderland 26 May 1957

Picture courtesy Alan W. Routledge

Prior to 1957 Marchon Products of Whitehaven chartered ships to import phosphate rock from Casablanca in Morocco. Their cargoes were sent to the works at Whitehaven's Kells District and treated with sulphuric acid to produce sodium tripolyphosphate, a primary ingredient of detergents.¹ Demand for the product was high but the shape of Whitehaven Harbour and its depth of water meant that none of the chartered ships could ever carry a full cargo, increasing production costs. This persuaded Marchon Products that a custom designed ship was viable even though the outlay was to be close to £250,000.

That ship was the **Marchon Trader** and her keel was laid down at the Austin & Pickersgill Shipyard in Sunderland. In his address² at the launch on 25 May 1957 (Fig. 1) Frank Schon, Marchon Products founder, pronounced her the "biggest ship afloat that can enter Whitehaven Harbour." Later that year, fitted out and with successful sea trials behind her, the **Marchon Trader** was ready for her maiden voyage to Casablanca. The return with a full cargo of 2,500 tons of phosphate on Saturday 21 September was a cause for celebration (Fig. 2). Surely the Whitehaven News had it right with the headline '*Centre of Attraction:*' *it must have been the talk of the town and a draw for sightseers. In from Casablanca, following her maiden voyage, with a cargo of phosphate rock, the **Marchon Trader**, owned by Marchon Products Ltd., was the centre of attraction on Sunday to visitors to the Queen's Dock, Whitehaven. At a ceremony on Saturday, within a few hours of the vessel's arrival, the Mayor of Whitehaven, (Coun. Thompson Reed) went aboard to meet*

the Captain and a celebration luncheon followed in the factory canteen. The **Marchon Trader** was specially designed for trading into Whitehaven Harbour.

Whitehaven News 26 September 1957



Marchon Trader returns from her maiden voyage

Picture courtesy the Whitehaven News

The shipmaster singled out for appointment to the **Marchon Trader** was the Captain of the **Greenbatt**, one of the chartered ships that Marchon Products had been using. In a nice touch Schon expressed the hope that “Captain Coupland, his officers and men will share the good fortune which we wished the **Marchon Trader** today.” I think it is fair to say that his words were prophetic: I for one certainly enjoyed my spell on her.

Before taking delivery of the ship, Marchon Products set up a subsidiary company named: Astoria Shipping and Transport Ltd. There is no significance in the name: Schon found it while looking in a directory for inspiration and that was the first entry he saw! With no experience of ship management and operation Marchon fell back on James Fisher & Sons of Barrow, a respected coastal shipping company, to act as their agent. No doubt Marchon chose to do so, given that Fishers (as they were known) had managed the **Greenbatt**.

At the launch, Schon predicted that the company would continue to charter to satisfy demand but they went further, building two more ships of similar design: the **Marchon Enterprise** in 1961 and the **Marchon Venturer** in 1962. A misconception in many sources is that all three were to the same design. Not so. The **Marchon Trader** had a grt of 1925 tons which was above the threshold of 1600 grt, at which the ship had to carry a radio officer and have other crew enhancements. The Mercantile Navy List of 1963³ shows the other

two deliberately had a 1599 tonnage. You would expect me to say this, but I hope you will share my belief that to not carry a radio officer was a misguided, even risky, decision as far as safety of life at sea was concerned. This was further compromised in the two smaller ships as they had no third navigating officer or third engineer, giving rise to ‘six-on, six-off’ watchkeeping. Bear in mind that all the Marchon ships were making relatively long sea passages, not trundling between UK ports as Fishers’ coasters did.

By 1965, demand for the Marchon product was so high that the company was importing phosphate using bulk carriers each with many times the combined cargo capacity of the three Little Ships. The ‘bulklers’ would anchor outside the harbour and discharge into the **Odin**, a custom built lightering barge and even, according to Fairbrother in his article *A Deep Sea Engineer on the Coast*,⁴ into the Marchon ships. Their deep sea days over and reduced to this.

The last load of phosphate rock was delivered to Whitehaven in 1992. By then the Little Ships were gone: sold off, passed through several foreign owners, and scrapped. For further reading turn to *Marchon, The Whitehaven Chemical Works* by Alan Routledge.⁵

TECHNICAL AND SUBSEQUENT HISTORY

First Owners	Astoria Shipping & Trading, Whitehaven.		
Managers	James Fisher & Sons, Barrow-in-Furness		
Official Number	187966		
IMO Number	5221037		
Call Sign	GWTQ		
Built	Austin & Pickersgill, Wear Dockyard, Sunderland		
Keel laid	21 June 1956		
Yard Number	431		
Launch	28 May 1957, named Marchon Trader		
Completion	September 1957		
Registered	Whitehaven 22 August 1957		
Maiden Voyage	26 September 1957 (returned to Whitehaven)		
Tonnage	1915 grt	902 net	2500 dwt
Length (feet)	265		
Beam (feet)	41		
Draught (feet)	16.9		
Propulsion	Single screw motor vessel		
	Internal combustion, direct acting		
	9 cylinders, 1700 bhp, British Polar Engines, Glasgow		
	Service Speed	11 knots	

Radio	Siemens Brothers (Woolwich) Ltd T10 MF Transmitter G2 MF & HF Receiver Assembly T5 Emergency Assembly: T5 Transmitter, A6 Receiver, A1 Auto-keyer SB219 Auto-alarm Direction Finder Lifeboat Transceiver (type unknown)
Navigation Aids	Decca Navigator, Radar believed to be Decca Type 12 Kelvin Hughes Echo-sounder

OWNERSHIP

1957	Astoria Shipping & Transport Ltd, Whitehaven, under British Flag
1969	Medships Ltd, renamed Medina and transferred to the Maltese Flag
1972	Returned to British flag and registered at Newcastle upon Tyne
1972	Compania de Navigacion Retor, renamed Paluma , Panamanian Flag
1977	Renato Maggioni, Italy, renamed Safra Prima , under Italian Flag
1981	Souli Shipping, Greece renamed Theodoros Demet , Greek Flag
1987	Broken up Trieste, Italy

NOTES & REFERENCES

1. For a summary of the process see Daniel Hay, Whitehaven an Illustrated History, Michael Moon 1987, pp 135–136.
For a summary of the history of the shipping of phosphate rock to Whitehaven see Alan Routledge, Marchon, The Whitehaven Chemical Works, Tempus Publishing (now part of the History Press), 2005, pp 75–79.
For a selection of relevant photographs see *ibid*, pp 80–86.
For pictures of the Marchon works see Alan W. Routledge, Whitehaven and District Through Time, Amberley Publishing 2011, pp 70–73.
For a short history of Marchon Products and the little ships see Brian Scott-Hindson, Whitehaven Harbour, Phillimore 1994, p175.
Alan Routledge has also published History & Guide to Whitehaven, Tempus Publishing 2002 which may have relevant text or illustrations.
2. From the text of the speech given by Frank Schon at the **Marchon Trader** launch: Launching the “**Marchon Trader**” 28 May 1957. Document in File YD B 59/8/1 at the Whitehaven Archive Centre.
Also see the Press Release from Scott-Turner & Associates Ltd., Marchon Products Ltd., to Launch Own Ship undated, probably May 1957, *ibid*.
3. Department of Transport: The Mercantile Navy List 1963 HMSO 1962, to be found at Southampton Reference Library and in other maritime collections.
4. An article summarising some of the experiences of a Second Engineer of the **Marchon Enterprise**: (the late) Bill Fairbrother, A Deep Sea Engineer on the Coast, Sea Breezes, February 2011, pp26–29.
5. Also see Out of Arklow by Danny O'Neill, published by AuthorHouse, and the website aliverpoolad.blogspot.co.uk authored by Brian Daley.

Life in the Ramsey Steamship Company 1914 - 1964

By Captain T H Corteen

[Many will remember the coal-burning small coasters of the Ramsey Steamship Company, so exemplified in the line "Dirty British coaster with a salt caked smokestack". This article was first published in the Bulletin in 1987, and it is now expanded and brought up to date. The Editor is most grateful for the additional information provided by Captain Peter Corrin, formerly of the Isle of Man Steam Packet.]

*RSS Company was founded in 1914 with the purchase of their sole new ship the **Ben Veg**, which means Little Girl. The other vessels acquired as time went on, were all 2nd., 3rd or even 4th hand. Over the years they built up a sizeable fleet but from 1956, when they introduced their first motorship (**Ben Rein**, and then **Ben Vooar** in 1959) this was gradually reduced. Throughout they tended to concentrate on the basic bulk cargoes of coal, agricultural products, cement etc.*

*As for Captain Corteen, he sailed "deep sea" for a time when he was younger and then as Mate in the Ramsey Steamship Company around the 1930s (in the **Ben Ain**). Subsequently he joined the Isle of Man Steam Packet and was in command from 1960 until his retirement in 1972.*

This type of coaster has gone forever as have the type of men who manned them. It was a hard life, often dangerous, 7 days a week and with no such things as overtime or unsocial hours and so sometimes the crew would be on their feet for many hours. If the weather was bad with the noise of the sea and terrific motion, which could make lying on the bunk very uncomfortable as the body moved about with the heavy lurches and rolls, so a very disturbed sleep. When the coasters were caught on a passage with deteriorating weather, there would be a hard slog to finish the passage or to seek shelter. Often just bobbing up and down in the one place for hours. There were no weather forecasts in those days, masters weighed the weather up and tried to get in as many cargoes as they could – they were paid a bonus on the number of cargoes completed. The total weekly wage bill for the whole crew, from the master down (generally six in number) would, in the 1920s, be in the region of £21 to £22. These men would often see dawn break for weeks on end as it did not take long to load or discharge them.

The procedure before departure could be complex. When warming up the main engine before sailing, main steam was passed through the steam chest with all the drain-cocks open so the engine room would fill up with steam prior to "taking a turn" out of the engine before closing the drains. The steam steering engines and winches all exhausted into the atmosphere. Everything around the decks would have to be secured, fiddles fitted over the galley stove, and domestic fresh water tank topped up at every opportunity. Sea water was their boiler feed, but if lying in a fresh water river or dock over a weekend, they would partially blow the blower down, and re-fill with fresh water. The oil steaming lights would be lighted about fifteen minutes before shipping them into their respective places to allow the lamps to warm up before raising the

wicks for maximum light. If turned up too soon the flame would be leaping up the glass funnel as the lamp got hotter, smoking the glass. These lamps were cleaned and trimmed every day as bright clear lights were necessary for safety.

To read the draught marks at night, a wad of oily waste or wad of newspaper would be set on fire and dropped into the water close by the stern or stem post and so light up the white painted draught marks.



Ben Veg

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

These little coasters when loaded to the marks sat very low in the water, with such cargoes as coal, cement, clay, steel billets, grain, bog-ore, they have even carried meat from the Free State, so that when loading, the dock or harbour water would be in on the deck plates through the scuppers. To get forward the crew had to walk over a plank to a corner of the hatchway, then walk across the hatch to the foremast, jumping down at the winch. Remember, this is in the quiet water of the dock or harbour; when outside in any sea, they would be awash.

Registered in Ramsey, the **Ben Veg** was built in 1914 at the Larne Shipbuilding Company for the Ramsey Steam Ship Co Ltd. Her compound engine was from Gauldie, Gillespie & Co of Glasgow and she was 159 g.r.t. with a length of 99ft., beam 23ft. and draft 10ft.

*[At 22.00 hours on 22/05/1941 whilst on passage from Cairnlough to Whitehaven she collided with the MV **Brittany**, 6 miles north by west of the Mull of Galloway. The **Brittany** at 4772 tons was owned by the Royal Mail Lines and was part of an outward bound convoy to the River Plate with general cargo. The **Brittany**'s bow caught the **Ben Veg** on her starboard side and inflicted serious damage. Whilst attempting to take her to the Isle of Man to beach her at Peel she had to be abandoned. The crew of six observed the sinking off the Point of Ayre, having all been rescued by an R.A.F. launch.]*

Ben Veg had an open bridge, with canvas dodgers and was built on trawler lines. When light she carried a heavy port list, which they counteracted by trimming the coal in the side-bunkers. This "list" was caused by the condenser being placed to the port side of her little compound engine, running at a pressure of 120 lbs./in². Her only life-boat was housed on a cradle under the

fore part of her bridge, lying athwartships, practically from rail to rail. There were no davits and in an emergency they would have had to get it launched the best way they could. You never see life-boats on coasters these days without the means of getting them into the water.

The Master's room opened directly onto the side-deck aft, it was embraced in the fiddle casing and, in heavy weather if his room was on the weather side, those on watch had to alter course to make a "lee" for the Master to be able to open his door and get out on deck. This room was flooded many times.

She was a neat looking vessel, and she did some very long passages around to the west of Ireland, either north or south about. I hailed her once when she was in the Stalbridge Dock at Garston, loaded deep with coal, bound out; when I heard they were for Castletown, I replied "how lucky they were going home for the weekend" – "no such luck" was their reply, "Castletown, Berehaven". This Castletown is in behind Bere Island on the North side of Bantry Bay, S.W. of Ireland. A long haul from Garston, and then back again light ship.

At the weekends, if in the Mersey and bound for the Island or Irish side, she would call at the Liverpool stage, and collect the Sunday edition of the national newspapers (as no Sunday Steam Packet vessel was available during the winter months). There were no planes in those days so everything had to go by sea, and without these vessels there would often have been no Sunday newspapers on the Isle of Man at all.

The **Ben Veg** when going away from Douglas on the Liverpool track in a strong S.W. wind and a steepish sea would perform and take some frightening rolls to port helped by her condenser. It must have been a trial when firing the loaded shovel and not always making a clean entry into the furnace, coal shooting everywhere and the nose of the shovel being turned up. Those types of men who took all this in their stride, grunted with a strong oath if they did misfire with an exceptional roll. Sometimes when the motion became really violent, the engineer, when firing, would have to be held up by another crew member to keep him on his feet in case he would be thrown maybe against the furnace whilst wielding the shovel. This may be hard to believe but it is absolutely true. Leaving any port and as soon as she would be clear, ashes had to be dumped. These would be heaped up on the stokehold plates, in front of the furnace, the residue of in-port work; and then a complete clean out of the fires prior to commencing a passage. These ashes were loaded into a drum and hove up through a vent shaft by a man turning a little hand winch whilst standing up on a steel grating, running around the boiler at deck level. He lifted the loaded drum out through a door in this vent shaft, passed it to a man on the side deck who dumped the ashes over the side, always the lee side. This dumping of ashes was a most constant job with any cleaning of fires, especially on a long run. At the change of watch the hot ashes were wet down with sea water and immediately got rid of to keep the stokehold plates clear. The shout of "up" from below, the heaving away on the handle, the dumping and then the

roar of “below” as the empty drum was let down with a run; a ritual that has gone forever. Dumping ashes in bad weather was simplified, the ashes were dumped onto the side decks where the sea soon swept them over.

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

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

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

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

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

By today's standards these little coasting steamers were primitive, the engines developing 65 to 75 h.p., the power of a double decker bus or a large

lorry. Their navigating facilities were equally as simple, a small spirit compass, but they gave their owners a financial return which justified their existence and they were commanded by men whose local knowledge was unsurpassed.

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

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

In bad weather these small coasters would run for shelter, and anchor in some remote places, sometimes miles from civilisation, and so would not have contact with the shore, no radios being carried in those days and they would maybe have to remain anchored for days, the owners having no idea of their whereabouts until they would eventually reach the port to where they were bound. *[Ben Ellen was actually on passage to Dublin in January 1953, on the day that Princess Victoria was lost on passage from Stranraer to Larne. Ben Ellen managed to fight her way into port without damage. Perhaps they were only fifty miles apart!]*

It was very interesting coasting these small vessels, so close in when steaming along the land; short cutting inside of rocks, shoals and small islets. If for the Bristol Channel from the Preston or Mersey Bar they would steam down along the Constable Bank, inside the Victoria Bank, close alongside of the Harry Furlong Beacon, inside the Middle Mouse and West Mouse (these are big detached rocks) then hard-in, very close alongside of Carmel Head, with the Skerries close to starboard, practically alongside with many just awash at low water. There is quite a fierce tide running around this corner, up to 6 knots. Then down past St. David's Head, through "Jack Sound" where the tides can run up to 7 and 8 knots, past Skomer, Stokholm and Grassholm, 3 islets where the charts are marked "strong tidal race – dangerous". This is the "Wild Goose Race".

Local knowledge such as this cannot be learned from a book; but it saved many miles in distance, and many tons of bunkers. They would go windbound and anchor in some very remote places. Like close East of the Toe of the Mull of Galloway, in on a beach of shingle with high rocks close to, and at night as dark as a cave, with not a shore light to be seen. Unable to take a bearing in case the anchor would drag, just the loom of the Mull Light passing overhead, a really precarious position. Rolling rail to rail if loaded and the high seas racing up the Solway only yards astern of you. In behind Lambay Island, off Malahide, just N. of Dublin Bay in E'ly winds, no other shelter near. The "Pool" in the Menai Straits, behind Puffin Island around Tryn Dhu; the "Hole" at Preston, the

“Lighthouse” hole. Inside the banks at the Ribble entrance, with hardly room to swing to an anchor whilst awaiting a Pilot, if too much weather for him to board out at the Bar, that is the Nelson to the Gut Buoy.

The Ramsey Steam Ship Company had contracts to coal the Irish and Scottish lighthouses and these contracts ran for many years. This work was carried out in the spring of the year, as fine easy weather was essential for coaling some of the very exposed lighthouses. The Irish Lights started from Rathlin Island, off the N.E. Antrim coast, along the north and down the west coast as far as Mutton Is, off Co. Clare. Lights like Tory’s, 6 miles out in the Atlantic off the Bloody Foreland; Black Rock light, 9 miles out in Blackrock Bay, the most remote Irish light. The Scottish lights they coaled were all on the Western coast, from Duhle Artack, a rock 12 miles S.W. of Iona, up to the Butt of Lewis. So they travelled far, and the most detailed knowledge was needed for these jobs.

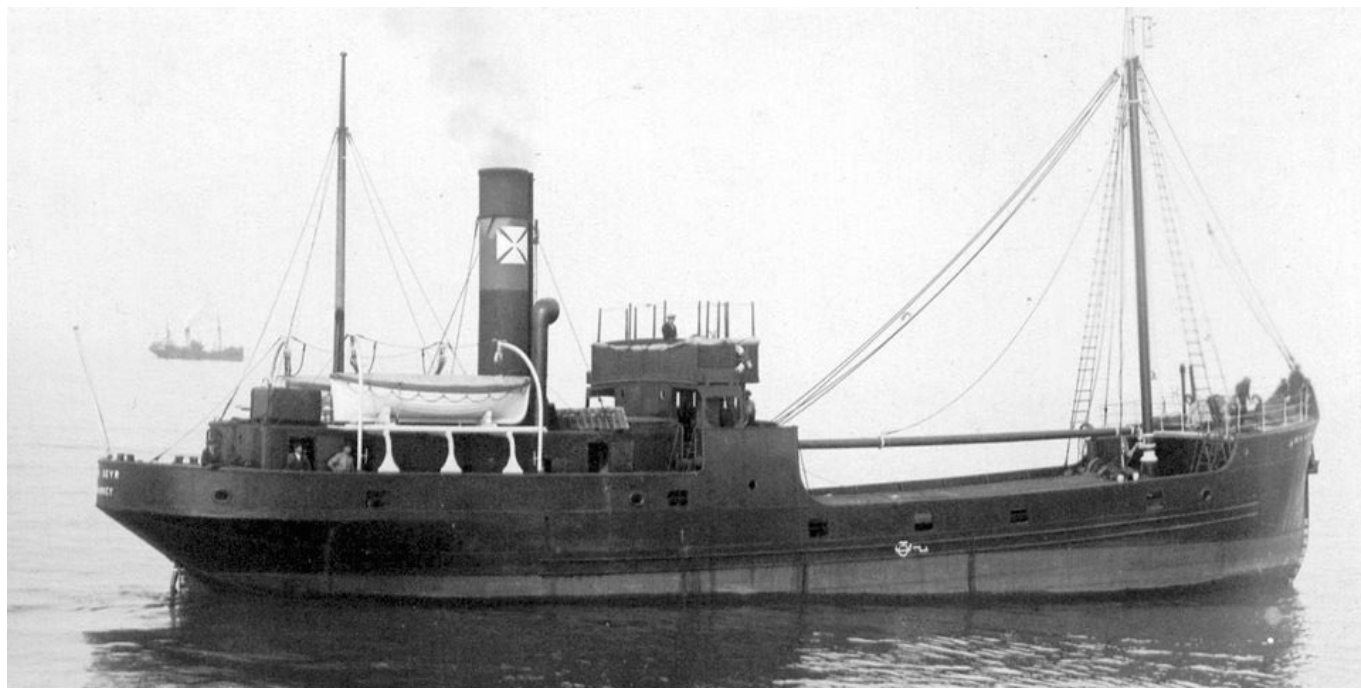
Their cargoes were very varied from coal to oysters, a seafaring life different to any other, never knowing until the last moments, where one was bound for next, or for what type of cargo.

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

Some of these coasters never had the modern type of bower anchor which have no stocks, the shank coming in through the hawse pipe, and the anchor fitting close up to the vessel’s bow. Many of them had the old type of anchor with stock, which had to be lifted on board by a little radial davit and a hooked tackle. This tackle was hooked into a gravity ring on the anchor, and the anchor hove up in a horizontal position, to be bedded down onto a slip on the fo’castle head. Secured by chains, bottle screws and seahorse slips which when released allowed the anchor to shoot out clear and plunge to the bottom. As you can

realise, it was a tricky job lifting these anchors on board, and bedding them down if experiencing any motion.

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



Ben Seyr foundered in heavy seas between Rosslare and Cardiff, on or about October 5, 1938. Lost with all hands. She was a sister ship to **Ben Ain**. Picture Wikimedia Commons

Some locations mentioned in text

- | | | | |
|---|-------------------------|----|-----------------------------|
| 1 | Mersey Bar | 10 | Skomer, Stokholm, Grassholm |
| 2 | Constable Bank | 11 | Mull of Galloway |
| 3 | Victoria Bank | 12 | Lambay Island |
| 4 | Harry Furlong Beacon | 13 | Puffin Island |
| 5 | Middle Mouse/West Mouse | 14 | Rathln Island |
| 6 | Carmel Head | 15 | Tory Island |
| 7 | The Skerries | 16 | Black Rock Light |
| 8 | St. David's Head | 17 | Mutton Island |
| 9 | Jack Sound | 18 | Bere Island |



The fleet, as your Editor remembers in the mid-1950s, then comprised:

Ben Ain

Built by Manchester Dry Docks, Ellesmere Port. RSS Co. 1938 – 63

Launched	G.R.T	Holds/Hatches/Winches	Length	Beam	Engine
1924	266	1/ 1/ 1	120 ft	22 ft	2 cyl comp

Ben Ellan

Built by R.B. Harrison, Gateshead. RSS Co. 1936 – 61. Scrapped Dublin

Launched	G.R.T.	Holds/Hatches/Winches	Length	Beam	Engine
1921	270	1/ 1/ 1	117 ft	22 ft	2 cyl comp

Ben Jee

Built Rotterdam 1919. RSS Co. 1946 – 53. Aground Point of Ayre 20.11.52.
Towed to Preston for scrap

Launched	G.R.T.	Holds/Hatches/Winches	Length	Beam	Engine
1919	312	1/ 1/ 1	130 ft	23	2 cyl comp

Ben Maye

Built Cran & Somerville, Leith RSS Co. 1955 – 64, and the last steamer

Launched	G.R.T.	Holds/Hatches/Winches	Length	Beam	Engine
1921	323	1/ 1/ 1	136 ft	23	2 cyl comp

Ben Varrey

Built Manchester Dry Docks, Ellesmere Port. RSS Co. 1954 – 61

Launched	G.R.T.	Holds/Hatches/Winches	Length	Beam	Engine
1923	266	1/ 1/ 1	126 ft	21	2 cyl comp

Ben Veen

Built Crabtree, Great Yarmouth RSS Co. 1947 – 62

Launched	G.R.T.	Holds/Hatches/Winches	Length	Beam	Engine
1920	309	1/ 1/ 1	130 ft	23 ft	2 cyl comp

Ben Vooar

Built Jeffrey, Alloa. RSS Co. 1944 – 56

Launched	G.R.T.	Holds/Hatches/Winches	Length	Beam	Engine
1916	274	1/ 1/ 1	120 ft	22 ft	2 cyl comp

The strenuous nature of the work and extensive duty periods has already been mentioned, but can be illustrated by this example. When the ship would sail from the island or any other port lightship it was the usual practice for the mate and an Ordinary Seaman to take the first watch usually lasting four hours. The watch would then be handed over to the skipper and an AB. At this point if say bound for the Mersey she would still have at least a couple of hours steaming to the "Bar" and then another couple of hours of river transit. On many occasions they would be bound up the Manchester Ship Canal to Partington which, depending on traffic, could take another five to six hours. Usually throughout this time the skipper would be at the helm and as in the case of the **Ben Ain** on an "open" bridge. On arrival at Partington it would be quite common to commence loading right away and to load approximately 200 tons of coal would only take about an hour. As soon as she was loaded the return voyage would commence with another five to six hours transit of the canal to Eastham and another four hour watch for the skipper and AB as they usually took the first watch out of the loading port which worked better from a pilotage point of view. So if you calculate the time from coming on watch to going off again it could easily amount to twenty four hours. If you introduce bad weather or fog you could add to that. It could be a very hard life.

A detailed knowledge of the regular ports and passages was clearly needed but this was supported by close attention to passage planning and chart-work. Being so low powered it was always necessary to maximise the benefits of wind and tide, although the charts may not have always covered the full sailing areas. On one occasion one of the ships was unexpectedly sent to Cork and the office asked the skipper if he had the necessary charts, he replied.....no but I think I've got an "Esso" road map somewhere in the cabin and that will do fine!

Having said all of that they were magnificent seamen in every sense of the word. Not all of them had certificates of competency as they were not required.

The Company was wound up in 2013 due to the heavy liabilities of its share of the merchant navy pension fund. The remaining ships **Ben Maye** and **Ben Varrey** were acquired by one of the other few remaining small UK based shipping operations, Absolute Shipping, based in Maidstone, Kent, where they join five other coastal vessels of the fleet and for whom they will continue to trade from the Irish Sea without change of name.

Ben Maye	1979,	548 grt,	805 dw,	length 48m,	speed 9.5 knts
Ben Varrey	1986,	997 grt,	1544 dw,	length 63m,	speed 9.5 knts

As we go to press **Ben Varrey** is on passage from Middlesbrough to Amsterdam whilst **Ben Maye** has arrived at Belfast from Runcorn

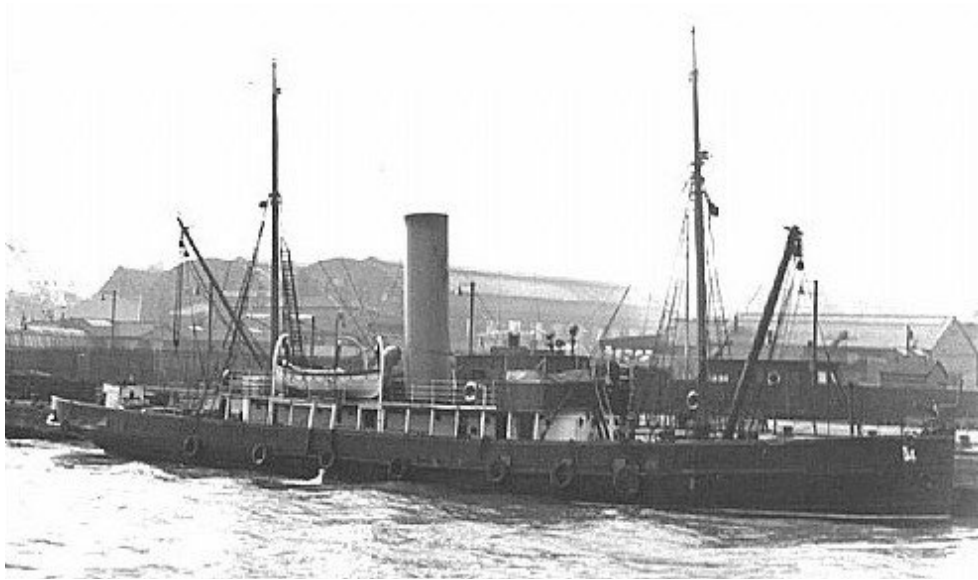
Submarine Signalling Tests on the Mersey.

[From Lloyds List, October, 1904]

The official trial of submarine signalling by the Mersey Docks and Harbour Board took place on Saturday, under what may be regarded as exceptionally severe and unfavourable conditions. The result, however, was entirely satisfactory. The receiving apparatus was fitted in the Dock Board's steamer

Vigilant, which, being a small vessel, did not allow of the receiver being placed far under the water-line. The signal bell has been attached to the North-West Lightship in Liverpool Bay.

There were present, including the chairman and marine surveyor, eight members of the Docks and Harbour Board, all of whom expressed



Vigilant, built by Murdoch & Murray Port Glasgow, in 1903;
engines by David Rowan & Co, Glasgow;
344grt, 133nrt, Length 140ft Beam 24ft

Picture courtesy www.clydesite.co.uk

their satisfaction with the system. The weather was extremely rough, and at times the receiving tanks are above the waterline. None the less, the signal bell was distinctly heard at a distance of four and a-half miles from the lightship.

In view of the fact that with the exception of the marine surveyor to the board, Captain Belam, none of those present had any experience of the apparatus, and the state of the weather causing the receiving apparatus to be constantly raised almost to the water-line, the result obtained may be regarded as almost beyond expectation. As mentioned in previous reports on the subject in the Shipping Gazette the lower the receiver can be placed below the water-line the more efficiently it works.

The engineer to the Submarine Signal Company will proceed from Liverpool to Queenstown in the **Baltic** on Wednesday in order to test on board that vessel the distance at which the signal can be heard from the lightship.

The Liverpool Nautical Research Society
(Founded in 1938)

THE BULLETIN

Volume 59 No.3, December, 2015

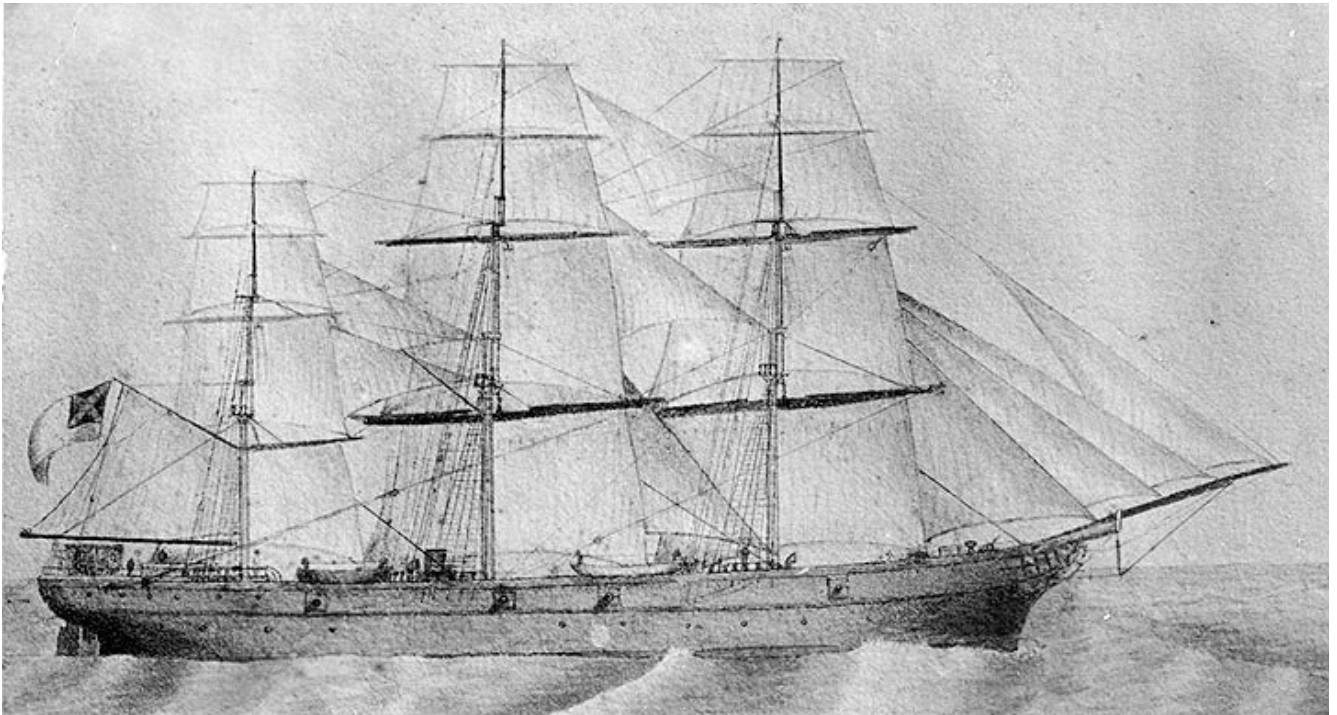


The **Liverpool**, the **Conway** and the **Mauretania** by Kenneth Denton Shoesmith

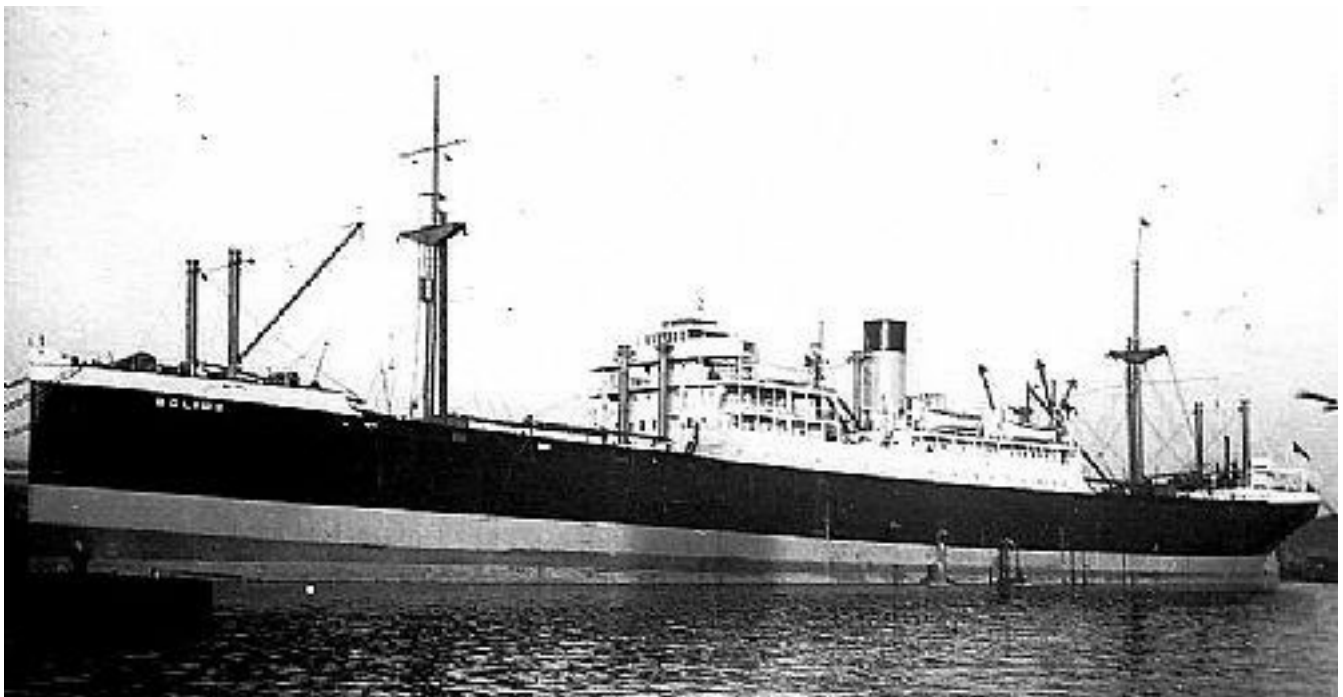
A reproduction of the painting held in the Ulster Museum Courtesy Wikimedia Commons

See page 26

Message from the Chairman	W.G. Williamson	Page 1
The Captain of Wireless	David Barlow	2
Remember those days....	The Editor	5
The Time I Helped Crash Dolius	G. Beech	7
The Confederate Cruiser Shenandoah – Part 2	Gordon Bodey	8
Highlights of my Career	Captain P. Murphy	18
Book Review		24
Mauretania on the Mersey	Glyn L. Evans	26
Samuel Cunard before Fame	Gordon Bodey	28
The Early History of Steam Navigation	G.W. Buckwell	35
Lifeboats	Professor E.S. Long	41



CSS **Shenandoah** (from an original at the U.S.N. Academy, Annapolis November, 1865
 See page 8 Photo ± NH 42280 Courtesy Wikimedia Commons



MV **Dolius** was built in 1922 and launched as **Glengarry** See page 7
 Picture courtesy www.clydesite.co.uk and from the Joe McMillan Collection

The Liverpool Nautical Research Society



President

Mr. William J. Pape II

Vice-Presidents:

Captain G. Cubbin

Mr. H.M. Hignett

Chairman:

Mr. W.G. Williamson

Vice Chairman:

Captain R. Settle

Council:

Mr. I. Duckett (Talks Secretary),

Ms. S. Starkey (Representing M.M.M.),

Mr. W.A. Ogle (Bulletin Editor)

Honorary Officers:

Secretary: Mr. A. Melling

Treasurer: Mr. V. Finn

Web site: www.liverpoolnauticalresearchsociety.org

Contact details:

The Liverpool Nautical Research Society

Maritime Archives and Library

Merseyside Maritime Museum

Albert Dock

Liverpool L3 4AQ

United Kingdom.

contactlnrs@gmail.com

Message from the Chairman

As members are aware, the society was very lucky to have the Athenaeum offer us the use of their library for our monthly talks, when we had to vacate the Maritime Museum at fairly short notice. Generally this new arrangement has worked well, apart from a few initial teething troubles and members have expressed their appreciation of our new location.

I would like to stress that it is a meetings venue only. The Society pays for the use of the Library and I hope this arrangement continues for many years to come, to the mutual satisfaction of our Society and the Athenaeum. To assist in the smooth cooperation between the two organisations, I want to clarify two points, if I may.

The first is that to comply with Athenaeum requirements, we start gathering for our meeting at 1230 hours when coffee will be available, with the main event starting at 1300 hours. Our meetings take place in the Library, which is on the second floor of the Athenaeum.

Secondly, membership of the LNRS **does not** imply membership of the Athenaeum. I would therefore ask members to respect the privacy of the Newsroom on the first floor, which is for Athenaeum members only. Obviously, members should treat Athenaeum staff with the courtesy and respect they deserve.

I am sure with your cooperation on these matters, our Society will have a long and harmonious relationship with the Athenaeum.

W.G.Williamson,

Chairman LNRS

MONDAY MEETINGS

Members meet at the Archives and Library of the Merseyside Maritime Museum on Mondays as follows:

December	Mondays	7 th , 14 th ,
January		4 th , 11 th , 18 th , 25 th
February		1 st , 8 th , 15 th , 22 nd , 29 th
March		7 th , 14 th , 21 st , 28 th

Henry George Kendall : The Captain of Wireless

By David Barlow

The relationship between the wireless operator or radio officer to the captain on board ships provides some interesting incidents. Reports of a close and supportive relationships between the two go back to the appointment of the wireless operators on the **Titanic**.

The life story of Jack Binns appeared in LNRS Bulletin Vol. 53 December 2009 under the title "Jack Binns. The First Wireless Hero". It will be recalled that Binns was the wireless operator on board rms **Republic** when she was rammed by the ss **Florida**. As a result of Binns sending his distress message (CQD at the time but later SOS), over 1,000 lives were saved. Later Binns was the senior Wireless Operator on board rms **Caronia** and his captain was Edward J. Smith and they obviously had a good working relationship. In early 1912, discussions took place concerning staffing of rms **Titanic**. Captain Smith wanted Jack Binns to be the senior Wireless Operator, however the White Star directors rejected the idea because they thought the **Republic** incident and Binns role in it would jinx the **Titanic**!

While researching the history of SOS and the wireless operators on board ships, the name of Henry George Kendall comes to the fore. Henry Kendall was not a wireless operator, but significantly, he was the master on board ships involved in early wireless history. His awareness of the importance of the ability of wireless to enable communication with the shore, not only saved lives, but also played a part in a notorious murder story.

Henry George Kendall was born in 1874 and at the age of 14 he went to sea on board the ss **Lusitania** (the predecessor of rms **Lusitania**). Two years after joining ss **Lusitania** he survived when she was shipwrecked off Newfoundland. (In light of later events the location is quite coincidental). Of course there was no wireless on board so he was extremely fortunate to have been rescued.

In 1900 he was a junior officer on board the ss **Lake Champlain**, the first British registered ship to be fitted with wireless. It was at this time that he first became interested in the new technology. He must have made an impression on the Marconi engineers because in the next two years his advice was sought on the location of wireless rooms and accommodation for wireless operators on board ships. However in those early days, the wireless room and accommodation for operators on board cargo ships could be little more than wooden huts on the deck or behind the funnel, indeed on at least one ship the wireless room was housed in the engine casing.

In 1908 Kendall gained his first command as Master on board ss **Montrose**. In 1910, while in London, he had read the details of a particularly horrific crime in the newspapers, the murder of Mrs. Cora Crippen.

The **Montrose** sailed from Antwerp bound for Montreal in early June 1910. While off the coast of Ireland, Kendall noticed a passenger and his “son” walking on the deck holding hands in a way that made them look suspicious. Kendall

realised that his passengers were, in fact, John Hawley Crippen and his secretary Ethel La Neve whom he had read about in the newspapers before leaving England. He instructed his wireless operator, Lawrence Ernest Hughes, to send a telegram to Canadian Pacific offices, who in turn informed Scotland Yard. Wireless operator Hughes was told to keep the message content secret.

Inspector Walter Dew of Scotland Yard, who was in charge of the Crippen case, set sail on board the White Star liner **Laurentic** from Liverpool. As the **Laurentic's** speed at 18 knots was faster than the **Montrose's** 12 knots, Dew would arrive in Canada before her. Dew wanted to remove Crippen and La Neve from the **Montrose** and transfer them to a British registered ship so they could not place their feet on Canadian soil and thus evade arrest. Dew boarded the **Montrose** from



Captain Henry Kendall

Courtesy Wikipedia

the pilot boat as previously arranged by wireless, arrested Crippen and La Neve and returned them to England to face trial. It is yet another coincidence in the story of Henry Kendall that this exchange took place off Father Point (Pointe de Pere). This was the first time that wireless was involved in the capture of a criminal.

Inspector Dew nearly got the sack on his return to Scotland Yard as he had sent lengthy telegrams describing his every move back to his superiors and these cost over one shilling a word!

In May 1914 Kendall took command of rms **Empress of Ireland** which had on board two wireless operators, the senior was Ronald Ferguson and the junior was Edward Bamford. There is little doubt that he had every confidence in Ronald Ferguson and this confidence was to be well founded.

On the return voyage from Quebec with 1,054 passengers and 420 crew on board, the pilot was dropped off at Father Point. The **Empress of Ireland** continued on her way through a number of fog banks when she was rammed amidships by the ss **Storstad**. Operator Ferguson without any orders from the Captain, sent a message to all stations (CQ) informing them to expect a distress call. Subsequently he sent an SOS on Kendall's orders. The ship sank with a

heavy loss of life (1,012 passengers were lost, 465 survived). Kendall was thrown from the bridge into the water as the ship lurched and was pulled under water. However he managed to surface and thus, once again survived when a vessel he was on foundered. This incident occurred not too distant from Father Point.

Henry Kendall returned to England where he was reinstated as master of the **Montrose**. In World War I, Kendall was in Belgium when the Germans invaded. The British Consulate in Antwerp was besieged by 600 refugees. Kendall arranged with the British Consul to load the refugees on board the **Montrose** and the ss **Montreal**. The **Montreal** was out of commission and so the **Montrose** towed her across the channel thus saving the lives of all those on board both ships.

Kendall later joined the ss **Calgarian** and served on board until 1918 when the ship was torpedoed and sunk off the coast of Ulster. He survived yet another shipwreck.

He served as King's Messenger and was appointed a convoy commodore in WW II. After the war he worked in Southampton and London as Marine Superintendent for Canadian Pacific before he retired.

He married Jane "Minnie" Jones in 1902. His grandson was the Anglican priest and hymn writer Canon Michael Seward and his great grandson Financial Times journalist Joe Seward and great granddaughter Jill Seward the anti-rape campaigner. He died in a nursing home in 1965 age 91.

Cobh Pilot delivers the Christmas Presents

After the end of the St Lawrence season, the Cunard Line arranged for either the **Carinthia** or the **Sylvania** to make one December round voyage from Liverpool to New York via Cobh and Halifax. Almost invariably the Cobh pilot was 'overcarried' on these voyages.

It took only the slightest hint of bad weather for it to be decided with the Master that it would not be safe to disembark the pilot to the launch off Roche's Point, and that the pilot should remain on board. The pilot brought clothes for the voyage and all the Christmas presents for his friends and relations in the United States. The pilot was signed-on the ship's articles as a supernumerary at one shilling a month, and was allocated a first-class cabin. In those days (the early 1960s) the **Carinthia** or **Sylvania** spent about ten days in New York at Pier 94 – ample time for the pilot to go visiting. On arrival back at Cobh, some three weeks later, he piloted the ship in and went home to enjoy Christmas with his family, having thoroughly enjoyed the experience. ■

Remember Those Days

A sample from the archives, and published by kind permission of Sea Breezes.

October to December, 1948

When Stanhope Line's **Stanpark** was homeward bound from Australia to the U.K. via the Panama Canal, with a cargo of grain, an urgent wireless message was received from Pitcairn Island, the world's loneliest habitation, in the South Pacific. On arrival at the island, Captain R. Blakey, the ship's master, was informed that no vessel had called at the island to collect the mail for more than three weeks. Accordingly, the **Stanpark** delivered the mail at Cristobal and proceeded on her way home after an absence of more than a year

Berthing at Exeter in October, the small French motor ketch **Heb-Ken** was a welcome reminder of the city's close connection with coastal sail, and its unique position on our oldest ship canal. As the upper Exe is not navigable, all craft bound for the city have to make use of the canal running from Turf Locks, opposite Topsham on the tidal estuary. This wonderful old waterway was first completed in 1567, and later enlarged to its present length of five miles, including three locks and a large basin for discharging. One of the early "improvers" of the canal managed to make it nearly impassable, and then made off with the reconstruction funds. In fact the canal never seems to have been very satisfactory until Telford was employed to modernise the whole undertaking about 120 years ago. As it is to-day, vessels of 300 gross tons can get up to the centre and a fairly brisk trade is carried out by motor coasters. But until 1939 West Country ketches and schooners were regularly seen at the port – the custom was for them to be towed up from Turf by powerful dray horses. The **Mistletoe**, one of the last Exeter ketches, was broken up about two years ago. In 1941, with one or two elderly ratings aboard, she was moored in the Exmouth harbour entrance as a block-ship in case of invasion. As far as is known, no West Country ketches or schooners have been up to Exeter since 1945.

After protracted negotiations the four-masted barque **Archibald Russell**, which has been laid up in the Tyne for a lengthy period, has been returned to the ownership of the Finns, who operated her before the war. The vessel, while laid up, has been considered for film-making and also for conversion into a floating holiday centre. She was never condemned officially as a prize of war and eventually her former owner, the late Captain Gustav Eriksen, got her back on a temporary charter basis. Arrangements were made for Swan, Hunter and Wigham Richardson Ltd. to overhaul the ship. Difficulties of gear replacement, however, prevented her from being put back into service and she was left laid up at Dunston. The **Archibald Russell** will, therefore, sail under the same flag as the barque **Pamir**, which the New Zealand Government recently decided to return to Finland.

October to December, 1961

A former troop carrier which transported thousands of American Servicemen and their dependants from various parts of the world for 14 years embarked on a new career recently. After three years in retirement as a member of the “moth-ball fleet” moored in the Hudson River, the **General R E Callan** will soon be assigned to the Atlantic “Missile Range ” as America’s largest and most advanced mobile-tracking station.

T and J Brocklebank have now disposed of their oldest ship, the steamer **Maihar** (7,869 gross tons) to buyers who are vaguely described as “London interests”. Dating back to the First World War, the **Maihar** came from the once well-known Clyde yard of Russell & Co., Port Glasgow. She was fitted with triple-expansion engines by J. G. Kincaid & Co., Greenock which gave her a speed of 11¹/₂ knots and, with her tall, slender funnel, she was typical of the Brocklebank ships of the period. Delivered in June 1917, she came out at a time when the German U-boat menace was at its height, but she survived without incident and between the wars served the Brocklebank liner services reliably and efficiently. In the Second World War the **Maihar** again came through with little trouble and she has now ended a remarkably long career of 45 years. In view of her age, it hardly seems likely that she will trade for much longer and her sale could well be just one more speculative purchase by buyers who will fix her for a cargo, probably to the Far East, where she will then be broken up.

In the first step towards the complete re-rigging of the 98 year old barque **Star of India**, her iron lowermasts were taken out by a derrick-barge at San Diego, California, on July 6, 1961. Only the fore and main were removed; the mizzen, which is made of wood was apparently sufficiently sound to remain in place. Extensive wastage was found to have taken place in parts of the other masts, especially at the point where the mainmast passes through the ‘tweendeck. The intention is to weld “doublers” on to the masts where needed for strengthening. This work, as well as that of removing the shrouds for replacement or extensive repair, can be accomplished more readily while the masts are lying on the quay. Meanwhile, the task of installing permanent ballast in the hull, following cleaning and the application of preservation coating, will be handled. Restoring of the rigging is being done under the supervision of Mr. John Dickerhoff, of San Francisco. A veteran “square-rigged” officer, he was for many years rigging superintendent for the Moore Shipbuilding and Drydock Company of Oakland, California; while in this capacity, he handled the re-rigging of the 4-masted barque **Pamir** during the Second World War, as well as doing much of that work on San Francisco’s museum ship **Balclutha**. The San Diego Maritime Museum Association, owners of the **Star of India**, are still seeking deck views and other data to guide them in restoring the poop and cabin of the vessel to the way they were when she was the British full-rigged ship **Euterpe**. She was built at Ramsey, I.O.M., in 1863 and for many years served in the Indian, Australian and New Zealand trades.

The Time when I helped to Crash MV **Dolius**

By Geoff Beech – from the Blue Funnel Association Newsletter

I joined Alfred Holt in the mid-summer of 1952 as a junior engineer and worked my first few weeks on the shore gang, eventually being assigned to the **Dolius** for coasting. My last job before sailing had been to change bearings on a couple of main engine cam followers.

The Second Engineer, exasperated about being lumbered with someone brand new (i.e. me!) instructed that, when the engine started, I was to pass emery cloth between cam and follower to ensure the follower didn't 'stick' and thus wear a flat on it. He emphasised, no matter what happened, I was to stick to my post and do just that.

A few minutes after 'stand-by', the order came from the bridge 'slow ahead'. The engines were started and the usual controlled pandemonium ensued. I was experiencing this for the first time ~ engineers flying around shutting indicator cocks; sparks, smoke and a cacophony of sound. I just concentrated on passing emery paper between cam and follower.

Unbeknown to me, and quite incredibly, the engines were actually running astern. There must have been total consternation on the bridge. And the telegraph became more and more strident. The engineers tried to get more and more out of the engines, but, unfortunately in astern gear! The poor old **Dolius** gathered way stern-first across the dock. She struck the opposite dock wall with the starboard propeller shaft.

The force of the impact pushed the starboard shaft forward, shattered the thrust block, and pushing through the web of the crank on No.8 cylinder, the rotating throw struck it, pitching the entire 'A' frame over at an angle. There was a lot of heavyweight rending of metal.

I picked myself up off the catwalk and assured myself that this was probably the usual engine room carry-on, and continued to stand-by with my bit of emery paper. It began to dawn on me, looking at the Second's stricken face, that he had stopped worrying about my cam follower bearings.

My first ever voyage to sea had lasted about twenty-five minutes!

We all had to attend the inquiry at India Buildings. I am not absolutely sure of the penalties handed out. I think it was something like Chief Engineer down to Second; Second down to Third etc. I wasn't demoted as I was already as far down as it was possible to go.

I heard a figure of £40,000 worth of damage caused, but the **Dolius** was scrapped as a result of the incident. After this affair, all the ships in the Blue Funnel and Glen Line fleets were fitted with a mechanical interlocking device which prevented the engines operating in a direction contrary to that ordered by the telegraph.

The Confederate Cruiser Shenandoah - Part 2

By LNRS member Gordon Bodey

Just after nightfall of 19 February, 1865 the **Shenandoah** turned toward the Bass Strait, which she entered Monday, 20 February. Steaming continued until Cape Howe bore NNW, and with a light NE wind the propeller was lifted out of the water, and all sail was set.

It was not only the American consul who had been active during her stay in Hobson's Bay: Waddell and his officers had managed to recruit thirty-four American seamen and eight of other nationalities (supposedly stowaways from Melbourne who signed on when outside Australian waters), bringing his complement of ratings up to seventy-two – an ample number to run the ship under full sail. He even formed a small marine guard of a sergeant, a corporal, and two privates.

Shenandoah now ran under sail passing north of the Three Kings (NW of most north-westerly point of New Zealand's North Island), then northward to pass between Fearn and Conway Islands, past Fiji and Rotuma Reef, and continued until the Ellice Islands were sighted. On 21 March when she was about 425 miles WSW of Tuvalu, the wind failed and steam was raised. She then headed NW and arrived at Ponape Island (6°52'N, 158°21'E) in the Caroline group on 1 April 1865.

There were four American whalers inside the harbour (on the east side of the island). She entered the narrow entrance and anchored in it without showing her flag. The vessels now trapped were: the **Harvest** and the **Hector** of New Bedford, the **Pearl** of New London, and the **Edward Cary** of San Francisco. Four boats, each containing an officer and seven armed men, were sent to take possession of the prizes.

The most valuable articles taken from the prizes were their charts, which showed the whalers' routes and rendezvous. They also gave the key to navigating the Sea of Okhotsk, the Bering Sea and the Arctic Ocean.

Waddell spent twelve days at the island. He had some supplies removed from the whalers for his ship's use, then having had them towed onto the harbour shoals, allowed the impoverished islanders of the area to remove anything they wanted from them, including the coppering of the ships' bottoms. The islanders then burned them under Waddell's orders.

On 13 April, having raised steam and landed all the prisoners on the island, the **Shenandoah** headed eastwards to sea. Once well clear of the land the sails were hoisted and the course was set northward. Four days later she reached latitude 17°N with the Marianas lying to westward. Then for another four days she cruised between latitudes 17°N and 20°N, a favoured traversing

ground of the whalers, but found no quarry. Giving up the search, she again headed north.

At 43°N the weather became cold and foggy. The variable winds suddenly turned into a severe typhoon that battered the ship for ten hours before passing over. The course northward was then resumed, and on 20 May the Kuril Islands came into sight. By mid-morning the following day she had steamed into the

Sea of Okhotsk, where she again reverted to sail and ran northward along the Kamchatka coast.

On 29 May the whaling barque **Abigail** of New Bedford mistook the cruiser for a Russian supply vessel heading for the settlement of Okhotsk on the sea's north shore. Her master was flabbergasted to find that it was the **Shenandoah** that he had run into – he had lost his previous ship to the **Alabama**. He was three years into his present trip.

Waddell obtained a much-needed stove for his cabin from the **Abigail**. Also, her second officer agreed to act as Waddell's pilot to the whaling grounds.

After burning the **Abigail**, Waddell headed north until stopped by the ice, then along the northern

coast as far as Tauskaya Bay where he was again stopped by the ice. He then thought to head for Shantarskiye island, close to the coast of the mid-west side of the sea, but almost immediately was forced to turn south at 150°E by the ice, which was threatening to hem the ship in.

A notable aspect of the running of the ship was the consideration given to the welfare of the crew, not a common feature of seafaring life at that time.



Commander James Iredell Waddell, CSN

Courtesy Wikimedia Commons

Waddell had on board a surgeon, Mr Lining, and a doctor, Dr McNulty. Both were charged with laying down a regime to maintain the crew's health and wellbeing.

The men were to be adequately clothed at all times; they were to keep dry at all times; they were to stay within the confines of the accommodation unless their duty required them to be in the open; and they were to drink extra rations of hot coffee and grog frequently, and at regular intervals.

Both doctors inspected the food of the crew before and after it was prepared to ensure that it was wholesome, well cooked and of sufficient quantity; and hygiene and sanitary conditions were also maintained to a high standard.

By now, all the braces, blocks, running gear and sails were coated in up to two inches of ice. The men were sent aloft with billets of wood to dislodge it. Most of what fell on the deck was put in to the tanks and casks, and provided several thousand gallons of fresh water.

On 14 June **Shenandoah** left the Sea of Okhotsk along the 50°N parallel to the south of Paramushir Island, entered the North Pacific, and headed NE toward the Bering Sea. The passage into the Bering Sea was to the east of the Commander Islands (Bering and Medny), off the south east coast of Kamchatka, and the most westerly of the Aleutian islands, Attu. However, fog settled down for two days and navigation was by dead reckoning. When land was sighted briefly about five miles distant on 16 June, she was immediately put under steam to turn her off the land, which proved to be Copper Island (modern-day Medny Is.). Her position was thirty-seven miles west of her reckoning. In the afternoon she entered the Bering Sea under steam.

Off Cape Navarin (on the NE coast of Siberia at 67°16'N, 179°7'E) on 21 June, blubber was sighted carried on the current setting to the northeast. Waddell knew that whalers must be 'cutting out' to the southwest, and he had steam raised. He soon came upon two whalers: the **William Thompson** (the largest whaler out of New Bedford) and the **Euphrates**, also of New Bedford. Both were burned after removing the crew and the nautical instruments. Another sail was sighted immediately, but turned out to be the British vessel **Robert L. Towns** of Sydney.

The following day five vessels were discovered. The first was the **Milo** of New Bedford. Flying the American flag, Waddell hailed her and invited her master on board with his papers. Once on board, he was very disconcerted to find that he was a captive of a Confederate cruiser. He had assumed that he was being approached by a telegraph vessel reported to be laying a cable between Russian America (now Alaska) and Siberia. Asked what news he had, he told Waddell that the war was over, but had no proof.

Milo's master agreed to be bailed in the sum of \$50,000, and to take on board all the prisoners then held on the **Shenandoah**.

While these discussions were taking place, two more sail were sighted, each about a mile apart, but signalling to each other. **Milo's** crew was immediately ordered to the **Shenandoah** to prevent the **Milo** escaping, then the cruiser gave chase to the other two, which attempted to escape into the ice floe.

A shot across the bow of the farthest one brought her up, and a second shot enticed her out of the ice. She was the **Sophia Thornton**, whose master and officers were ordered aboard the cruiser.

Meanwhile, the other vessel was heading off toward the coast of Siberia, and Waddell gave chase. This was the fast barque **Jerah Swift**, and it was three hours before she was within gunshot range. This threat brought her to a standstill, and when boarded all hands were found to be on deck with their belongings waiting to be taken off. They were all put aboard the **Milo**, which was then directed to make for San Francisco.

The fifth vessel, the brig **Susan Abigail** of San Francisco, was not taken until the day after, 23 June. She had been trading with the native Indians for furs and whale bone in exchange for bright clothing, tobacco and whiskey. She had on board California newspapers containing a number of despatches. Some of these said that the Southern Government had moved its headquarters from Richmond to Danville, and that President Davis had announced that the war would be carried on. Waddell acted on that report.

In fact, the war had been over since 26 April 1865 when the last Confederate troops, under General Joseph E. Johnston, surrendered to General Sherman at Durham Station, N.C. – the day that Waddell had headed north after giving up his patrol between latitudes 17°N and 20°N.

By now the **Shenandoah** was off the island of St Lawrence, some 160 miles south of the Bering Strait, near its western tip – the present-day settlement of Gambell. The native Esquimaux came out in numerous canoes to trade furs and walrus tusks with the crew, but this activity was short-lived. On 24 June the **General Williams** of New London was chased, captured and burned. The tally now stood at twenty-one.

Two days later, six vessels were captured, five of which were burned: the barques **William C. Nye**, **Nimrod**, **Catherine**, **Isabelle** and **Gypsy**. The sixth, **General Pike**, had lost her master and the mate asked that she be ransomed as this might persuade her owners to give him her command for having saved her. His plea was granted, and all the prisoners from the others were put aboard her and she was sent to San Francisco.

The largest and final haul was about to be realised. **Shenandoah** was under sail with a head wind when a fleet of eleven sail was sighted to windward, and a good way off. The funnel was lowered, and the fleet was followed at a discreet distance throughout the day and night. At 10.30 a.m. on 28 June the

wind had ceased and the fleet had gathered in East Cape Bay (at the eastern end of St Lawrence Island).

Hoisting the American flag, the **Shenandoah** steamed into the bay. Five boarding boats were being readied when the mate of one of the whalers, the **Brunswick**, arrived alongside. Still unaware of the cruiser's identity, he said that the **Brunswick** had struck ice a few hours ago and was holed in the bow twenty inches below the waterline, and needed assistance. But by now, the **Brunswick** had heeled over.

The Confederate flag was now hoisted, and ten of the vessels there lowered their flags immediately. On the one that did not, the barque **Favorite**, the master was found to be extremely drunk.

Of the eleven vessels, nine were burned: **Hillman**, **Nassau**, **Brunswick**, **Isaac Howland**, **Waverly**, **Covington**, **Congress**, **Martha** and **Favorite**. The **Nile** and the **James Murray** were ransomed. The master of the **James Murray** had died and his body was being kept in a barrel of whiskey for burial on shore. His wife and children were on board, and Waddell promised that no harm would come to them. A total of 336 captured crew members were sent off with the two ransomed vessels.

Waddell now took **Shenandoah** northward through the Bering Strait, away from the destruction he had wrought, intent on finding more targets. No more would be found.

Sailing through snow and an increasing number of icebergs, she got to 66°40'N, just on the Arctic Circle, and barely north of the strait, when the sea ice started to close in around her. Waddell turned her about and, with careful manoeuvring under steam, reached the Diomedes Islands at the narrowest part of the strait just as the ice closed completely behind him. He now headed south via St Lawrence Island to the Aleutians.

With a fine NW wind blowing he reverted to sail, but soon afterwards a very dense fog came down. She then ran into pilot ice, and had to be warped out into an open channel using grappling irons. The fog persisted for another two days, and the **Shenandoah** was steered south on the prescribed course by dead reckoning. Waddell judged it better to sail on rather than heave-to and risk drifting off course completely. His judgement proved sound, and on 5 July he found the middle of the channel into the North Pacific that he had been steering for, without mishap.

Once clear of the Aleutians the weather became clear and warmer. She was now steered for the Californian coast, which she ran parallel to toward San Francisco. Waddell had obtained information that the town was defended by a single ironclad under the command of a former shipmate, Charles McDougal, whom he knew to be fond of an easy, quiet life. He had hatched a scheme by which he was going to enter the harbour after dark, ram the ironclad, then put a

boarding party on board to immobilise her. He then planned to train his guns on the town and do it mischief.

However, thinking it wiser to gather further intelligence first, he fortuitously, on 2 August, chased the Liverpool barque **Barracouta**, recently out of San Francisco. She was stopped and Waddell was given proof that the Confederate Government was now defunct. The following is an extract from the Shenandoah's log book by the officer of the watch, Lt. D.M. Scales:

'Having received by the British bark **Barracouta** the sad intelligence of the overthrow of the Confederate Government, all attempts to destroy the shipping or property of the United States will cease from this date, in accordance with which the First Lieutenant Wm. E. Whittle, Jr., received an order from the commander to strike below the battery and disarm the ship and crew. D.M. Scales.'

Having now travelled over 40,000 miles without serious mishap, Waddell did not favour the idea of surrendering and decided that he would run a possible gauntlet of Federal ships trying to locate him, and try to reach a European port – albeit that that would entail sailing something like 15,000 miles.

The ship had a very good run down to Cape Horn, passing several American vessels heading westward en route, but without being challenged. By the time she reached Cape Horn she was becoming noticeably slower, which was attributed to the poor condition of the bottom coppering, and fouling thereon. Nevertheless, because of the very fresh NW wind on the pacific side of Tierra del Fuego, she ran at something over 15 knots for some hours before doubling the Cape. Passing round to its eastern side on 16 September, she headed into a NE gale, amidst large icebergs and slabs of sea ice.

She was again without observations for some days, but was again kept on rather than heaving-to as, with an easterly current and in gale-force winds, it was considered prudent that she kept her course at a speed of at least five knots.

Keeping to the east of 30°E longitude, she crossed the line on 11 October, and in latitude 10°N got in to the Northeast Trades, which she was running out of by the afternoon of 25 October.

It was then that a sail was sighted running on a converging course. It not only appeared to be a steamer, but a man of war⁵. This alarmed Waddell, who dare not alter course for fear of arousing suspicion and being challenged. He tried to slow the **Shenandoah**'s progress by lowering the propeller, and by dragging a looped hawser astern, but by nightfall they were only about three miles apart.

As soon as was prudent, he had steam raised and turned her head south, then ran her east for about fifteen miles before heading north again. Now about

500 miles SE of the Azores, she had sailed about 100 miles on this course when a strong SW gale hurried her to within 700 miles of Liverpool.

On 5 November, 1865 the **Shenandoah** entered the St George's Channel, 122 days after leaving the Aleutians astern, and then sailing something over 17,000 miles; an average of about 140 miles per day. The Liverpool pilot boarded just before midnight.

In all she had covered some 58,000 miles of ocean. She had captured thirty-eight American ships, six of which had been freed under bond, and thirty-two destroyed. 1,053 crewmen were taken, none of whom were injured, let alone killed. All were allowed to take their personal belongings with them. During her fifty-four weeks in commission no serious injury occurred to her crew, but two men died of illness.

In the capture of all the ships, no complaint was made that plundering had taken place, except that stores and supplies to replenish her own depleted stocks were taken. What was otherwise taken from them was some thirty-odd chronometers, and an assortment of nautical instruments and charts.

However, the anger of those whose ships were destroyed would be difficult to describe. Some had laboured at sea for upward of three years, in appalling conditions, and often working up to twenty hours a day for days on end when catching, 'cutting out', rendering down, and barrelling oil. Whether they eventually received adequate compensation from the Federal Government is not known. Claims were submitted for almost 6.2 million dollars; assessors put the amount at about 1.15 million dollars.

At 6 p.m. on 9 November, a telegram was received by Captain Paynter from London to say that those of the **Shenandoah**'s crew who were not British subjects would be paroled and free to leave. The Rock Ferry steamer **Bee** was put at his disposal and he proceeded on board the **Shenandoah**. The crew was mustered, and the roll called, each man being asked his nationality. Most claimed to be Southern states citizens; none said they were British; some were.

In farewell, they cheered Commander Waddell to a man, and he responded by complimenting them on their service under his command. All were then taken on board the **Bee** with their belongings, and thence to the landing stage at Liverpool.

The total expended in the purchase and the running of the **Shenandoah** during her cruise was recorded as £53,715/10s/9d.

Aftermath

Having been taken into the Herculaneum dock in Liverpool, an attempt to take the **Shenandoah** to the United States under Captain Freeman and an American crew failed due to very adverse weather that winter. She was sold in April 1866 to the first Sultan of Zanzibar for £17,000, and renamed **El Majidi**,

and for a while was used as his yacht, but then became a general cargo carrier between Zanzibar and Oman.

During a hurricane on 15 April 1872, she was washed ashore on Zanzibar and badly damaged. Refloated by a British salvage company and patched up, she was towed to Bombay and repaired. She was subsequently lost: either in the Mozambique Channel, or off Socotra Island. Both the date and location of her loss are still not established.

Waddell was allowed to return to the United States, which he did as captain of the merchantman **City of San Francisco** of the Pacific Mail S.S. Co. in 1875.

He settled in Annapolis, Md., and at the age of 60 was appointed Commander of the Maryland State Oyster Police Force. Oyster poaching on an industrial scale was then taking place in Chesapeake Bay. Equipped with a steam launch armed with two cannon and crewed by ten riflemen, Waddell's command proved a very effective deterrent. He died in office, 15 March 1886, aged 62.

James D. Bulloch was not granted amnesty. He remained resident in Liverpool with his wife Harriet and their four children, but is reported to have secretly visited the Roosevelts in New York, and they paid him visits at Liverpool. It was, indeed, Theodore who persuaded him to write his account of his time as the Confederate Agent in Europe.

Bulloch became a successful cotton importer and broker, living at various addresses in Liverpool. In the later years of his life he lived at 30, Sydenham Avenue, Sefton Park. On 7 January 1901 he died at 76 Canning St., Liverpool, the home of his daughter Jessie and son-in-law, Maxwell Hyslop, with whom he had lived for the last two years of his life (Harriet had pre-deceased him, 3 July 1897). He is buried in Smithdown Road (officially, Toxteth Park) cemetery, Liverpool. The inscription on his gravestone reads:

‘An American By Birth, An Englishman By Choice’

His half-brother, Irvine S. Bulloch (born 25 June 1842), was on the **Alabama** when she was sunk by the U.S.S. **Kearsarge**, and is credited with having fired the last shell of that engagement. Aged twenty-two, he sailed on the **Shenandoah** as Acting Sailing-master. He, too, was denied amnesty after the war and remained in Liverpool, and entered the cotton importing firm with brother James. He died at his home, 1 Sydenham Avenue, Sefton Park, 14 July 1898.

End notes:

¹ At the start of the war, the South, being a largely agricultural economy, had no machine shops, yards, shipwrights, or material-producing capacity to build the kind of vessels that were urgently required in time of war. The Union, however, had four fully functional dockyards on the Atlantic coast: Portsmouth,

Boston, New York and Philadelphia, as well as an engineering-based manufacturing industry. Nor did the South have any vessels with an offensive capability: its only armed vessel was the **Sumter**, a converted merchant ship.

² On 14 January 1865, Commander Sinclair was drowned, along with 46 others, when the new blockade runner **Leila** (named for his wife) was lost in a storm as she headed outward past the Mersey Bar bound for Bermuda.

³ In 1865 the **Laurel** became the **Walter Stanhope** of the Goole Steamship Co. until 1880. In 1881 she was listed under the same name in the ownership of W. Cawthorne of Goole, then in 1882 as the **Niobe** in the ownership of J & P Hutchinson of Glasgow. For the year 1887 she was given as owned in Bordeaux, then she reverted to J & P Hutchinson. On 28 November 1905, she was in collision with Booth's **Gregory** in Le Havre Roads, and sank.

⁴ Soon after Waddell left Tristan da Cunha, a Federal gunboat, the **Dacotah**, called there. It took off those left there by Waddell and, probably being told of Waddell's destination, made for Capetown.

⁵ Waddell was later told that the vessel was probably U.S.S. **Saranac**, a paddle-driven steam sloop, Captain Walker, which was patrolling at that time specifically to apprehend the **Shenandoah**.

Acknowledgments and sources consulted:

The greater part of the material of this article has been derived from the accounts written by the two principals directly involved in the events recorded:

Bulloch, James D., (1883), *The Secret Service of The Confederate States in Europe*, and

Waddell, (1885), James I., *The Memoirs of James I. Waddell*

Clyde-built Ships database

Google Earth,

The invaluable Gore's Liverpool Directories

Illustrated London News – 1865 for the engraving of the Shenandoah

Liverpool Mercury, 7 – 10 November 1865

New Zealand Herald, 1863/64

Wikipedia

Wrecks of Liverpool Bay, The, Chris Michael

Writing for the Bulletin

Articles for possible inclusion in the Bulletin are always welcome and should be sent to the Editor at the address given on the inside front cover. A good length is about four to five A4 close-typed sheets, but letters and short 'fillers' are always welcome .

.... and Reading the Bulletin

Council were delighted to receive a significant number of favourable comments from Members renewing their subscriptions, which included:

"It is a pleasure to be a member of your Society and shall continue to be for many years to come" DL

"The 'Bulletin' excellent and well produced" MW

"The maintained level of subscription much appreciated!" JG

"Thank you and your Committee for their endeavours to produce the excellent publication, the 'Bulletin'" NO

The **Menestheus** - the Floating Brewery

The Blue Funnel liner **Menestheus** was converted into an 'amenity ship' in 1945. A naval detachment and a Royal Marines Band joined the ship at Vancouver in December 1945 and the **Menestheus** arrived at Yokohama in January 1946 to join the 'Fleet Train'. She was the only floating brewery in the world and was capable of brewing 1,800 gallons of beer daily from distilled sea water.

Lt. Commander George Brown, a professional brew master from Burton-on-Trent, was in charge of this operation and over half a million pints were sold to the men of Royal Navy. The **Menestheus** was also equipped with a theatre and cinema, and a revue company of sailor artists gave a two-hour show called 'Pacific Showboat'.

The atomic bomb and an earlier than expected end to the war made the **Menestheus** redundant as a floating 'Fleet Club', and she returned to the UK in July 1946, and rejoined the Blue Funnel Line in 1948.

Highlights in my Career

as an International Maritime Lawyer

By Captain Peter Murphy

My paper is about tenacity – a vital attribute for success in both of our professions – that is both for professional Seafarers and for Lawyers. There is luck of course, but that is incidental to an enquiring mind.

“Under conditions of secrecy in a windowless room at Scotland Yard, victims could inspect the notes about them.

As the actress Leslie Ash and her husband Leslie Chapman read Mulcaire’s references to them, they accidentally discovered that the News of the World had targeted Leslie Chapman, (not Leslie Ash using her husband’s surname), but the father of the 2 murdered children killed at Soham in 2002.

For weeks in 2002, the disappearance of Holly Wells and Jessica Chapman, (they were murdered by the local school caretaker Ian Huntley), had horrified the public.

Charlotte Harris, the couple’s lawyer, who was present recalled, “Leslie Chapman’s papers were in front of us and the police were saying of the address ,”Yeah well its’ Fulham ain’t it.”

But the postcode was not Fulham and being familiar with Mulcaire’s handwriting, the lawyer said “It doesn’t say ‘Fulham’ – it says Soham....”

And this then lead on to the ever sickening trail of enquiry that eventually brought the Murdoch Empire crashing down...”

My introduction to the law from being a Superintendent at the Port Botany Terminal was the Nomad Aircraft case – the Australian built “short take off and landing” (“STOL”) aircraft. Built by the Commonwealth aircraft factory, it had been designed for great things with target markets both in Australia and South East Asia.

But there had been a number of unexpected failures of the tailplane mechanism that had led to crashes and fatalities in Australia, Indonesia and New Guinea. It was a classic “Product Liability” claim – the largest ever to go to the Federal Court at that time.

In part due to the enormous volume of paperwork involved and the consequent legal costs, the case settled without ever going to trial.

My next large case was the grounding of the vessel **TNT Alltrans** on Lady Musgrove Island in the Capricornia Group off the Barrier Reef on 24 March 1985 at approximately 0340. The Court of Marine Enquiry was chaired by a well known Federal Court Admiralty Judge and there were some amusing moments in what was otherwise a serious exercise.

By a fortuitous coincidence, the Master of the vessel had written night orders in the book that evening – after a lapse of some 8 weeks.

The Lookout, when questioned about the proximity of the lighthouse on Lady Musgrove to the vessel's bow, which had all but ploughed it down, advised the court that , "he thought it was getting a bit close!"

Evidence was given supported by the engine room readout, that the vessel had been aground for some 20 minutes, with the engines at "Full Ahead."

It was only when the 4- 8 watch came to the bridge, that the Chief Officer sized up the situation and commendably put the engine telegraphs to stop. A subsequent search of the vessel found the second mate, on watch at the time of the grounding, asleep in his bunk two decks below the Bridge.

Expert evidence by a psychiatrist called by the Court, was given in relation to allegations of drinking on board the vessel. One AB having given evidence to the Court that it was his usual practice to consume a "Slab" (twenty four cans of beer), before breakfast, had the Court looking rather aghast and the psychiatrist was asked to provide his expert opinion into the culture of drinking and its possible effect on the operation of the vessel.

When questioned by counsel assisting the Board of Enquiry, the psychiatrist gave the following evidence:

"Anyone who consumes 2 standard drinks or more a day is in danger of becoming an alcoholic. Anyone who needs 2 or more standard drinks a day is an alcoholic....!"

That evidence being given after the lunch adjournment had the full attention of the Bench.

Towards the end of the Court of Enquiry the Master, developed a tumour on his spine and he was hospitalised. He confided in me that he had written the night orders after the event – something which had been clear to me and others from the start.

Subsequently the Court found that although the Master had misled the enquiry, it had not materially affected its outcome.

Maritime Law is a truly fascinating subject and it has through the years played a major part in the evolution of jurisprudence.

So many legal principles have been developed and distilled from our profession, many from incidents on ships in Australia. For example, the formulation of "Damages for pure Economic Loss," from the case of *Caltex v the dredger Wilhelmstad*, where the dredger cut the underwater pipe line in Botany Bay, preventing the transfer of product from Banksmeadow terminal to the Refinery.

The famous cases of the "Wagon Mound Nos. 1 & 2," whereby the vessel **Wagon Mound** leaked furnace oil at a wharf in Sydney Harbour and some cotton waste became embroiled in the oil on the surface of the water. Sparks from welding taking place nearby ignited the oil. The ensuing fire rapidly spread causing destruction of some nearby boats and the wharf itself. This case founded the "remoteness of damage" test based on foreseeability and

regardless of whether the full extent of the damage was foreseeable or not, that the luckless Defendant was nevertheless liable for the lot!

Shipping cases have been in the vanguard of many key legal principles including the doctrine of “Forum Non Conveniens”, a method of “Forum Shopping” or attempting to have your case heard in a jurisdiction favourable to the outcome desired by your client.

The **Oceanic Sun** was a Greek flagged liner cruising in the Greek Islands. Whilst clay pigeon shooting from the fantail on the aft deck, an activity organised by the vessel and with guns supplied by the vessel, one of the passengers, a Mr Fay, was severely injured when the gun he was firing discharged into his stomach.

We were instructed by the vessel’s owner to defend the claim and as a first step we opposed the jurisdiction of the NSW Supreme Court.

We were unsuccessful as notwithstanding that an injury may be suffered outside of NSW, (ie in another State /Territory of Australia as well overseas), if pain, suffering and distress from that injury occurs in NSW, then the NSW courts have jurisdiction.

Mr Fay was a Vet and it was clear that he would be entitled to a large sum in damages from any award of the NSW Supreme Court – far more in fact than would be likely to be awarded by a Greek Court.

We sought to have the question decided by a Greek Court on the basis of the doctrine of “Forum Non Conveniens”. The leading world case at that time, was *Spiliada Maritime Corporation v Cansulex Ltd*, concerning a vessel that had caught fire in British Colombia whilst loading sulphur.

Hitherto Australia had followed the principles of “*Spiliada*”, which had been decided by the House of Lords in England.

We argued that based on the principles of “*Spiliada*”, that Greece was a “more convenient” forum and that there were a number of factors that clearly militated against the case being heard in NSW. These included that:

The ship was Greek, the accident took place in Greek waters, the crew and medical staff – all potential witnesses were Greek and domiciled in Greece or Europe. It would be prejudicial to our client, we argued, to have to bring all of these people here to Australia for what undoubtedly would be a lengthy trial. We were unsuccessful in the Supreme Court of NSW and so we obtained Special Leave to go to the High Court.

But in a very narrow decision against us, the majority of the High Court, refused to follow “*Spiliada*”, holding that for an argument of “Forum Non Conveniens” to succeed in Australia now, it was necessary not to show that there was a “more convenient” forum elsewhere, but that Australia (more particularly in this case NSW), was an “inconvenient” Forum – a much more difficult onus to satisfy.

One of the outstanding cases in which I was fortunate enough to be intimately involved, was the sinking of the Russian Liner **Mikhail Lermontov** off Cape Jackson at the mouth of Marlborough Sound in the South Island of New Zealand in February 1986.

No alteration of course could have been subject to greater forensic examination than the last 4 minutes of that fatal turn to port made by the **Mikhail Lermontov** and to make matters more complex, every clock on board the vessel told a different tale.

One trait that I consider is vital for a lawyer to possess is an inquisitive mind and never to take anything at face value.

Two matters from the **Mikhail Lermontov** case are indelibly printed on my mind. The first was the transcript from Wellington Radio of the emergency just before the sinking of the vessel in Gore Cove. The transcript stated that Captain Vorobeyov, the Liner's master, had declined assistance.

However in discussions with the ship's bridge crew, including the helmsman Mr Gusov and Captain Melnik, the Staff Captain, they were insistent that the Master had called for assistance. We called for the original recording from Wellington and together with a voice recognition expert we listened, whilst meticulously checking the written transcript against the spoken words. We found many admittedly non-contentious errors, but after listening and re-listening to the crucial passage, we discerned beyond any doubt that the Master had indeed requested assistance and the transcript was wrong.

The second matter concerned the whereabouts of the Second Officer, who was navigating and charting the ship's position at the time. The Harbour Board as the employer of the Pilot, sought to argue that the vessel had in fact grounded, but that the Master had failed to drop the anchors in time and she had slid off into deep water.

It was vital to provide evidence from the navigator who had been marking the ship's positions on the chart at the time. The allegation was that the Second Officer had erased the position where the ship had grounded.

Our Russian colleagues at the Baltic Shipping Company denied that they could find the officer concerned – indeed they told us that he was no longer working with the company. We suggested that the KGB might be able to assist us, but they said that they had already pursued that enquiry.

In discussions with the Russian crew, quartered in Sydney for the Trial, we were told that they believed that the man concerned was still employed by the company.

Calling for crew lists of all of the Baltic Shipping Company vessels. to our surprise, we found the very man. He was serving as second mate on a Baltic Shipping Company Ro Ro vessel, which was about to leave Adelaide, in South Australia.

Through the embassy in Canberra, we managed to get him to Sydney to the Trial and his evidence proved vital to show that the vessel, although it had

come close to grounding, had not grounded and the position where it came to rest was too deep to drop the anchors in any case.

Sometimes it is a matter of luck – always however it is a matter of forensic tenacity that wins in the end.

To illustrate this need for forensic tenacity, in the face of overwhelming evidence to the contrary, I can do no better than give the example of the case of the Japanese fishing trawler allegedly caught fishing in Australian coastal waters off Norfolk Island.

Coastal command had shadowed the trawler for some time, taking detailed photographs and using heat seeking radar images. The aircraft ordered the trawler to proceed to an Australian port “under arrest” for illegal fishing. Unfortunately the surveillance aircraft ran low on fuel and was forced to return to base. Instead of continuing on its course to Australia, the trawler turned and ran for home.

One of the central points of the case was the evidence of the surveillance aircraft that the port smoke stack – there were twin smoke stacks within a goal post framework on the after deck – was emitting heat and smoke.

That in turn indicated that the trawl winch was operating or at least had power to it – something the Japanese fishing company denied.

I was in Bangkok at the time on another shipping case, when I was briefed by the Japanese fishing company and asked to fly to Canberra to meet with the Japanese clients and then the Attorney General’s Department. We also met with officials from the Fisheries Department in Canberra, after which I flew to Southern Japan arriving shortly after the trawler had berthed.

Taking evidence through an interpreter, both the Master and the Fishing Master denied that the trawl winch was being used or that it had power to operate it at the relevant time.

We examined the “as built” plans of the vessel, which clearly showed the division of the exhausts – the starboard exhaust for the main engine and the port exhaust for the trawl winch.

Even though it was a breach of Australian Fisheries Law for a foreign flagged vessel to traverse coastal waters without stowing all fishing gear out of sight and off the deck – a breach which the Japanese did not deny, they alleged that they were only cleaning their equipment and not fishing. An agreement had been reached between the Japanese fishing company and the Australian Government that the vessel’s engines would not be operated until the investigation had been concluded and as such it lay against the wharf “dead ship.”

Together with the chief engineer, I climbed up the outboard side of the goalpost structure of the twin smoke stack exhausts and then traced the relevant exhaust, down through the casing and into the engine room, where it was obscured by what looked like a large void, with a steel bulkhead. Emerging

from the void, the exhausts lead down the port side to the trawl winch boiler and the starboard side to the main engine.

The shipbuilder's representative, present at the time at our request, advised that this was some sort of a coffer dam and that the design had been changed so that it was no longer required. The bulkhead appeared to be one piece of steel, without any visible manholes or cover plates. However, prising off the deck head abutting it, there appeared a very small cover plate.

Removing the cover and shining my torch up inside, I saw that in some inexplicable engineering volte face, the exhausts crossed within this large cofferdam. We had proved that the vessel had not been fishing and that there was no power to the trawl winch.

I prepared a detailed report with photographs and an amended plan of the exhaust system drafted by the shipyard and subsequently we petitioned the Attorney General for a "Nolle Prosequi" or "A stay of any proceedings", which was eventually granted.

Had I not decided to carry out such a detailed tracing of the exhausts, prosecution would have been inevitable. Even the builders of the vessel were unable to explain how the two exhausts had been crossed – let alone why! It is perhaps a slightly extreme illustration of the maxim "Never take anything at face value and always verify information for yourself." If possible, "beyond reasonable doubt" – the criminal standard of proof.

But if not, then certainly "on the balance of probabilities," or the civil standard of proof. Even in this sophisticated era of electronic media, the old legal maxim holds good:

"Find out the Facts and the law will take care of itself – if you only have time to find one or the other – then know your facts."

The Author:

Captain Peter Murphy has contributed significantly to raising the awareness to the decline in standards of international shipping and the plight of its seafarers, both in Australia and overseas.

He spent over 20 years at sea and has a British Masters Foreign Going Certificate. He served in numerous types of vessels, including general cargo, reefer, passenger liners, tankers and offshore supply vessels in an era on the cusp of containerisation.

Peter is an internationally recognised maritime lawyer, with over 30 years experience as a solicitor, barrister and consultant, practicing both in Australia, Europe and the Middle East. Through his work with the various organisations and committees, including the International Bar Association and the Inter Pacific Bar Association, he became a much sort after speaker at legal, maritime and aviation conferences both in Australia and overseas.

Book Review

Editor's note: this review, first published in Sea Breezes in 1973, gives an interesting view on some aspects of the ubiquitous Liberty ships.

Possibly no class of ship in maritime history has attracted more attention than the famous "Liberty" ships, built in the United States during the Second World War. Built on the basis of hoping to get at least one voyage out of them, they have lived well, and worked hard, and a considerable number are still around to tell the tale, as it were.

A new book recently published in the United State, "Liberty Ships, the Ugly Ducklings of World War II" by John Gormley Bunker, fills in much of the background of the careers of some of the Liberty ships.

I enjoyed reading Mr Bunkers volume, but both he and Rear Admiral John D, Hayes, U.S.N. (Retired), who wrote a forward, are less than fair to other books with their views on the apparent lack of published matter on the Liberty ships.

Another volume entitled "The Liberty Ships", subtitled "The History of the 'Emergency' Type Cargo Ships Constructed in the United States During World War II", L.A. Sawyer and W.H. Mitchell, published in 1970 and revised in 1973 is a standard volume as far as my bookshelf is concerned. A few years earlier there was a more chatty book on the subject by Stanley Bennet, also under the name "The Liberty Ships".

Mention of these books is made merely to keep the record straight. I do not for one moment imagine that any of these books individually tell the whole story of the 2,742 Liberty ships that were built in 18 shipyards.

Mr Bunker tells a good deal about the individual items of wartime activity of Liberty type steamers and there is an index so that one can trace items about individual ships.

The book is full of fascinating little items of history both war-time and post-war in origin. In writing of a post-war happening to a Liberty ship Mr Bunker helps by listing the former names of the ship, but he will confuse many people by listing the former names in reverse order to that followed in Lloyds Register.

The famous, or infamous, **Valiant Enterprise** which became a fixture at Colombo for years from 1960 onwards, when she was abandoned because of unpaid dues, was listed as ex-**Harold T. Andrews, Bassa, Spiro Makris, and Robertville**. It would surely have been better to follow an established pattern, but even so Mr Bunker has at least tried and the fact that all the former names mentioned are in the index does make the book useful for cross-reference purposes.

The author attributes a remark of the late President Franklin D. Roosevelt, who having looked at a profile of the design told Admiral Land, “She isn’t much to look at, is she? A real ugly duckling.”

I find this remark interesting. To my way of thinking the Liberty does at least look like a ship. She may be no beauty but ugly duckling does not seem to be the right description. Perhaps F.D.R might have had second thoughts, seeing the ships in the flesh, or in the steel, as one might say. His remark was based on



Valiant Enterprise ‘abandoned’ at Colombo as many will remember her.

Photo courtesy David Meare

just a profile drawing. I was always under the impression that the name ugly duckling applied not to the Liberty but to the C2 and C3 turbine ships of a later wartime class.

Admiral Land called them “the expendables” and in Mr Bunker’s view they were much maligned and misunderstood ships as far as a misinformed public was concerned. But the officers did have private cabins, and the crew slept three in a room. Gone were the days of the forecabin and the glory hole, and wonder of wonders, the ships were fitted with showers. This, in those days, was the ultimate in luxury.

Certainly the theme in all the books I have read about the Liberty type steamers did have the basic theme that they were an expediency which more than served a basic purpose. Mr Bunker adds much of the overall story of this famous class. There are still a lot of them around to underline just how good they were.

Postscript: The **Valiant Enterprise** was abandoned at Colombo by her owners in 1960 and placed under arrest. Sold to shipbreakers in 1966 but then she remained in port awaiting payment of port dues accrued over the years of abandonment. Eventually towed to a location 6 miles North of the port in 1967 and allowed to sink where she would not be a hazard to shipping. Photo taken from SS **Manaar** in early 1964.

Mauretania on the Mersey?

by L.N.R.S. Member Glyn L Evans

[Apart from being a Member of the LNRS and Honourable Company of Master Mariners Glyn Evans is also the author "The Maritime Art of Kenneth D Shoesmith" and "Dazzle-Painted Ships of World War I"]

An unfortunate error of judgement on the 14th April 1953 in the Menai Strait between Bangor and Ynys Mon [the island of Anglesey] brought about the wreck of the cadet training ship, HMS **Conway**. To avoid the 1941 May Blitz over Merseyside the ship had been moved to the Menai Strait having been previously moored in the River Mersey at a section of the river known as the Sloyne, off Rock Ferry slip, since 23rd June 1876.

One cadet in HMS **Conway** between 1906 and 1908 had shown early promise as a marine artist, making many sketches of his alma mater during this time. After serving ten years with Royal Mail Steam Packet Company, becoming Chief Officer of a ship coincidentally named **Conway**, he left the sea to take up painting full time. That he was successful can be measured by the fact that he was appointed a member of the Royal Institute of Painters in Water Colours and also a member of the British Society of Poster Designers. His name was Kenneth Denton Shoesmith, a name associated with some of the finest maritime travel posters and postcards of the 1930s.

In 1907, as a cadet, Shoesmith had witnessed the commencement of the maiden voyage of the Cunard liner, **Mauretania** from the River Mersey as she set sail for New York. She had been launched on 20th September the previous year into the River Tyne from the yard of Swan Hunter & Wigham Richardson. Being three feet longer than **Lusitania** she was then the largest ship in the world, retaining that title until 1911. The event made such an impression on Shoesmith that, much later, and making use of sketches he had produced in his cadet days, he painted a magnificent oil on canvas picture recording the scene [with artistic licence] that was exhibited at the Walker Art Gallery, Liverpool in 1933.

K D Shoesmith died six years later in April 1939 at the age of 48 after which his widow packed up the entire contents of his London studio and moved back to live in her native Belfast. When she died in 1974, the collection was taken over by the Ulster Museum, Belfast, where it resides in their archive storage facility, unseen by the public. Members of the LNRS may have witnessed Cunard's 175 year celebrations on the River Mersey and will also have worked out that next year, 2016, will be the 110th anniversary of the launch of **Mauretania**. Earlier this year the Merseyside Maritime Museum launched an appeal to raise funds to buy the original Swan Hunter builder's model of

Mauretania being sold at auction with an estimate of £50,000. In the event the bid was unsuccessful, the ship model being sold for a staggering £162,000.

In a letter to the Liverpool Echo, Janet Dugdale, a Director of MMM, said "We are hugely disappointed with today's outcome. Our intention was to bring **Mauretania** home to Liverpool.... The donations raised were fantastic and will be used to improve the MMM and its collections." It struck me that, with those funds available, the MMM could have the next best thing, that fabulous Shoesmith painting of **Mauretania** that also features a strong link with Merseyside's past, HMS **Conway**. Kim Mawhinney, Head of Art at the National Museums of Northern Ireland, has written to me to say "Of course we would consider lending the painting to the MMM. Such a pity the bid did not get the model. The Museum will need to contact us directly to request the loan at least six months in advance of them requiring it for exhibition."

This means action now if 2016 is to see the painting in Liverpool. I have already written to the Exhibitions Department of the MMM with the suggestion but it will need more than just my voice to make this a reality. I would hope that members of the LNRS will lend their voices to the appeal by writing to Janet Dugdale, Director, MMM. And, while we are at it, let us have not one but two Shoesmiths on display. I suggest the other [also stuck in Belfast's archive] should be of the Blue Funnel cargo liner **Ixion** at Shanghai.

....and at Weymouth!

There was a time in the 1930s when visitors to the Dorset resort of Weymouth discovered that the Red Funnel paddle steamer **Queen** had been replaced by an absolutely identical vessel called the **Mauretania**. What then had happened to the **Queen**, and how on earth had a little paddle steamer come to be given such a grand name as **Mauretania**, once borne by arguably the most famous Atlantic liner of all time?

The visitors' questions were soon answered. Nothing had happened to the **Queen** except that her identity had been changed so that the name **Mauretania** could be kept in reserve for the new Cunard liner being built at Birkenhead. Under this arrangement between Cunard and Red Funnel Steamers, the Wessex **Mauretania** returned to her modest identity in the summer of 1938 when Cammell Laird launched the new **Mauretania** for Cunard.

Samuel Cunard Before Fame

L.N.R.S. Member Gordon Bodey

*[Editor's note:- On Monday 25th May, 2015 the three Cunard liners **Queen Mary 2**, **Queen Elizabeth** and **Queen Victoria** were together in the River Mersey as part of the celebrations to mark the 175th Anniversary of the start of the inaugural, and epoch making, voyage of the s.s. **Britannia**, which sailed from Liverpool for Boston, Mass. on 4th July, 1840. By this time Sam Cunard already had a long, varied and largely prosperous career in ship management and ownership. It seems appropriate to reprint the following article which was first published in the Bulletin of December, 2008]*

A large number of accounts of the life and career of Sam Cunard begin in 1838 when the Lords Commissioners of the Admiralty issued circulars seeking tenders for a steam packet service to carry H.M. mails across the Atlantic. At this time he was already fifty-one years old and known to all as Sam. Indeed, it was to be 1859 when he was seventy-two years old, that he formally became known as Samuel on being made a baronet. This article is a brief account of the man, his background, and some of his business activities before he achieved world-wide renown as a steamship owner.

Sam Cunard's ancestors were Quakers of Dutch stock who arrived in America in 1683; but whether directly from the Netherlands or, as otherwise reported, from Wales, is not known. However, what is known is that the family settled in an area adjacent to the Delaware River in territory that is now part of Pennsylvania. The head of the family was Thomas Cunard who had two or more sons.

Legend has it that the said Thomas and his sons, while clearing or tilling their land, unearthed a large cache of gold coins, thought to have been a pirate's hidden hoard; a not improbable occurrence given that the numerous rivers and creeks that drain into the Delaware had provided havens for such people for many years previously.

Whatever the origin of the literally new-found wealth — and it would be difficult to attribute it to any other source in those distant times in what was then a subsistence farming area — it was to prove sufficient to purchase a small ship in nearby Philadelphia (itself only founded in 1681 by the recent convert to the Quaker faith of William Penn the younger). Thus was the start of the Cunard family's pre-steamship shipping business.

By 1775, Thomas Cunard's descendants were ranked amongst the most respected and prosperous families of Philadelphia. The shipping business, founded almost a hundred years previously, was now being run by Robert Cunard and his son Abraham and was trading successfully between the thirteen American colonies, Great Britain and the West Indies. However, the Cunard

family were United Empire Loyalists, and after the revolution such loyalists were expelled from the fledgling United States of America.

Robert Cunard was eventually convicted of treasonable activity and banned from United States territory. He decided to depart with his family to the British colonies to the north-east of New England, having had his business, property and money confiscated. The Cunards sailed from New York in the spring of 1783 on board a small vessel carrying many other like-minded people. This was one of a fleet of twenty vessels which sailed that day, similarly loaded, heading for the colonies of New Brunswick and Nova Scotia. In all some 50,000 people were to follow the same route.

Robert's son Abraham, then aged twenty-seven, also left with his parents, and in their company was Thomas Murphy and his family, which included his daughter Margaret, then aged twenty-five. Her presence was to prove fortuitous. Thomas Murphy was a shipbuilder from Charleston. S.C., and in pre-revolutionary days had built vessels to the order of the Cunards. The evacuees were landed at the mouth of the St John River, New Brunswick, and Robert Cunard took up a land grant near to St John. [The British Government, realising the potential value of the fleeing settlers' skills and experience, was to provide over a million pounds (a seemingly vast sum, but not so when averaged out) to feed, clothe and provide the migrants with land and lumber, so that they could establish themselves quickly in their new refuge]. Thomas Murphy, meanwhile, decided to set up home at the new settlement of Rawdon, some thirty miles north of Halifax N.S., whilst Abraham Cunard soon headed for Halifax.

Halifax had been established in 1749, and was already a thriving military and commercial centre, and was in the process of becoming one of the strongest naval and military bases outside Europe, and was to remain so until the main naval dockyard was run down and relocated to Bermuda in 1819.

Abraham arrived in Halifax as a very proficient carpenter and it was his skills as such that soon got him a job as a foreman artificer in the Royal Engineers' department at the Government lumber yard. His skills also enabled him to build his own house on a ten-acre land grant between the town and the naval base. On completion of the house he rode off to Rawdon to marry Margaret Murphy and then returned with her to Halifax. They were to have nine children: two daughters and seven sons.

Samuel Cunard was their second child and first son and was born on 21st November 1787. His only formal education consisted of three years spent at Halifax grammar school, although he apparently benefited from a good home-based education.

From quite early on Sam had a bent for the commercial life, which he soon used to turn to his financial advantage: small quantities of garden produce which he had grown himself he sold door-to-door, the profit realised then being used to purchase small parcels of items such as coffee and spices which were being

auctioned off by merchants at the wharves, and which were also sold by him door-to-door.

Among his other qualities, Sam was noted as being extremely persevering, assiduous in his application to any task he took up, and meticulous in mastering even the smallest detail of any subject that interested him. He also took great pride from early age in providing life's extras for himself by his own endeavours.

As a teenager Sam started his working life in the same lumber yard as his father and in 1804, at the age of seventeen, he was taken into his father's office for about a year; afterwards being sent to Boston to work in the office of a shipbroker friend of his father. He remained in Boston for three years, returning to Halifax just before his 21st birthday, first to become a trader, but soon entering into a shipping business with his father as Abraham Cunard & Son, trading to the Maritimes and U.S. east coast ports and to the West Indies. On the death of his father in 1823, the business became known as S. Cunard & Co. (although his father had retired in 1820).

The earliest record to hand of Sam's shipping activities on his own account dates from 1814 when he was twenty-seven yearsold. He took on a contract at his own risk to deliver H.M. mails on a monthly schedule between Halifax and Bermuda. A year later he included Newfoundland and Boston in the run, and did so most successfully.

Within months of the start of this successful venture he married Miss Susan Duffus, the daughter of John Duffus, then a prominent Halifax businessman, on 4th February 1815 (his grandfather Robert was then in his eighties, but travelled from St. John for the wedding). It is recorded that on Monday, two days later, his schooner **Margaret** arrived from Jamaica, and that Sam was at the wharf to superintend its discharge. Sadly, Sam was to become a widower with two sons and seven daughters to look after at the age of forty.

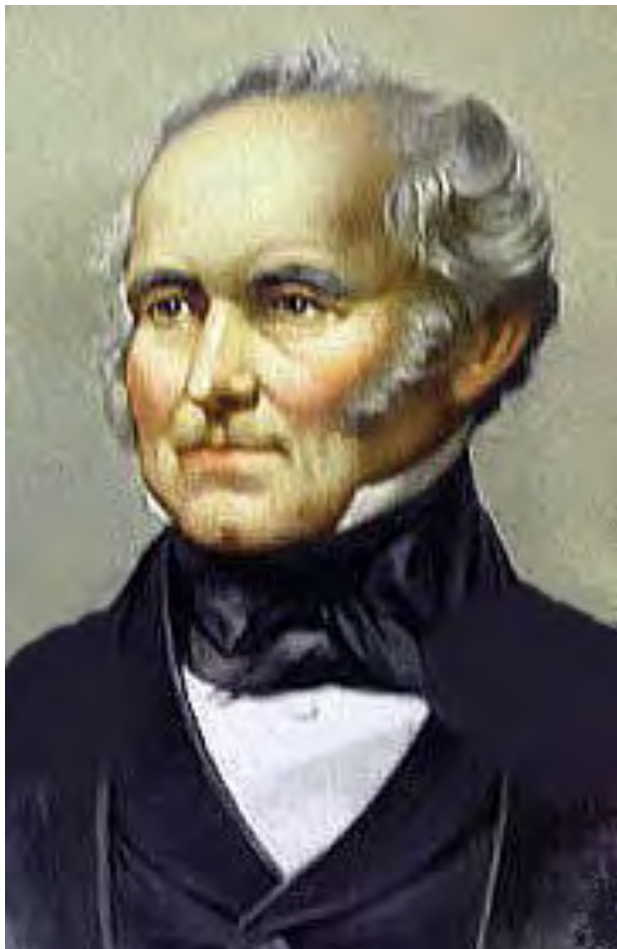
It is not known how many vessels in total Samuel Cunard had had a financial or commercial interest in before he gave himself over entirely to the British and North American Royal Mail Steam Packet Co. (the former title of the Cunard Steamship Company). He does not seem to have done this until at least 1853/54 – and then aged 67. However the following information has been derived from the **Atlantic Canada Shipping Project (Ships and Seafarers of Atlantic Canada*, by kind permission of Memorial University of Newfoundland) data which lists 108 vessels as being registered in his name between 1821 and 1853, of which 106 were wholly owned by him; the remaining two being half-owned. [Five of the entries are thought to be duplicates, given that their place and year of build are the same, and that their dimensions are very similar]. From these records, the largest number of vessels in his ownership in any one year was twenty-seven, and between 1826 and 1834 inclusive the average number was twenty-four.

The first vessels known to be wholly owned by Sam Cunard were registered to him as “Merchant” in 1821. These were the **Desired**, a schooner of 76 grt, built in 1811, and the **Mary Anne**, a brig of 98 grt, built in 1819. These vessels traded for him for four and three years respectively, but half of the vessels bought by him subsequently were purchased to sell on — principally to British registration. Fifty-one such vessels were bought and retained for a year or less, three more were lost at sea and one he had broken up. Thirty-seven of the vessels he owned in this category were either built to order, or bought off the stocks — eleven almost certainly from Lyle’s shipyard at Dartmouth Cove across the bay from Halifax. Cunard’s house-flag was a square sea-blue pennant with a large white star in the middle.

Of the fifty-one vessels apparently sold on, forty-five passed to U.K. registration, including fifteen each to Liverpool and London, the other six to Canadian ports. Nevertheless, many

vessels bought by Sam Cunard traded in his ownership for considerable periods, including twenty-two for five years or more and fourteen of them for over eight years; and the **George**, a schooner of 114 grt, traded in his name for twenty-two years until lost at sea in 1850.

Some vessels were engaged in failed whaling ventures. These had commenced under A. Cunard & Son, as early as the summer of 1817, with the brig **Rachel** which went aground and was lost on the coast near Belle Isle, Newfoundland. In January 1827, the newly completed **Pacific** – a two-deck ship – sailed for the whaling grounds in the South Pacific. She was away for three-and-a-half years but was not a success. Another of his vessels, the brig **Chebucto**, was employed in the 1820s under contract to the British Government as a fisheries protection vessel to keep American fishermen outside the three-mile zone.



Samuel Cunard Courtesy Wikimedia

S. Cunard & Co’s longest serving vessel was the **Pluto**, a steamer built at New Glasgow, N.S., in 1850 and registered to him in the same year. Of the vessels under consideration, this was the only one that was registered to him as ‘Shipping Co.’ rather than ‘merchant’. She is given as being of 37 grt with dimensions of 90ft x 18ft x 10ft. and was retained in the company’s service until broken up in 1876, eleven years after Samuel Cunard’s death. The largest of

the vessels owned on his own account was the **William Penn**, a ship of 826 grt; again owned for only a year from when she was built at Pictou in 1847 before being transferred to London registration.

Sam Cunard's interest in the Canadian side of his shipping business continued long after his entry into the transatlantic trade [although its management devolved to his second son ¹William when Sam moved to reside permanently in London in 1847]: he was to purchase twenty—three of his vessels after 1843, the majority of which were for selling-on, with only five trading for the company for longer than three years. Significantly no acquisitions are recorded between 1839 and 1843 – the period when he was wholly engaged in setting up the company (and struggling to ensure its viability) that was to become the Cunard Steamship Company.

Sam Cunard's earliest financial interest in steam propelled vessels occurred after his visit to England in 1831 where he made the journey from Liverpool to Manchester by the new steam train. He was thus already aware of the potential of steam propulsion when, in the same year, he and one or more of his ²brothers invested some money [there were 144 subscribers in all] in the project to build the p.s. **Royal William** at Quebec. This vessel's principal operations were to have been on the Pictou, N.S. to Quebec run, but it was decided to send her to London instead to be sold. In September 1833 she crossed the Atlantic from Pictou to the Isle of Wight in 17 days (but only part-time under steam power), convincing Sam that the future would soon lie in steam-propelled vessels.

In the catalogue of vessels under consideration, apart from the **Pluto**, Sam Cunard owned three steam/sail vessels: **Albion** (37 grt), built in 1835 at Pictou, purchased in 1845 and scrapped the same year; **Curlew** (321 grt), built at Dumbarton, Scotland in 1853, purchased the same year and lost off Bermuda in 1856; thirdly **Osprey** (178 grt), a two-deck vessel built at Port Glasgow, Scotland, in 1848, and purchased by S. Cunard & Co. in 1853, and which was to continue in company service until 1869 when she was transferred to St Johns, Newfoundland. In addition, and a seemingly anomalous purchase, there was the paddle steamer **Rose** (57 grt), built at Blackwall, England in 1832. She was lost at sea in the year of purchase, 1853.

In his pre-transatlantic steamship days, besides running his Canadian shipping business. Sam Cunard also acted as colonial agent for several British companies, including the Honourable East India Company whose **Countess of Harcourt** (Captain Delafons, RN) arrived at Halifax on 29th May 1826 with 6,715 chests of tea from Canton, the first of many such shipments to the Cunard wharf. [It was the East India Co's Secretary, James Cyrus Melville, who would later introduce Cunard to Robert Napier, the builder of his first transatlantic steamships]. Just six weeks after this event his brig **Susan**, schooner **Henrietta**, and mail packet schooner **Lady Ogle** were engaged in exporting tea to the West Indies

Also, Sam Cunard had extensive farmland holdings on Prince Edward Island and a direct interest in the mining business; and, in company with one or more brothers (as Cunard Bros), he held large tracts of forest around Chatham, N.B. on the Miramichi River for the felling and export of its lumber.

In the latter business (which, although doing an immense trade was badly managed), Cunard was competing with the strong and well-managed firm of Gilmour, Rankin & Co., based at Douglastown across the river from Chatham. It is not known how much business and politics were intertwined at the time but In the Northumberland County elections of 1839, Cunard Bros. supported the opposition candidate Williston, while Gilmour, Rankin & Co. supported the winner J.A. Street. During the election period a deal of argument involving the use of axe handles ensued between partisan employees of the two firms which led to two companies of troops being sent from St John to restore order.

It was the looming demise of his lumber business that drove Cunard across the Atlantic in 1838 to seek a resurrection of his fortune in the prospective transatlantic steamship business. Rightly gauging that this was the way shipping was about to develop, Cunard staked his future on it. However, his eventual success in this venture has been well chronicled in many other accounts of his post-1838 life and will not be repeated here. What is not usually written about Sam Cunard's early years in the Atlantic steamship trade is how precarious was his toehold, and how close he and the fledgling company came to financial disaster.

Prior to the steamship company becoming established financially, its owner was virtually insolvent (although for many years before that he was a wealthy man; at one point being worth an estimated £200,000). In 1841 he was at Prescott's Bank in London with regard to his financial predicament, and during his visit a process server arrived with a warrant for his arrest. It seems that his creditors, who had to this time been cooperative, had heard that he was about to abscond to America in order to reside outside the jurisdiction of the British courts and renege on repayment of his debts. They were alarmed enough to invoke the law.

Somehow Cunard became aware of his impending arrest and did literally escape by the back door. He made his way to Merseyside and persuaded James Gibbs to assist him to effect an escape to America (although not, as thought at the time, to escape his commitments). He was hidden at some place between Chester and Eastham and, on the night before departure, in a cottage at Shodwell near the river bank below Eastham [this was some 1¹/₂ miles north of Eastham and now long buried under the industrial area of Bromborough]. Gibbs' boatman rowed him well down river before the outward bound Cunard steamer slipped her moorings in mid-river. It was known that he would try to leave on this steamer and the writ servers stayed on board until all the moorings were off before disembarking. Ten minutes after getting underway and while the writ servers were still heading for the Liverpool shore, the steamer slackened speed

allowing Gibbs' boat to bring up on the port side and for Sam to scramble aboard. He reportedly had to effect a similar escape some time later – on this occasion off Holyhead.

How close the company came to dying in its infancy can be judged from the following notice that appeared in the Halifax, N.S. press:

April 11th 1842, Halifax

'The Bank of Nova Scotia has saved businessman Samuel Cunard's empire³. The Resident Director and Manager of the General Mining Association has been losing money on his timber tracts, his Prince Edward Island farmlands and his new steamers. The Bank has approved Cunard's application for a sizeable loan, but everything he owns is mortgaged. Two "keepers of his person" have been assigned to make sure that Cunard does not leave Nova Scotia without the bank's knowledge'.

The bank's decision to rescue him, although no doubt based on sound business criteria, may have been weighted a fraction by Sam Cunard's earlier association with establishment of Nova Scotia's first bank known as Cogswell's Bank, later as Collin's Bank and then the Halifax Banking Co.

Fortunately for British maritime commerce, the bank's business acumen and judgement were amply vindicated

Notes:

- ¹ Sam Cunard's eldest son, Edward, was the manager of the company's New York office for many years before succeeding his father on the latter's death on 20th April 1865 at the age of seventy-eight.
- ² Five of Samuel Cunard's brothers were also involved in shipping, but to a much lesser degree; only Joseph was involved to any great extent (and he had to be rescued from financial ruin at one stage by his brother Sam) and then as a trader of ships. Of eighty vessels bought and registered to him in the above period, seventy-five were transferred to U.K. registration within a year
- ³ The General Mining Association was formed by the creditors of the Duke of York to run the Albion coal mine (six miles from Pictou), which had been given to the Duke by his brother, George IV, to help solve his chronic debt problems. Sam Cunard was appointed its agent in January 1827.

Acknowledgements, Sources and References

Chronicle of Canada, Ed. E. Abbot

History of our Firm, A John Rankin

Directory of National Biography, O.U.P.

Life of Sir Samuel Cunard, a paper by Abraham M. Payne read to the Nova Scotia Historical Society, 28th March 1905

Samuel Cunard, Pioneer of the Atlantic Steamship, Kay Grant, 1967

The Early History of Steam Navigation

BY G. W Buckwell, WH. SC., Mem. Inst. Mar. Eng

From the journal 'Steamship', 1890

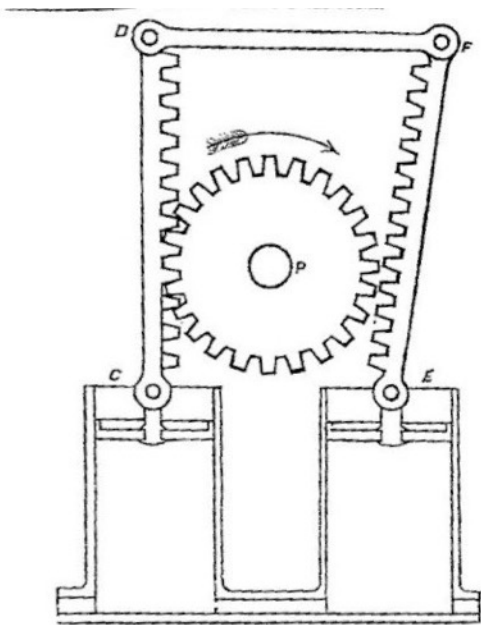
History repeats itself, hence historical narration never contains anything new; and with the marine engine in particular, it has been so dependent in its early stages on the improvements first effected on land, that a history of it is bound to include to some extent an account of the works of those inventors not in the least connected with it.

Leaving myth and vague notions out of the question, the first reliable attempt at steam navigation that we have any account of took place in 1543. On the 17th of June in that year, Blasco de Garay, a Spanish naval officer, exhibited before the Emperor and Court of Spain a vessel of 200 tons, which was propelled by paddle wheels at the rate of three miles an hour. The experiment took place at Barcelona, and various opinions have been advanced as to how the steam may have acted, but nothing certain is known, except that the moving force was derived from a boiler containing water, which was liable to cause an explosion; hence it may be concluded that either the boiler was weak through being of unsuitable form or material, or else that a comparatively high pressure of steam was used. Probably the engine was only a copy of Hero's on a much larger scale, that of Hero having been but a mere toy. The result realised by Garay was an entirely successful one, and he was rewarded by the Emperor, Charles V; but no further steps were taken in the matter, so his ingenious plan of navigation fell through for the time being. Forty-four years later, however, Paucerollus speaks of vessels driven by paddle wheels, thus indicating that the ideas of Garay had not been entirely forgotten.

During a period of sixty years in the seventeenth century – that is, from Ramsay in 1618 to Bushnel in 1678 – various inventors proposed the propelling of vessels without sails, and against wind and tide, but no practical results appear to have ever been attained. The names of Grant, 1632, and the Marquis of Worcester, 1655, are the best known of these enthusiasts, but taking into account their designs for land engines, it is exceedingly improbable that their marine engines were any improvement on Garay's.

The first actual inventor of a marine steam engine was Dr Denys Papin, a Frenchman, and a short notice of him will explain wherein his genius improved the water raising machines of his time, and developed them into actual engines. He was born at Blois in 1647, studied medicine at Augers University from 1662 to 1669, when he obtained his degree of Doctor. In 1671 he was appointed curator in the Experimental Laboratory of the French Academy, and in 1674 appeared his first memoir on "Vacuum," detailing his experiments made on that subject. From 1675 to 1679 he was in London, working part of the time as an assistant to Boyle, and part as amanuensis to the Royal Society; and Papin is

credited with the invention of the double air-pump usually ascribed to Boyle. In 1680 he was elected F.R.S., in 1684 appointed curator to the Royal Society, and twelve months later he turned his inventive genius to the improvement of the imperfect engines that were in use at that period. His chief inventions were a pneumatic engine for raising water, 1685; a vacuum engine for mine pumps, 1687; and a gunpowder engine for creating the vacuum, 1687 – each one being an improvement on the last. He was appointed Professor of Mathematics at Marburg University in 1688, where he improved his engine into a gunpowder and air engine, and finally in 1690 into a steam and air engine, or, as it is called in modern phraseology, an atmospheric engine. The top of the cylinder was open, steam being employed to raise the piston, then condensed to form a vacuum, when the pressure of the air on the top of the piston depressed it. To adapt this engine to the propulsion of vessels, he in 1691 proposed to use two cylinders (see below), the piston-rods being jointed to racks, arranged to gear alternately with a pinion on the paddle shaft. Both pistons rose and fell together, but on the upstroke the rack 'CD' geared with 'P', the rack 'EF' being out of gear, and on the down-stroke 'EF' geared with P, and 'CD' was thrown out of gear, thus making the motion continuous in the direction of the arrow. Papin was also the inventor of the lever safety-valve, the piston, and the flue boiler. In a sketch of his steamboat by Figuiet, the engine is represented as a Newcomen engine driving a pair of wheels of six floats each ; but this no doubt is imagination, as the "walking beam" was not invented till 1712, or 17 years



Papin's engine

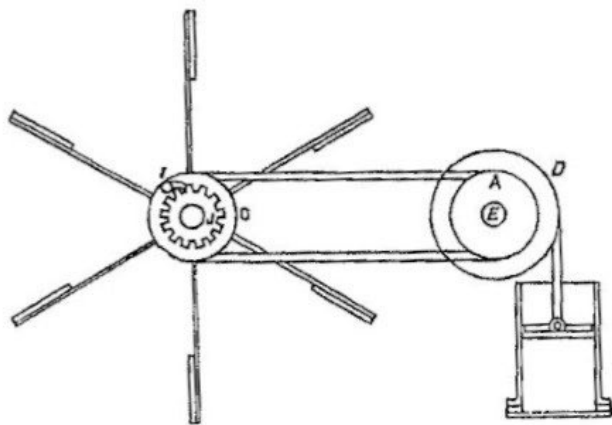
later; the method, however, of using the steam was essentially the same as that adopted by Newcomen. In fact, Papin seems to have been the experimenter, and Newcomen the practical adapter, only he did not devote his attention to the propulsion of vessels. In 1695 Papin was appointed engineer to the Landgrave of Hesse at Cassel, and in 1707 he built a steamer on the Fulda with the intention of taking it to London; but having to obtain permission of the river authorities to sail it beyond Hessian territory, and failing to do so, it was hauled up on the bank and broken in pieces by the river bargemen. It is often the fate of experimenters who do not succeed to be called dreamers, and Papin shared that fate.

Newcomen adopted Papin's ideas and was successful, hence he is spoken of as a great inventor.

In 1698 Savery brought into use the injection condensing spray, now known as the common jet or jet injection, only he applied it inside the steam cylinder,

as the separate condenser was not invented then. Previous to 1705 the cylinder had always stood on the top of the boiler, but in that year Newcomen separated them and kept them distinct; he also added the feed-pump to the engine. The steam and water taps were all hand-worked till 1716, when Humphrey Potter, one of the attendant boys, conceived the idea of connecting them to the walking beam, and Beighton in 1718 greatly improved this ingenious self-acting valve-gear.

Hooke in 1680, and Duguet in 1727, suggested the use of the screw-propeller, and in 1730. Dr Allen proposed a hydraulic propeller, a jet of water being forced through the stern of the vessel below the water level, the reaction thus moving the vessel ahead. To Allen is also due the conception of the tubular boiler and forced draught, but the only means at his disposal to carry it out was a bellows-blast. Allen's propeller was tried in a small boat on a canal, the pumps being worked by hand; but he suggested its application to a large steam vessel. The success was such that David Ramsey in 1738 patented the hydraulic propeller.



Hulls' engine and wheel

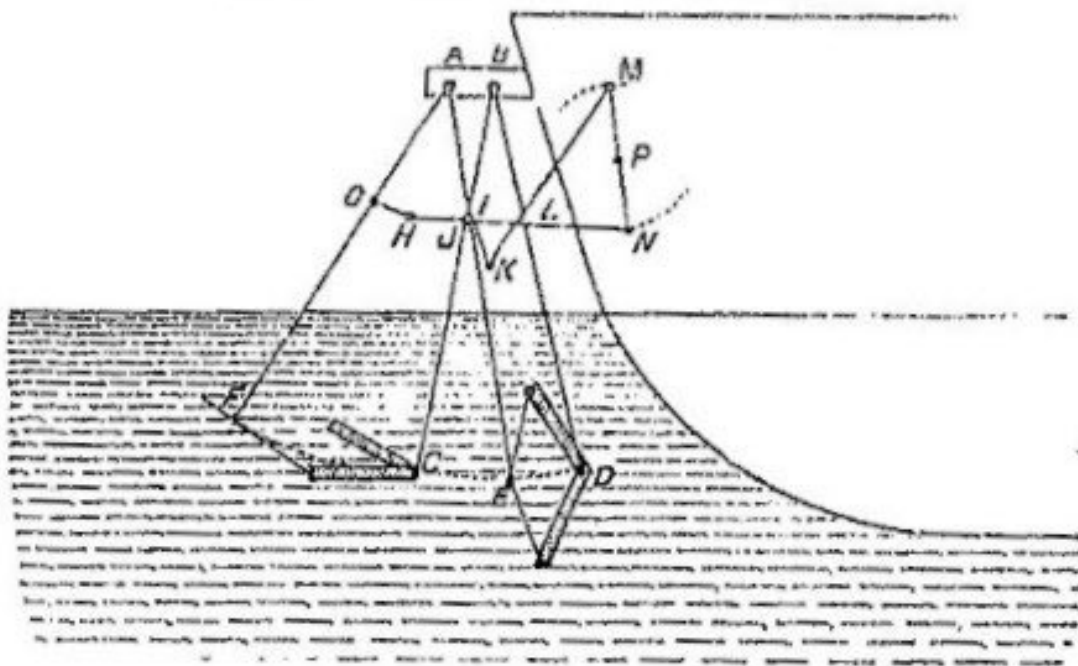
Jonathan Hulls in 1736 patented a method of propelling a vessel by steam for towing purposes, and in 1737 published a pamphlet describing his patent. He used Newcomen's atmospheric engine, working a ratchet by means of cords and pulleys, weights being used to keep the rotary motion continuous on the return stroke of the piston; a single paddle wheel of six floats was placed at the stern, "that being the proper place for it, because waterfowl pushed their web feet behind them."

The piston (see above) was connected by a cord to the pulley 'D', that and the pulley 'A' being keyed on the shaft 'E'. An endless cord passed from 'A' to the pulley 'G', which was loose on the paddle shaft. A paul 'I' was fixed on this last pulley, gearing into the toothed wheel 'J' keyed on the shaft. On the downstroke of the piston the arrangement moved the paddle wheel, and on the upstroke a weight connected to another pulley and ratchet on the paddle shaft kept the wheel moving. It is a wonder that Hulls did not employ two cylinders, one piston making its upstroke whilst the other made its downstroke; the weight could then have been discarded as he described it, it was an inferior arrangement to Papin's. In shallow waters he used grasshopper legs in place of the wheel; the paddle shaft was replaced by a double cranked axle, and to each crank was connected a long pole reaching the river bottom the navigation being performed in the same way as the modern bargee propels his craft. This was the

first time on record that a crank axle was used in connection with the steam engine.

Bernouilli in 1752 proposed an artificial fin as a propeller, on the principle of a windmill vane, to be worked by steam; and Genevois in 1760 suggested an idea that was carried out by Jeuffrey twenty years later. As an improvement on Papin's and Hulls' methods of obtaining rotation, Professor Fitzgerald in 1757 added the flywheel; it was immediately adopted on land engines and has ever since formed an integral part of them.

To James Watt is due the credit of having transformed the old atmospheric engine into its modern type of the steam engine. Smeaton had collected data, doubled its efficiency, and brought its proportions to as near perfection as could be done; but while he was thus engaged, Watt had been investigating its principles, and the conclusion at which he arrived in 1765 summed up the whole theory of the steam engine: it was, "that to make a perfect steam engine, it was necessary that the cylinder should be always as hot as the steam which entered it, and that the steam should be cooled down below 100° in order to



Jeuffrey's propellor

exert its full power." To carry out this theory he invented the steam-jacket to keep the cylinder hot, the separate condenser placed in a tank of cold water to cool the steam down, and added the air-pump to keep the condenser clear; in 1769 he patented this addition to the single-acting engine. Sir Samuel Morland in 1680 had invented the stuffing-box and gland; Watt incorporated this into his engine, and in 1782 transformed it into the double-acting engine.

Smeaton and Watt may be compared to Papin and Newcomen, Smeaton, like Papin, was the collector of ideas, and Watt, like Newcomen, was the practical adapter of them. Each one was dependent on what his predecessor had done;

Papin was the actual inventor of the modern engine, Newcomen and Smeaton improved it. and Watt brought it to perfection.

During the period of Watt's investigations, other engineers were also engaged in improvements in the marine engine. In 1774 Perrier constructed a small paddle wheel boat, and navigated it on the Seine; in 1768 Pancton, and in 1776 Bushnell, proposed screw propellers, the latter also suggesting a reversing motion, that the boat might be driven astern if required. In the same year Wasbrough proposed high-pressure engine for propelling ships, but his idea was only Hulls' and Fitzgerald's methods combined. In 1780 Pickard patented the present arrangement of connecting rod and crank. There must have been some very peculiar defect in the English patent law at that date to allow such an arrangement to be patented, for, as Watt said, "The true inventor of the crank rotative motion was the man, whose name unfortunately has not been preserved, who first invented the common foot lathe. The applying to the steam engine was merely taking a knife to cut cheese which had been used to cut bread." Knight, in his Mechanical Dictionary, does not once mention Pickard's name, and says "It would be a pity to embalm the name of a scoundrel by recording it." In 1781 the Marquis de Jeuffrey carried out Genevois' idea of a waterfowl's foot propeller (see page 38):

'MN' was a beam oscillated by a two-cylinder engine about the centre P'; 'A' and 'B' were the centres of oscillation four rods 'A', 'G', 'F', A I E, B J C, and H L D; to M and N were connected the links M L K and N J H, jointed to rods B J C and B L D at J and L respectively, but connected to rods A G F and A I E by swinging links G H and I K. As the beam M N oscillated, the fowl's feet moved backwards and forwards, being opened on the stern stroke and closed on the head stroke.

Jeuffrey tried this arrangement in a boat 140 feet long and 15 feet beam on the Saone. A year later James Rumsey used a hydraulic propeller on the Potomac; a vertical pump two feet diameter in the middle of the vessel was worked by a steam engine, the water being drawn in at the bow and expelled at the stern through an orifice six inches square; she was 80 feet long, and went four miles an hour. In 1785 Bramah patented a rotatory engine fixed on a screw propeller shaft. In 1786 Oliver Evans devoted his energies to improving Rumsey's propeller, and used high-pressure steam, but he was derided as a lunatic for doing so. Fitch, in the same year, paddled a ship by steam by means of oars, six-a-side, worked by a crank arrangement, three oars on each side being in the water at once. In 1788 he made a public trial on the Delaware and realised eight miles an hour, the engine having a twelve-inch cylinder and three feet stroke, but unfortunately burst his boiler. Ultimately he drowned himself in despair.

Watt's improvements were generally known about this time, and hence the engines employed in steamboats came to be of the modern class, fitted with

condensers and air-pumps, a description of which falls into another period of the history of steam navigation.

The following table gives particulars of the proposals in connection with the marine engine during its earliest period:—

Name.	Date	Style of Engine.	Propeller
Garay	1543	Aeolipile	Side paddle
Hooke	1680	-- --	Screw
Papin	1695	Rack and pinion	Side paddle
Papin	1707	-- --	Side paddle
Duquet	1727		Screw
Allen	1730	Hand	Hydraulic
Hulls	1736	Ratchet	Stern paddle
Hulls	1737	Ratchet	Grasshopper legs
Bernouilli	1752		Artificial fin
Genevois	1760		Duck's foot
Pancton	1768		Screw
Perrier	1774		Paddle
Bushnell	1776		Screw
Wasbroug	1776	Ratchet	Stern paddle
Jeuffrey	1781	Two cylinders	Duck's foot
Rumsey	1782		Hydraulic
Bramah	1785	Rotatory	Screw
Fitch	1788		Oars

Potato Warship Sank Submarine

The USS **O'Bannon** gained twenty battle stars in the Second World War and in the Korean War. However, she once used potatoes instead of grenades in an attack on a Japanese submarine!

In April 1943 the **O'Bannon** engaged a Japanese submarine at such short notice – pulling up alongside – that she could not lower her guns. It was then that the Americans hurled potatoes. The Japanese crew, thinking that they were hand grenades, ran below so fast that they forgot to close the hatches before the submarine dived.

The official Navy version states that the submarine was sunk when the **O'Bannon** pulled far enough away to use her five-inch guns. The report adds: “Admiral William F. Halsey congratulated the **O'Bannon** on sinking the submarine and in the ingenuity shown in making use of all available weapons!”

Lifeboats

by L.N.R.S. Member Professor Eric S. Long

A couple of months ago I had reason to visit Middlesbrough in the north east, where I spent a number of months during my early training as a Marine Engineer–Surveyor. It was early evening as I was returning via Redcar, and decided to stretch my legs with a short walk along the seafront, before my drive back to the north west. Now, without being too disrespectful to Redcar, there is not an awful lot to detain the casual visitor, but I happened upon a small glass fronted building that housed an old lifeboat. With my nautical archaeology hat on now, I decided to take a closer look. Unfortunately, the visitor attraction was closed but I could glean the following information through the glass doors of the building:



The **Zetland** lifeboat museum Wikimedia
Picture property of John Yeadon

It transpires that the above lifeboat is the original wooden structure of the **Zetland**, and is quoted as being the ‘oldest surviving lifeboat in the world’, and having saved 500 lives during her operational period. The **Zetland**’s original location was on the site of the present building in which the lifeboat is now housed. The building was constructed in 1877, and the **Zetland** has been housed in the building since 1907. Note: there was no detail that I could see through the glass doors relating to the actual age of the **Zetland**

[Subsequent research has indicated that she was built in 1802, by Henry Greathead of South Shields, and was in service until 1864]

Now, you can imagine my astonishment on receiving the June Bulletin (Vol 59, No 1) during the same week, and reading the short interesting article relating to the ‘Tyne Lifeboat’ that is located in South Shields; and none other than the ‘second oldest lifeboat in existence’. Knowledge comes in all ‘shapes and forms’, even at some of the most unexpected times

The Liverpool Nautical Research Society
(Founded in 1938)

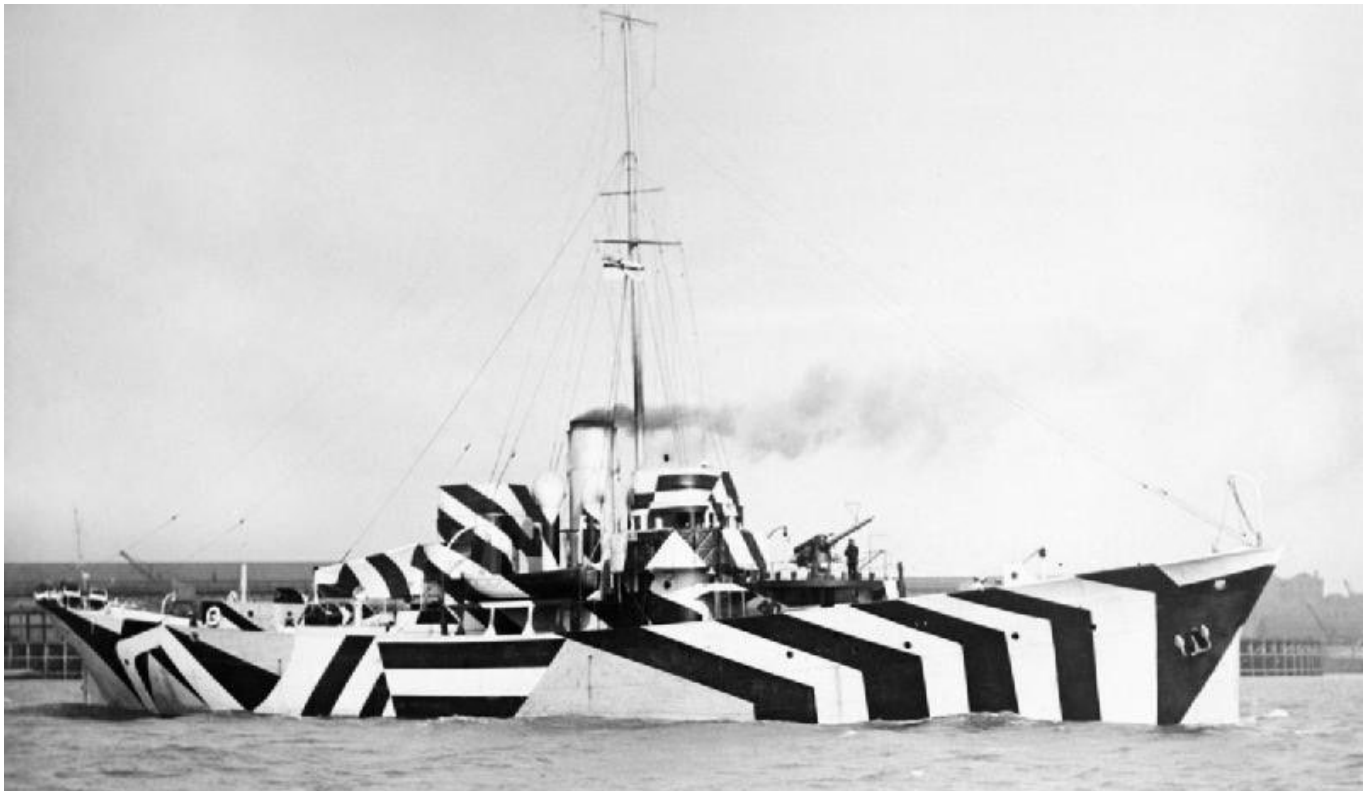
THE BULLETIN

Volume 59 No.4, March, 2016



H.M.S. **Belfast**, coming alongside the carrier U.S.S. **Bataan** of the Korean coast, May 1952
Courtesy Wikimedia See page 36

Trans-Atlantic Mail	Graham Booth	Page	1
Remember those Days	The Editor		3
Dazzle Painted Ships	Glyn. L. Evans		6
WH Resolution to the Rescue	Captain S. Roscoe		9
H.M.S. Pickle	M.N.A. Circular		16
The Story of the Ali-Baba	Captain D. Watt		20
H.M.S. Caroline	Glyn L. Evans		25
A Stern Warning	Shipbuilding & Shipping Record		27
Captain Patchett and the Belisama	John Stokoe		29
Memnon and H.M.S. Belfast	Dave Molyneux		36
P.S. Menai and other Steam Yachts	Charles Dawson		40



H.M.S. Kildangan

Pictured in 1918

See page 6

Courtesy Wikimedia Commons and from the collections of the Imperial War Museums



H.M.S. Caroline in 1914

From www.royalnavy.mod.uk
under Open Government Licence

See page 25

The Liverpool Nautical Research Society



President

Mr. William J. Pape II

Vice-Presidents:

Captain G. Cubbin

Mr. H.M. Hignett

Chairman:

Mr. W.G. Williamson

Vice Chairman:

Captain R. Settle

Council:

Mr. I. Duckett (Talks Secretary),

Ms. S. Starkey (Representing M.M.M.),

Mr. W.A. Ogle (Bulletin Editor)

Honorary Officers:

Secretary: Mr. A. Melling

Treasurer: Mr. V. Finn

Web site: www.liverpoolnauticalresearchsociety.org

Contact details:

The Liverpool Nautical Research Society

Maritime Archives and Library

Merseyside Maritime Museum

Albert Dock

Liverpool L3 4AQ

United Kingdom.

contactlnrs@gmail.com

Trans-Atlantic Mail into and out of Liverpool 1800 -1870.

A summary of the presentation to the Society on 19 February, 2015

by L.N.R.S. Member Graham Booth

In the early Nineteenth century sending letters across the Atlantic was a hazardous business. Besides the normal problems of weather and navigation, war and privateers increased the risks. Important mail was always sent in duplicate and the practice was normally to pay on receipt, rejecting the duplicate if it arrived. The majority of mail was sent on private ships—merchantmen about which there was uncertainty about their sailing dates and arrival, or on the Falmouth Packet – fast, privately owned ships with a contract from the Post Office with strict instructions on what to do when faced with an enemy vessel – flee if you can, fight if you must and before striking your colours dispose of the mail overboard. The first method was cheap, relied heavily on forwarding agents and a ruse to get around the U.K. Post Office's monopoly of the carriage of mail inland. The second was expensive and not much more reliable. In 1818 the Black Ball Line out of New York to Liverpool introduced a new concept. Using the same merchant ships they sailed according to a predetermined timetable, whether full or not. This proved to be enormously successful. Within a few years it was copied by the Red Star and Blue Swallowtail Lines to Liverpool and the Black Star and Red Swallowtail Lines to Portsmouth and London, amongst many other less well-known lines. By 1837 it is estimated that they were carrying 95% of mail across the Atlantic in both directions. The Falmouth Packet to New York closed in 1827 and that to Halifax, Nova Scotia struggled on carrying little more than government communications.

Beginning in 1838 this changed very quickly. The little **Sirius** whose normal role was crossing the Irish Sea arrived in New York, followed a few hours later by Brunel's **Great Western**. Additional steamships followed in their wake—**Royal William**, **Liverpool**, **British Queen** and **President**, but all four had serious design and reliability problems, **President** being lost at sea with all hands. All were private ships: the exception was Samuel Cunard who obtained a Post Office contract to carry the mail in four ships in return for a payment of £80,000 p.a. At the same time Post Office reforms dramatically reduced the cost of sending letters across the Atlantic. Very quickly the American sailing ships were reduced to carrying freight and immigrants. **Great Western** and her consort **Great Britain** put up a serious fight until in 1846 the latter ran aground on Dundrum Sands in Ireland. In 1847 Cunard, who now was running five ships for an increased subsidy, had a virtual monopoly of mail carried across the Atlantic in both directions. The subsidy from the mail contract was critical to its survival.

Understandably the American public was very unhappy with this situation, especially as U.K. Post Office rules meant that letters had to be prepaid going

from east to west and could not be prepaid going from west to east. As a consequence Congress passed legislation providing financial incentives for an American steamship line and specified that letters carried out of the US by American steamships had to be prepaid. In response the Ocean Line began sailing to Southampton and Bremen in 1847 with two steamships. They were never going to be a serious competitor to Cunard (the **Herman** and **Washington** were seldom to be seen during the winter) but the U.K. government over-reacted and charged letters that had been paid in New York a second time on entry to the U.K. The dispute raged on for 18 months until eventually both sides saw sense and signed the first Postal Convention between the two countries. A rate of 24 cents per ½ oz letter was agreed and divided into 3 parts – 3 cents British inland, 5 cents U.S. inland and 16 cents for the ocean crossing due to the country of registry of the ship that carried the letter.

Thereafter Cunard had to face significantly increased competition from American Lines; the Havre Line that ran to Southampton and as its name implies Le Havre, the Vanderbilt Line that also ran to Southampton and particularly the Collins Line to Liverpool. The latter put great emphasis on speed and the quality of accommodation, and on both grounds Cunard came a poor second. In the mid fifties it is probable that mail was carried more or less equally by the two sides. However Cunard was a conservative company and put great emphasis on safety. Both Collins and the Havre Line lost two out of their four ships. Collins collapsed, having never paid a dividend, and the American Civil War brought an end to the remainder of the American competitors.

Cunard was then the dominant competitor; but did not have it all its own way. A new Convention between the U.K. and the U.S. halved the cost of Trans Atlantic letters in 1868 and halved it again two years later and so its subsidy was reduced. In addition a number of new competitors emerged in the fifties – The Allan Line with a subsidy from the Canadian government, the Inman Line, the two German Lines N.G.L and H.A.P.A.G., and the French Line C.G.T. So the U.S. Postmaster General had a variety of lines to choose from when it came to awarding contracts for the carriage of U.S. Mail; but it was not until twenty years later that the Americans again had a truly significant player on the Atlantic crossing.

Timber and Trouble

In 1910 the Norwegian ship **Hero** arrived at Hobart from the Baltic with timber. As she moved in, the helmsman, Hendrik Ibsen, A.B., had a stroke of paralysis. Shortly after, another A.B., Carl Johansen, fell from the mizzen topgallant yard and was removed to hospital. An hour later the sailmaker fell down the main hatch, and next morning the second mate was badly injured by a stack of timber falling on him. The rest of the crew deserted the ship and went hop picking. The master telegraphed the owners to appoint another captain.

Remember Those Days

A sample from the archives, and published by kind permission of Sea Breezes.
January to March, 1949

A significant number of sailing coasters were still to be seen in our waters in 1949, they are listed overleaf. [Editor's note: in 2016 we still walk past the **Kathleen & May** when visiting Merseyside Maritime Museum, and the **De Wadden** is berthed in the adjacent dry-dock!]

It is reported that the steering standard, from the **Royal Daffodil** of Zeebrugge fame, now rests in the chapel of Ingress Abbey the shore establishment and H.Q. of the training ship **Worcester**. The standard has been converted to a font with a cross mounted on the "lid". Other relics from **Royal Daffodil** such as engine telegraphs, binnacle and siren are in other training establishments.

Is there anyone able to dispute the claim of Mr. D. Bandey to be the youngest Chief Officer of an ocean-going ship? His age is 24, and he is now relieving for the South American Saint Line, which company he joined in June 1945 as Third Officer, being promoted Second Officer in October 1946, and First Officer in 1948. He took part in the invasion of Southern France and he was in one of the first ships to enter Greece after the liberation.

Having been reconditioned at a cost stated to be considerably more than her original price, the Furness Withy liner **Queen of Bermuda** has sailed to New York to resume her pre-war schedule between that port and Bermuda; she and the **Monarch of Bermuda** were designed and built specifically for this particular service.

In 1939 on the outbreak of war the ship was recalled to England to be converted into an armed merchant cruiser. During the next four years, as H.M.S. **Queen of Bermuda**, she steamed 17,000 miles under the white ensign and visited very widely separated parts of the world, escorting troop and supply convoys.

In 1942 the **Queen of Bermuda** proceeded to New York, where she was fitted in such a way that she could combine trooping with cruiser duties, and accommodation for 2,000 troops was installed. The following year she returned to England to be fitted out as a troop transport, her capacity being 4,369 troops. From that time until April 1947, she carried a total of 97,000 troops. Altogether she steamed a total of 370,000 miles during her years of Government service.

Requirements of post-war travellers have been considered in the refit of the **Queen of Bermuda**, which now has accommodation for 731 passengers. All her public rooms and cabins have been re-decorated and re-furnished. The dimensions of the dance hall have not been changed: it is still 80 feet in length and extends the full width of the ship. The dining room is now fitted with a new system of air-conditioning.

January to March, 1962

The new 66,000 ton flagship of Cie. Gle. Transatlantique will arrive in Southampton for a short “shake down” cruise to the Canary Islands prior to her maiden Atlantic voyage in February. She is said to have easily achieved a speed of 34.13 knots during trials, so speculation is growing that she could attempt to wrest the Atlantic from the **United States**, holder since 1952. But as **France** makes her bow amid a blaze of publicity, a former Atlantic record holder leaves the fleet of C.G.T. – the liner **Liberté** (51,840 gross tons), originally the **Europa**, of Norddeutscher Lloyd, has been sold to an American concern, to be used as a floating hotel at the Seattle World Fair in April.

A disastrous explosion caused the total loss of the Clan Line cargo steamer **Clan Keith** (7,129 gross tons) in the Mediterranean near Bizerta, north-west Tunisia on November 5, when only 6 of her crew of 68 survived. The ship which was bound from the United Kingdom to Colombo with a general cargo, was proceeding through a Force 9 gale, when according to her master, Captain L.G.W. Pitts, who was one of the survivors, a violent explosion, which he thought was underwater, broke the ship in two. No radio signal could be given as the radio room was wrecked and the only thing to do was abandon ship. A lifeboat was launched with 40 or 50 people aboard, many of them Pakistani seamen, but it was not seen again, and the few survivors, who included the master, the second officer, the purser, the second engineer and a seaman, were picked up by the British cargo ship **Durham Trader**. A sixth survivor was rescued from the water by the Finnish Tanker **Nunnalalahti**. So far there is no evidence as to the cause of the explosion but in view of the master's statement, a floating mine could have been the cause, making **Clan Keith** a singularly unfortunate ship.

*[Editor's note: a Formal Investigation was held at Lincoln's Inn Fields, London, during May, 1962 which concluded that the **Clan Keith** broke in half as a result of striking the Ecueils des Sorelles Rocks and that her consequent loss and the resulting loss of 62 lives were caused or contributed to by the wrongful act or default of her master, Leslie George William Pitts.]*

On October, the last steam drifter to fish in British waters left Great Yarmouth for the breaker's yard at Zeeland in Holland. The **Wydale**, a wooden vessel built at Lowestoft in 1917 has fished out of Yarmouth for 44 years, and seen service in both world wars. In 1959 she won the Prunier Trophy for the the largest catch of herring in that season, and to commemorate that feat had a weather vane (which will be preserved in the museum of the Shipwrecked Sailor's Home at Yarmouth) fitted on the truck of her mizzenmast.

During recent months a number of large passenger liners have been offered for sale, notably the **Media**, **Parthia**, **Strathaird** and **Liberté** have already been disposed of while others, among them the **Gunung Djati**, **Newfoundland**, **Nova Scotia**, **Dominion Monarch** and **Durban Castle** are still on the market. In addition the **Strathnaver** and **Orontes** - the oldest vessels in the passenger fleet of P. and O.-Orient Lines - have completed their last voyages in the owners' Australian service considerably earlier than had originally been intended.

Sailing Coasters - 1949

Schooners	Masts	GRT	Built	Ketches	GRT	Built
Agnes Craig	2	128	1884	Agnes	70	1904
Antelope	2	133	1886	C. F. H.	83	1892
Brooklands	3	138	1859	Clara May	78	1891
De Wadden	3	239	1917	Democrat	64	1909
Eilian	3	140	1908	Emily Barratt	76	1913
Gaelic	3	224	1898	Emma Louise	74	1883
Happy Harry	3	152	1894	Enid	44	1898
Harvest King	3	119	1879	Florette	110	1910
Invermore	3	146	1921	Garlandstone	76	1909
James Postlethwaite	2	140	1881	Halcyon	101	1903
J. T. & S.	3	129	1918	Hanna	120	1915
Kathleen & May	3	139	1900	Irene	89	1907
M.E. Johnson	3	131	1878	Lewisman	66	1878
Nellie Bywater	2	115	1874	Maude	72	1869
Result	3	125	1893	St. Austell	77	1873
Ryelands	3	154	1887	Traly	108	1912
Venturer	2	210	1920			
William Ashburner	3	205	1876			
Windermere	3	179	1890			

Dazzle Painted Ships of World War 1

by L.N.R.S. Member Glyn L Evans

Based on his presentation to the Society on 15 October, 2015 (and recent book)

There is a long history of man's attempts at camouflage, endeavouring to emulate examples from nature. It is well recognised that animals and birds are rendered almost invisible in their natural habitat as their fur and feathers blend into the background. Experts in ornithology and optical physics had for many years put their minds to the possibility of affording to ships at sea the same advantage of near-invisibility through various paint schemes. Most of these efforts centred upon the practice of making areas of shadow lighter in tone to produce a "one shade suits all" effect that, while possibly effective in an environment where the background remains relatively unchanged, proved unsuitable for an ever-changing seascape.

Something more radical was required, and in 1917 the maritime artist, Lt. N. Wilkinson RNVR, came up with his dazzle paint scheme which went against the concealment convention completely. Accepting that no paint scheme can make a ship invisible, Wilkinson instead approached the problem more directly with a concept of such practicality that perhaps only someone serving at sea in a wartime situation could envisage. If it is not possible to make a ship invisible, use a dazzle paint pattern instead, making it virtually impossible for a submarine to score a hit. To understand the logic behind the dazzle paint concept it should be understood that for a U-boat commander to hit his target, he must first establish its course and speed. The object was to cause confusion by optical illusion, confounding the computations for a successful sinking.

It was in early 1917 that the German Naval authorities resorted to the practice of unrestricted warfare at sea as a result of which their submarines quickly began sinking Allied ships at a rate faster than they could be replaced. Britain depended on her sea trade for (i) imports to feed the nation and provide materials for the war effort (ii) exports of manufactured goods to pay for those imports and (iii) the movement of troops to and from battle zones around the world and the repatriation of the wounded.

So why was Wilkinson's scheme selected ahead of the many other similar suggestions that were also designed to halt the loss of merchant ships through war at sea? Abbott H Thayer, a US ornithologist, and George de Forest Brush, a US illustrator of native American Indians had collaborated to promulgate Thayer's Law of Concealment (1892.) They jointly took out US Patent No 715013 "a process of treating the outside of ships etc. for making them less visible." At the outbreak of war in 1914, Sir J Graham Kerr, a Scottish embryologist, came up with his idea, in support of Thayer's Law, "to destroy completely the continuity of outlines by splashes of white." This idea of "disruptive colouration" was taken up by the Admiralty under the patronage of First Sea Lord, Winston

Churchill. However, with Churchill's subsequent departure from the Admiralty, the scheme fell into disuse and the Navy reverted to plain grey.

Apart from his skill and renown as a marine artist and illustrator, Norman Wilkinson had first-hand experience of the sea and the war being waged upon it. He had sailed in colliers, tramps and trawlers around the UK coast, he had sailed up the River Amazon in an ocean liner and served as a RNR officer in submarines during the Dardanelles campaign. When the idea of dazzle paint came to him in April 1917 he was serving as a Lieutenant RNVR, commanding a fast minesweeper out of Devonport. In his letter of the 27th of that month to the Flag Officer commanding HM Dockyard, Devonport he wrote,
*"Sir, I have the honour to submit the following ideas for the protection of Merchant Shipping **from Submarine attack by torpedoes**. The proposal is to paint a ship with large patches of strong colour in a carefully thought out pattern and colour scheme, which will so distort the form of the vessel that the chances of successful aim by attacking Submarines will be greatly decreased.*
Your obedient servant, Lieut. N Wilkinson R.N.V.R.

The bold italics are mine as a means to emphasise how focussed and specific Wilkinson's scheme was compared with previous efforts. Along with hundreds of other suggestions, ideas and inventions being sent in to the Government at this time, Wilkinson's idea ended up in a pigeon hole until, at Wilkinson's prompting, it was retrieved by an acquaintance of his, the Director of Naval Equipment, Captain Greateux. It was he who championed Wilkinson's cause, prompting the Admiralty to make the store ship "Industry" available to be painted in the dazzle scheme for a trial run. Confidential orders went out to Coast stations, HM ships and submarines which might sight the ship, to report back on the effect and efficiency or otherwise of the dazzle paint scheme. Of the Ships at Sea and War Signal Stations that responded, 53 were in favour, 47 indifferent and 17 unfavourable. A somewhat inconclusive outcome but, given that the paint scheme was designed to deceive a submarine commander viewing a dazzle painted ship through his periscope at sea level, perhaps not a surprising outcome.

With the good news that the Dazzle Paint scheme had received Admiralty approval came the bad news that Admiralty House had no space to accommodate the numerous personnel now required to devise the patterns, paint them on ship models, then transfer those patterns onto ship plans to be sent to ports around Britain for application. Space was also required for the models to be tested through a periscope (borrowed from the Admiralty) for effectiveness against various backgrounds simulating different sea and weather conditions. Following a personal visit by Wilkinson to Sir Edward Poynter, President of the Royal Academy, space was made available at the home of the RA, Burlington House on Piccadilly, London, where work began in earnest, starting with the recruitment of leading artists of the day, model makers, art students and administrators. These latter were required to liaise between

Burlington House and the eleven artists, given temporary commissions as Lieutenants RNVR, appointed to superintend the actual ship painting at the docks in London (2), Liverpool (2), Southampton, Newcastle, Humber District, Glasgow, Bristol, Cardiff and Belfast.

When the War ended in November 1918, over 4,000 merchant ships had been given the dazzle scheme treatment, each with a different design on port and starboard sides, some later having their designs changed to avoid enemy submarine commanders becoming familiar with that particular ship. Contemporary photographs of ships in their dazzle colours were only able to record the effect in black and white. We have the artists of the day, some of them involved with the design and application of the scheme, to thank for the colourful record that is the legacy of Wilkinson's brainchild.

During the time the Dazzle scheme was running, its effectiveness was called into question and a Committee of Enquiry set up to investigate and report. Its findings, published at the end of July 1918 were that "no definite case on material grounds can be made out for any benefit from dazzle painting. At the same time the statistics do not prove that it is disadvantageous. In view of the undoubted increase in the confidence and morale of officers and crew of the Mercantile Marine resulting from the painting, which is a highly important consideration, together with the small extra cost per ship, it may be found advisable to continue the system."

After the War, the Royal Commission on Awards to Inventors considered, among many others, Claim No. 82 – Application of Lieutenant-Commander Norman Wilkinson in respect of Dazzle Painting for Ships. Taking no chances, Wilkinson appointed a KC to put his case forward and called upon three influential witnesses of impeccable maritime pedigree. He was awarded £2,000, of which (to Wilkinson's chagrin) his KC took £350. Wilkinson spent the balance on a party at Claridges for friends and those who had worked with him at Burlington House.

Had the scheme been a success? "The Sphere" magazine, in an article published in March 1919, stated "It was never put forward by the dazzle-painting section that this form of camouflage gave a ship immunity from attack. It claimed to materially increase the chances of its escape, nothing more." The evidence of released British Merchantile Marine prisoners taken captive by submarine was that dazzle painting did not appear to worry the submarine commander. More than one German submarine commander inquired what it was for! To obtain the German perspective, I contacted the Deutsches-U-Boat-Museum who told me "We are not aware yet of any attack prepared by U-boats after having established some sort of contact to the target that was abandoned or prevented due to the effects of camouflage paintings of the target." A somewhat inconclusive statement as, while an attack may not have been abandoned or prevented, it might not have been successful. I didn't like to go back and tell them that it was not "camouflage," it was Dazzle Paint!

W H Resolution to the Rescue

By L.N.R.S. Member Captain S Roscoe

Near the end of June 1977 I rejoined the suction trailer hopper dredger **W H Resolution** as master for my next tour of duty. The ship was berthed at Woolloomooloo, Sydney bunkering from a fuel barge. At the same time the loading of provisions and dredging equipment for our next contract was in full swing. Previously I had attended a meeting at Westham's Head Office situated at Goldfields House, Circular Quay. The meeting was to familiarise me with the contract at the port of Dampier West Australia and also our proposed route there. The contract called for the widening and creating a radius in the channel at the junction of East Intercourse and Parker Point departure channels. In addition to this the removal of an existing light structure marking the intersection of the two channels.

After the meeting my time was engaged with the usual activities associated in getting the **WH Resolution** ready for earliest dispatch. In the contracting game time is money, as it is with most things in the maritime world. With the run crew signed on, extra spare dredging equipment loaded and secured we departed Sydney. Our planned passage took us north about via Torres Strait which is further in distance than going south about. However it was thought to be the prudent way when taking into account the possibility of heavy weather, a reduction in speed and whatever else might be detrimental to a good start to the contract. The southern ocean during winter time is to be avoided if given a choice. Being a fine weather sailor I was pleased our Marine Superintendent Captain Jack Knight agreed with my passage planning. Rounding the top end we waved The Queensland Coast and Torres Strait Pilot cheerio at Goods Island giving him and the pilot boat the customary salutary blasts on the ship's whistle. The warm weather after the cold of Sydney was appreciated, so much that the after end of the hopper was utilised as a swimming pool by some. The sea water in the hopper was kept open to the sea via the bottom overflow doors for the entire voyage.

At this juncture a brief description of the overflows is warranted: The overflows are situated at the forward end of the hopper on both sides. Their function is best described as acting the same way as a weir. On passage between ports the bottom overflows were always kept open to the sea. This reduces the surge of water in the hopper and free surface effect. The hopper was subdivided longitudinally from the bottom up by approximately a third of its depth. In this condition for the stability calculation the hopper is considered a bilged compartment. The sea being able to flow in and out finding its own level. The overflows have three levels, bottom, middle and top. During dredging

they control the amount of spoil in the hopper which displaces the water therein to flow overboard. This in turn limits the amount of spoil loaded and the corresponding draft. This mode is usually employed when dredging in shallow water.

At approximately 10:30 pm when I was writing the night orders the third mate informed me a flare had been sighted by one the engineers. Our position was to the north of the Lacepede Islands North West Australia. On further investigation it transpired the second engineer had reported the flare which he observed whilst having a cuppa on the poop deck. The second engineer had come off watch at 8 pm, so the timing of the sighting was there about. He described it as white and visible for about three to four seconds low on the horizon and only the one. Not quite like a shooting star as the third mate had reasoned it might have been. The thought came to my mind which I gave great consideration to; perhaps it was somebody's last flare. Asylum seekers from Vietnam in wooden fishing boats were not uncommon during this period of the Twentieth Century. Knowing the second engineer to be a most reliable character the appropriate action ensued.

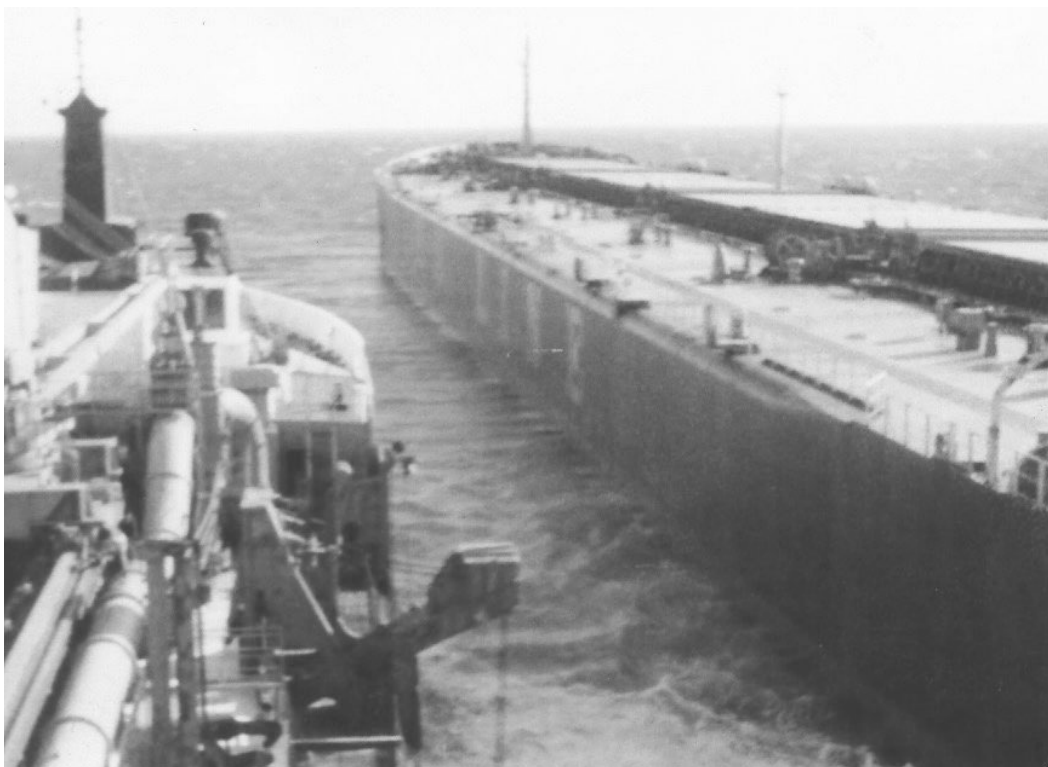
The ship was turned back on her reciprocal course for two and a half hours and a box search commenced. A Safety Message was transmitted on WT/VHF to all ships and Canberra Search and Rescue. Extra lookouts were posted, search lights operated as required and the radar monitored on different ranges. During this time there was a slight sea and swell with very good visibility throughout. With nothing sighted and dawn approaching I notified Canberra Search and Rescue accordingly. They in turn informed me a RAN patrol boat would be passing through the area during the morning to continue the search, also a Grumman Tracker aircraft. No further information was ever received regarding their findings if any. On receiving clearance from Canberra we resumed our passage to Dampier. Twelve and a half days after departing Sydney had us arriving there at first light.

The Japanese bulk carrier **Shinyo Maru** was observed aground on Courtney Shoal as we made our way to the pilot station. I had not been advised from head office of any involvement requiring **WH Resolution** to be part of a salvage operation. The pilot mentioned there had been a few attempts to pull the **Shinyo Maru** off the shoal using the Dampier based tugs together with a Port Hedland tug to no avail. Extra tugs would be arriving within a day or two including one supply vessel from AOS and a Fremantle tug. The next attempt was to pull her off the shoal on the next highest tide for the month.

We berthed at the General Service Wharf which required swinging and backing in. The pilot said for me to do it as I knew my own ship best. The dredge had priority on this berth for the duration of the contract, except for tankers. After berthing, my time was occupied with signing off the run crew. In

addition some more of the dredge crew were joining, organising watches and the preparation work for dredging requirements. The engineers now having two engine rooms to look after were busy testing gear, the other being the pump engine room. Ship's laundry to be manifested, bagged and sent ashore, plus fresh linen to be issued – just some of the small things that go to make up a busy day. No stewards on these ships, two messmen and two cooks constituted the catering department. Dredge crew total compliment 31. Once again bunkers to be taken from road tankers, plus provisions, and spare dredging gear to be unsecured and off loaded.

The general purpose wharf did not have an abundance of space to accommodate the road haulage necessary to expedite our requirements. The ship possessed a 20 ton SWL travelling crane which came into its own during



WH Resolution dredging alongside **Shinyo Maru** aground at Dampier

such occasions plus we had a stores crane too. While all this was taking place I attended a meeting onboard with our Contract Project Manager, Mr F. Rothleitner (aka Fred) and Captain D.W. Nielsen – Harbour Master Dampier.

Fred presented me with an excellent detailed chart prepared by our onsite hydrographical surveyors. They had taken detail soundings round the **Shinyo Maru** and made a dredging chart compatible with our Motorola Plotter, the pen nib of the plotter indicating the position of the drag head at all times. This enables a curve in a channel to be created by driving the nib along a plotted line. I hasten to add not as easy as it sounds. At the time this Motorola System was second to none. Together with a radio tide gauge and good dredge

operators very accurate dredging can be accomplished. Our dredging equipment was considered the latest and very sophisticated for the time, even though GPS was not then in commercial use. During this era **W H Resolution** was the largest self propelled suction hopper trailer dredger operating in the Southern Hemisphere.

The meeting progressed to the point when I was asked by the harbour master if we could dredge in close vicinity to the grounded ship. After perusing the chart I deemed it would be possible in a limited manner, but first I would have to speak with our Marine Superintendent. Having explained the situation to Captain Knight, he indicated it would be necessary to get in touch with the London underwriters. Sometime later he informed me after making contact with the underwriters we could only enter into a dredging contract and not a salvage one. On no occasion should we make any attachment to the ship aground and that it was my call whether to proceed with the dredging operation or not.

A plan was put together with the harbour master as to what would be required from the **Shinyo Maru**, such as a designated working VHF channel to be monitored throughout the dredging. Their flood lighting to be switched off as required, also the ship to take on ballast if necessary. I mentioned to the harbour master about pilotage exemptions for myself, two dredge masters and two mates. He replied as the pilot reported I had berthed the **Resolution** on arrival he was happy for me to have an exemption for the proposed dredging areas while the contract remained in force. Mermaid Sound is a large expanse of open water. The marked channels are used only by deep drafted bulk carriers on departure. The other berths are used only by bulk carriers which we would be well clear of. My Pilot Exemption letter arrived late in the afternoon.

Usually dredging operations require the crew working two twelve hour shifts, six to six, the dredger berthing only late Saturday afternoon for maintenance, fuel, fresh water, stores and shift change, days to nights. We always departed at 6am Sunday morning for another week of continuous dredging. As the overall master I worked as required mostly during the day, helping out with the dredging if needed.

At the start of the evening shift on our day of arrival from Sydney we were left with a few items still to be accomplished before we could head out to the **Shinyo Maru**. Not all the extra spare gear was off, but the push was on to get out there and get started, like yesterday! I had to remind some people this was not the reason for us being there, and I was yet to ascertain just what we could or could not do. Dampier being run and owned by Miners Rio Tinto I felt we were looked on as just another large dozer. We departed the berth approximately 8 pm heading for Courtney Shoal, which incidentally was then outside the compulsory pilotage area, hence the ship aground. Our survey launch plus surveyors had preceded us on site to assist.

There were many things to consider before entering into the unknown and blackness of night: All the dredging equipment, valves, delivery flaps etc run and tested, radio tide gauge calibrated and working, hopper pumped dry and bottom overflows open to maintain a minimum dredging draft. The density and type of spoil was yet to be ascertained. Trim and draft to be constantly monitored, for minimum trim to achieve maximum load. The latter being readily viewed on draft indicators displayed on the bridge.

One hour before high water we approached **Shinyo Maru** with the dredge at its lightest possible draft. I made my first run down the port side off the **Shinyo Maru** with both dredging pipes in operation. The message for the ship to switch off their fore mast and bridge front flood lights took some understanding. It was not the most productive way of dredging with a trailer as we were not able to pass ahead of **Shinyo Maru** due to the lack of water. This meant not quite running the full length of the ship, then lifting the drag heads off the sea bed and backing up, then starting another run. The plan was to dig a trench either side of the ship with both pipes in operation to begin with. An hour into the ebb tide we then just concentrated down the starboard side until day light. The close in dredging was mostly done during daylight with one dredging pipe only, still restricted to backing and filling along the ship's side. Eventually it became more productive to dredge with one pipe only, using the other dredge pump in bow thruster mode speeding up the manoeuvring. The prevailing north easterly wind commenced in the morning becoming quite strong by 11 am it then tended to abate in the afternoon. The wind strength dictated which side we dredged on, as the danger of the drag head tracking into the **Shinyo's** side was always of great concern. Working this way also gave the surveyors on the launch a window of opportunity to sound and see what effect we were having. They produced an updated chart, (mud map) for us on a regular basis, detailing contours and high spots.

The dredge masters, mates, pump operators were all expert at their job, as was the whole crew and our shore side staff too. It was a pleasure to work with and be part of such a great team. The depth of water now allowed dredging with the bottom overflows closed and middle open. The spoil ground was not a specific area for this project. The spoil was scattered around so as not to make any alteration to depth of water over the sea bed and associated soundings, plus it gave us a fast turn round. We asked the ship if they could ballast to add weight to push the sand out to the sides.

Come the morning of the high tide, the ship was then asked to commence de-ballasting 10 hours prior to us ceasing dredging at 9am. It was evident that the ship was nearly afloat as her heading had altered slightly. The Harbour Master and Pilot boarded **Shinyo Maru** by helicopter.

Having dumped the last of our spoil we stood off whilst four tugs and a supply vessel made fast to the ship. We had dredged continuously for 30 hours and removed 32,000 tonnes of sandy clay from the close vicinity of the grounded ship. The cost of the dredging was set at an hourly rate which only covered the operational costs of the dredge. Sure the company could have exploited somebody else's misfortune and named a very high price, but they didn't. I feel proud to have worked for such employers. There is a lesson for all of us in this gesture. I wonder if business in today's world is conducted with the same acumen, I hope so.

From what I recall hearing over the VHF and watching the preparation with the positioning of the tugs, it was as follows: long line centre lead fwd, strapped up port and starboard shoulder, the AOS Supply Vessel, (I can't recall the name other than it was prefixed by 'Lady --- ') starboard quarter on a long line, Fremantle tug **Wongara** centre lead aft on a long line. The towing vessels on long lines took the weight in an easterly direction slightly abaft the beam. **Shinyo Maru** came free of the ground. The ship gathered speed putting the **Wongara** in a perilous position with an increasing list until the tow line fortunately carried away. Meanwhile the supply vessel was struggling to round up. Her towing winch had jammed and she was being towed stern first by the ship. Her towing wire damaged the ship's lead and the support for the radio mast which developed a slant. Eventually the tow wire snapped ripping a chock and deck plating from the supply vessel's deck. This resulted in leaving a hole directly above the main electrical switch board. Murphy's Law came into play with sea washing down her deck and down the hole. The supply vessel was now dead ship without any power. I spoke with the Dampier tug which had gone to her assistance and mentioned we were going back to our designated berth. It was arranged for the supply vessel to be positioned alongside us as we had

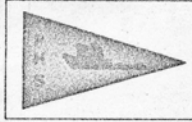
welding points they could make use of. Our crane could also assist them with lifting gear from the wharf so they could make repair. This we did and the next day she left for Singapore.

Shinyo Maru proceeded to Japan after being inspected by divers and given the all clear.

WH Resolution proceeded to get on with job she had come to do without further deviation.



Tug '**Wongarra**' IMO 7001443
Courtesy of John Kent 1979 @ Fremantle



PILBARA HARBOUR SERVICES PTY. LIMITED

(INCORPORATED IN VICTORIA)

EAST INTERCOURSE ISLAND, DAMPIER, WESTERN AUSTRALIA

P.O. BOX 178, DAMPIER, 6713
TELEGRAMS: PILHARB

• TELEPHONE: 83 1306 (area code 091)
• TELEX: AA99610

ADDRESS ALL MAIL TO
General Manager
Attention:

Our Ref: 2786.6.4.2; SM
18th July, 1977.

Mr. F. Rothleitner,
Project Manager,
Westham Dredging Co.,
DAMPIER. W.A.

Dear Sir,

I wish to place on record my sincere appreciation for the assistance given from W.H.A.M., yourself and staff at Dampier, the Master, Officers and crew of your dredge, "W.H. Resolution", in the refloating operation of "Shinyo Maru".

Dredging done by "Resolution" in near vicinity of the "Shinyo Maru" continuously from p.m. Thursday, 14th July, 1977 until a.m. Saturday, 16th July, 1977 largely contributed to the successful refloating of the vessel.

I wish to compliment the Master and his crew for a good job done and for the professional manner in which this work was carried out.

Yours faithfully,

D. W. Nielsen,
Harbour Master.

Ship Details:

WH Resolution	Built 1972	NSW Dock Yard	Yard No 86
	Call Sign GPHG,		
	I.o.a. 116.53m	Beam 18.09m	Depth 8.62m
	Grt 5427	Spd loaded 12.5 kts	
	Loaded Draft 7.86m	Hopper capacity 4600 cu m	
	Dredging depth 25m		
	Twin screws and rudders		
	Total Power 8858kw		
	Two Suction Pipes of 0.9m Diameter		
Shinyo Maru	Built 1973	Mitsui Tamano Engineering	
	IMO 7394651	Grt 63145	
	Dwt 116170	I.o.a. 259m	

H.M.S. Pickle

The re-creation and repatriation project
From M.N.A. Circular, 7 July, 2015

The story of HMS **Pickle** starts its odyssey in Bermuda in 1799, when the ship known as **Sting** was built. The Royal Navy bought her in 1800 as a “clever, fast—sailing schooner” with the task of carrying orders, despatches, personnel and supplies throughout the West Indies.



Her design at the time, as a two-masted schooner, rather than a three-masted square-rigger, was highly innovative in comparison to European ships, which led her to being a much-valued asset a few years later. By 1802 she had been brought to England and renamed **Pickle** and was under the command of Lieutenant John Richards Lapenotiere. She took up duties patrolling the south coast, and carrying messages across the Channel and even had another tour of duty in the West Indies before returning to England.

In early October 1805, she was off the coast of Cadiz in Spain, close to Lord Nelson's fleet. During the Battle of Trafalgar on 21st October, viewed by naval historians as the greatest sea battle of all time, HMS **Pickle** played a key role as a “safety boat“. She stayed at the fringes of the action, rescuing survivors and staying out of the line of fire. By the end of the battle, this small ship had somehow made room for around 120 French prisoners from **L'Achille** which had caught fire and blown up, in addition to her own crew of around 40 men.

The Battle of Trafalgar saw a great victory for the Royal Navy, but there was tragic loss with the death of Lord Nelson. HMS **Pickle** was chosen as the ideal ship to carry the report to the Admiralty in London, and Lapenotiere set off with orders to deliver the news.

There followed a famous impromptu race for glory between Lt Lapenotiere in **Pickle** and Commander John Sykes in a much larger ship named **Nautilus**, both heading for Falmouth. Sykes had taken it upon himself to embark on the journey on the pretext of delivering the news should anything happen to **Pickle**. Against all the odds, Lapenotiere landed first with **Pickle**, and journeyed over 270 miles via post chaise (coach and four horses) to London. He delivered the news of the battle's victory and Lord Nelson's death barely an hour before Sykes arrived.

In 1806, Lt Daniel Callaway took command of **Pickle**, and in 1808, she tragically ran aground on a shoal due to “an unaccountable error in reckoning”

of the distance travelled, off the coast of Cadiz in Spain, and sank without loss of life.

To this day, the Royal Navy's petty officers celebrate an annual "Pickle Night" dinner in November, as do many private clubs throughout the Commonwealth.

And so we come to the latest chapter in the story of HMS **Pickle**. Built in Russia in 1995, **Schooner Pickle** is built of dense Nordic larch over oak frames, faithful to the original design of the 1799 ship. In maritime terms, she possesses great historical accuracy, and brings alive an era of shipbuilding which is unique in the 21st century. In 2005 she featured in the 200th Anniversary commemorations of the Battle of Trafalgar, and has also appeared in several TV documentaries, including the BBC's "The Boats That Built Britain" with Tom Cunliffe in 2010.

In the autumn of 2012, owner Robin James brought **Schooner Pickle** to Gibraltar, mooring her in Ocean Village. Given **Pickle**'s Trafalgar connections, Gibraltar was an ideal venue for tourists to visit her, and the plan was for an on-board museum, private parties, days out sailing, and encouraging adults and children to have a taste of history.

Sadly that journey from the UK was fraught with danger, and during a storm she suffered ripped sails and thousands of pounds worth of damage. Stoically, Robin continued to Gibraltar and her tall masts became a vibrant, striking feature in the Ocean Village marina — albeit not able to safely take passengers to sea.

A new owner was found in 2014 — Mal Nicholson, restorer of another historic ship, **Spider T**, based in Lincolnshire. Realising **Schooner Pickle**'s unique place in maritime history, Mal approached the National Historic Ships Register and was successful in claiming the title, HMS **Pickle**.

In reviewing HMS **Pickle**'s condition, it became clear that work was needed to make her decks watertight. The deck planks had shrunk in the hot Gibraltar sun, allowing the caulking to separate and rainwater was seeping in to the cabins below. Mal commented, "Rainwater is like cancer to wooden ships."

A team of skilled UK craftsmen visited Gibraltar when they could, according to other work commitments, and Mal's vision of getting **Pickle** seaworthy began to take shape. All the costs were borne by him alone, and this had been factored in to the project at the outset.

After weeks of dedication and hard work, sea trials were finally under way, and HMS **Pickle** gently moved out into open water. All went well, and although the sails were damaged and therefore unusable, she finally set off on her journey back to the UK under motor power.

On the 5th October 2014, **Pickle** was steered to the position off Cape Trafalgar where the battle took place, and a wreath was laid in memory of all those who lost their lives.

During the next leg of the voyage fate dealt a cruel blow, and during some heavy winds and a large sea swell, one topmast collapsed, bringing down the other topmast in the process. Debris rained on deck, and it was miraculous that the injuries were relatively slight. Inspection of the debris showed rainwater rot of the wood, and *Pickle* limped in to Cadiz, where cranes were used to remove the remainder of the topmasts, cut the rigging and make her safe. She was a sorry sight.

As if that were not enough, as she was manoeuvring during a storm into Mazagon harbour near the Portuguese border she suddenly lost power — the nut holding the propeller in place had come loose, and the propeller came off.

There was no option — somebody had to take a look, so Mal took his life in his hands to dive down without breathing apparatus some 15 feet. He found the propeller thankfully lodged on part of the keel, rather than vanished into the silt. He dived again and a rope was tied, so that it could be hauled to safety. A trip to Portugal saw a replacement nut made, and a diver named Salvador [prophetically named “Saviour” in Spanish] replaced the propeller and saved the project.

Since November 2014, HMS **Pickle** has been undergoing extensive repairs in Villamoura in Portugal. It became clear that the journey to the UK was far too dangerous in her current condition, and Mal has been lucky to find outstanding Portuguese shipwrights, Rui Pinto and his team, who have been crafting replacement parts with traditional materials and skills. All this has escalated the costs dramatically, and so far Mal has funded it himself.

The sails have been repaired and are ready for use, and a new set ordered and set aside in the UK. Masts and booms have been reconstructed and craned into place: technology, wiring and lights refined, the rudder lifted out by crane and new sections added to replace the rot. Woodwork is being varnished and sturdy replacement hatches crafted using traditional skills. New decking planks have been installed and craftsmen have caulked and sealed the seams.

When time came to inspect the hull. HMS **Pickle** set out again to Portimao, in Portugal, to a boatyard with a huge crane capable of lifting her bulk onto dry dock.

She is currently undergoing extensive reconstruction of the hull above the waterline. The rainwater “cancer” has caused rot to the frames and the Portuguese team are carefully excising them by chainsaw, making templates and replacing them with new African iroko wood.

The hull planking is being replaced where necessary and the rot is being traced under the deck so that all the weak wood can be cut out and renewed. There will then be several coats of undercoat and topcoat

It is taking time and money, and Mal’s expected budget has been vastly underestimated, as the reality of her condition has become clear. A goal was to set sail for England in April, but the work must be finished to make her safe to

travel. We are now into June 2015 and there is still much to do before she will be ready to sail for home.

Now plans need to be made for the epic journey to the UK, and the fact that she will be under sail and newly painted will create a spectacle that everyone will want to see. Her final destination in the UK will enable her to be enjoyed by everyone as a living, working heritage museum, fully functioning as a re-creation of a bygone era. This treasure deserves her rightful place in the nation's heart alongside icons such as HMS **Victory**.

Progress

From Lloyd's Shipping Index, January 16, 1913

Submitted by Willie Williamson

Heretofor it has not been considered that the steamship offers much scope for lady doctors. A case has, however, just occurred (says the *Daily Telegraph*) in which the medical welfare of a vessel conveying to Australia, among other passengers a number of emigrants, was placed in female hands. The steamship in question was ready to sail from the Clyde. All that kept her at the Tail of the Bank, was the lack of a surgeon. A qualified lady doctor, the daughter of a member of the Institute of Marine Engineers, heard of the difficulty, and was disposed to offer her services. Her father was at first inclined to veto the plan, as the young lady was on holiday, and was not very strong. Finally, however, he withdrew his objection, and the Board of Trade officer, for the first time in his life, certified that a ship with her surgery in charge of other than a male doctor was duly complying with the law.

It is hard work for a ship surgeon if the vessel carries any considerable number of emigrants. The lady doctor must, therefore, have had a busy time.

She took the appointment however, for the outward voyage only, and is possibly now on her way home, resting agreeably after a decidedly unique experience.

Whether this lady doctor's experience will encourage others to follow her example may perhaps be doubted, more particularly in long-voyage ships of the class chosen in this instance. The case is interesting, however, as showing that under the Merchant Shipping Act the male doctor has by no means an exclusive right to practice on shipboard.

The Story of the **Ali Baba**

Summarising the talk given to the Society on 19 November, 2015
by L.N.R.S. Member Captain Don. Watt

On completion of his apprenticeship with Alfred Holt and Company, Don served a further twenty years with that renowned organisation before the changes of the early/mid 1970s, as in so many cases, caused a necessary and dramatic career change. This time to the fledgling North Sea oil industry of 1975, and what Don described as the fastest/steepest learning curve ever known. Posted as Chief Officer for acclimatisation purposes Don witnessed the rapid business growth and expansion in that extremely harsh environment.

Following on from his earlier talk, reported in Bulletin Volume 58, No. 1, June, 2014, this later subject covers what Don described as the shortest, and worst, tow of his career.

The subject of the operation, the rig **Ali Baba**, which was designed by Aker ASA as a model H-3 semi-submersible rig and built in 1976 by the Verdal Shipyard in Norway as a standard type of oil exploration platform. Initially named **Nor Troll** she was bought by Jebsens in 1983. She had lead a typical life until 1984 when she was severely damaged by grounding in Peterhead harbour, and was towed to Rotterdam for repairs. Following this she was towed to Invergordon and laid up.

Our part of the **Ali Baba** story starts with a small company, Midland & Scottish Resources, which operated in the complex world of oil exploration. In 1987, they approached a quoted but near-moribund drilling company called Jebsens, which had been hit by the oil-price collapse and had its shares suspended at 15p. The plan was to both develop an oil field and to push MSR into the big time as a quoted oil company. The Emerald field, east of Shetland, had been discovered in 1979 but had yet to be developed. It was in deep water and Sovereign, the biggest stakeholder, could not afford to tackle it. However MSR reckoned they could, by converting a floating exploration platform and using it for production. Jebsens had three rigs that might do the trick; one of them was **Ali Baba**.

Maersk won the contract to tow her from Invergordon to Dundee where the conversion work was to take place. Taking place in January 1989, Don was master of the **Maersk Ranger** (full specification of sister ship in earlier article), For this tow she was to be the lead vessel and assisted by **Maersk Server** for removal and relocation of the primary anchor together with **Mærsk Lifter** [The Maersk naming system used this form of spelling for U.K. registered and manned vessels, but Mærsk for those based and manned from Denmark].

The passage plan was simple; begin with departure from the secluded and well sheltered anchorage at Invergordon, through the Cromarty Firth, onto the

Moray Firth, past Fraserburgh, Peterhead and Aberdeen and onto the Firth of Tay at Dundee. Expected duration was one week.

The initial phase of lifting and securing the rig's anchoring system was completed, one anchor plus 1,500 feet of rig chain being sent ahead on board **Mærsk Lifter** for pre-laying in Dundee – and test pulled to 100 tons as part of the complete alongside mooring system. So the passage commenced and almost immediately the weather worsened and they were sailing straight into a south-easterly storm force ten. **Maersk Ranger** lost her main radio aerial and vital communication was lost. The tow was turned round and a lee found in the vicinity of Rosehearty Bay where the spare aerial was rigged. The tow was resumed heading on past Fraserburgh and into the North Sea proper. Running into a second south-easterly force ten storm; but by now they were being blown onto a lee-shore and so had no option but to head further out to sea, into the face of the storm.

As the storm abated they were able to run back toward the shoreline and achieve some southerly distance. However the passage was now exceeding the planned one week duration and, horror of horrors, supplies of cigarettes were becoming exhausted. The crew resorted to sharing and eventually exploring the contents of vacuum cleaner bags to reclaim any residue. Always the caring master, Don made radio contact with a senior Customs Official in Aberdeen; his proposal was perfectly simple. Don would temporarily open the bonded store and sell cigarettes at the normal duty free price (keeping a careful record of who bought what). Once in port he would make a payment to H.M. Customs to cover the Duty and then recoup the varying amounts from individual crew members. The official made the position very clear, were Don to attempt such action then the wrath of H.M. Customs would descend on him personally. The store remained sealed!

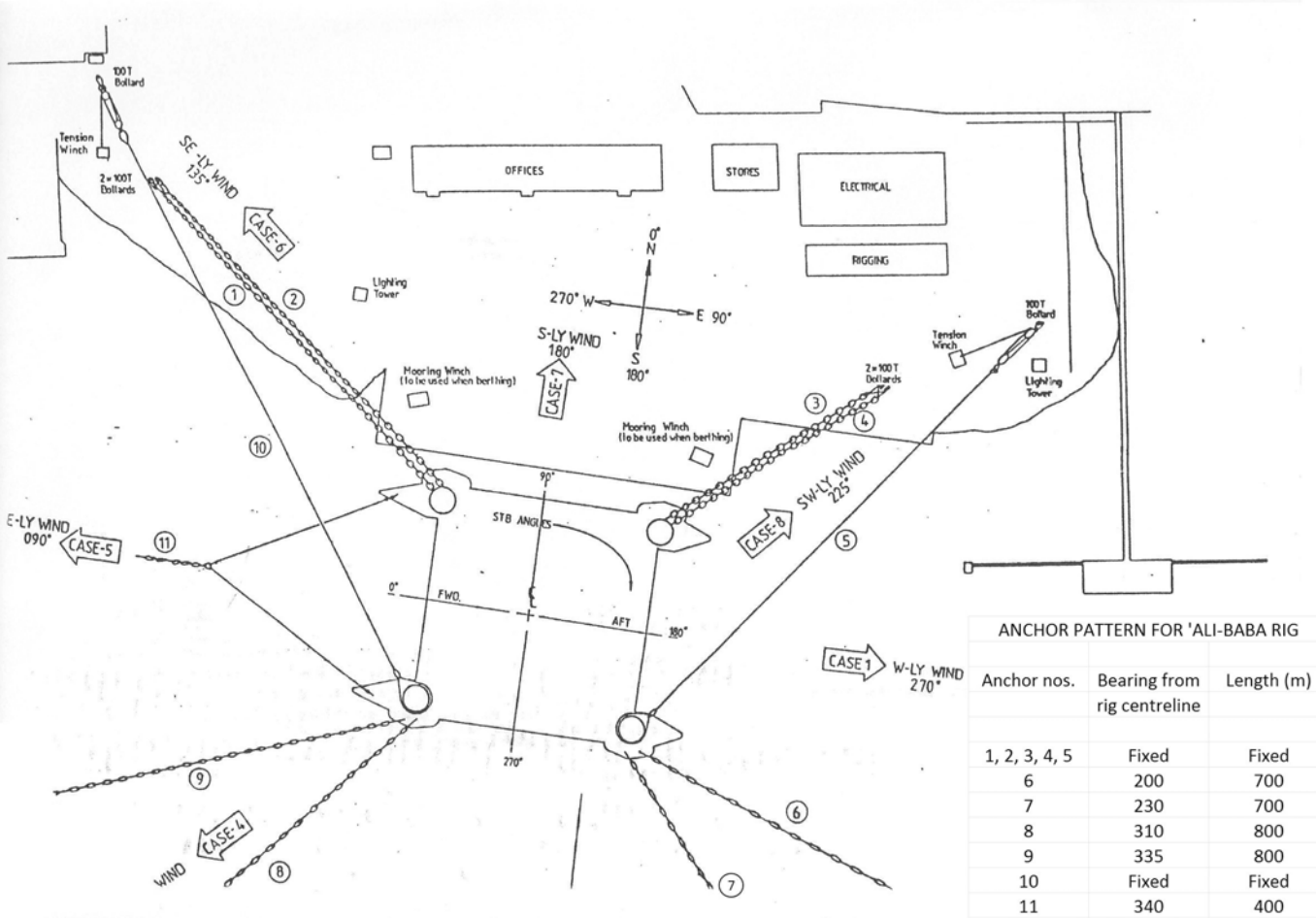
Continuing on past Aberdeen and yes a third storm force ten hit them. Again the only safe course was to make more sea room and head back out in a south-easterly direction. Once again as this storm abated they were able to head back to their planned track.

Eventually they safely entered the calmer waters of the Tay estuary and on up to the narrows at Dundee at the required time of three hours before high water. This to allow one hour for the river passage to Prince Charles Wharf, 2 hours on location to H.W. followed by two hours of slack water. Four hours in total to secure the rig prior to the full fury of the ebb tide flowing through the narrows at up to 10 knots. It is most demanding to tow a semi-submersible rig up a buoyed channel with a following tide, when the speed over the ground must exceed the water speed in order to maintain control. **Maersk Server** could have been called in at any time to become a stern tug. So the drama of **Ali Baba** was thought to have ended with her safe delivery to the Davy Corporation at Dundee

The following picture and mooring sequence specification are courtesy Captain Watt:



Approaching Prince Charles Wharf, Dundee



The “target” was Emerald field, east of Shetland, which had been discovered in 1979 but had yet to be developed. The prospects for Emerald looked good: analysts at BZW reckoned it contained at least 49 million barrels, and MSR projected production of 37 million barrels. MSR struck a deal with the Finnish oil company Neste Oy to take the field's entire output at a fixed and healthy price of \$17.90 a barrel. In early 1989, the final piece fell into place when Jebsens (soon to be renamed Midland & Scottish Resources) signed a £118m contract with Davy Corporation to convert **Ali Baba** from an exploration rig to a production platform. To satisfy the financiers, Davy agreed to buy the rig from MSR and to sell it back on completion in August 1990. It was in effect a fixed-price contract.

Davy had no rig-conversion experience and its Swedish partner, Gotaverken Arendal, pulled out of the deal almost immediately. But Davy pushed ahead, continuing an alarming habit of steaming into unfamiliar areas. As we know they had the rig towed to their Dundee yard, and started work.

It is said that the conversion was ill-managed from the start. "They got into construction before they had completed planning the work," and "Three months into the contract, the planning department had only just had its computers installed." As a result, "they were making components from rough drawings – some of them had to be reworked five times before they would fit."

In November 1990, three months after the deadline, Davy was promising delivery in the new year. However it clearly would not be ready on time; the management team was replaced, but relations between Davy and MSR had already soured. Davy sued the oil company for £88m for supposed changes to specifications, but a judge rejected the claim, and Davy's directors concluded the company could not continue on its own. The £118m contract had overrun by more than £100m. In June 1991, Davy ended its 161 year history as an independent firm when it was bought by Trafalgar.

Now renamed **Emerald Producer** the rig was towed out in September 1991, 13 months late, even though Davy's contractors had to work through the winter to finish it off. But now a new appraisal of Emerald field's potential declared the likely production would be downgraded from 37 million to 15 million barrels. This caused the entire financial package to unravel and MSR – which had already committed £80m to the project – had to buy its partners out and take full responsibility for the field.

MSR now came to a deal with Trafalgar under which it would charter the platform for \$65,000 a day. Unfortunately, the **Emerald Producer's** wells had been drilled in the wrong place. Seismic surveys give 99 per cent accuracy in saying where an oil reservoir is, but when it is 5,000 feet below the seabed, that means there can be an error of 50 feet in any direction. The Emerald reservoir

was only 50 feet deep and the error made was the full 1 per cent, which meant that two of the four wells failed to hit the oil.

Undaunted, MSR spent a year drilling another three wells. When they started producing, there was far too much water in the oil; the rock under the reservoir was fractured. It was a fatal flaw.

A big oil company would have cut its losses, capped the well and withdrawn. MSR, which now had debts of £100m, could not afford to. It could not just row away from the platform, because the environmental consequences could have been disastrous. Nor could its subsidiary operating the field go into receivership, because no receiver would take on such a complex operation. This was the first time a North Sea field had in effect gone bust. After frantic talks, a voluntary agreement was reached between the banks, Trafalgar and an increasingly anxious Department of Energy.

The banks held back, while Trafalgar said it would accept a halving of the charter rate. As a result, it had to reduce the book value of the **Emerald Producer** from £66m to £23.9m. This was at a time when the conglomerate was running into problems in its other activities – and could ill afford this additional £42m write-off.

In 1995, the **Emerald Producer**, was sold by Trafalgar House to Norwegian Seatankers' management for £21m. In the previous five years, it had been responsible for the collapse of one great British engineering name, Davy, and played a significant part in the enfeeblement of both Trafalgar House and an oil company, Midland & Scottish Resources. Between them, the three companies lost at least £200m on the platform.

Still the **Emerald Producer** continued on site, has pumped some 15 million tonnes of oil, is now making an operating profit and is herself in excellent condition. When the field finally stops producing, it will be taken by its new owners to another location. With luck, it should continue working for many more years. But luck, as Seatankers' managers must know, has not favoured the platform. They will be keeping their fingers crossed.

MONDAY MEETINGS

Members meet at the Archives and Library of the
Merseyside Maritime Museum on Mondays as follows:

March	Mondays	7 th , 14 th , 21 st
April		4 th , 11 th , 18 th , 25 th
May		9 th , 16 th , 23 rd
June		6 th , 13 th , 20 th , 27 th

HMS **Caroline**

by L.N.R.S. Member Glyn L. Evans
and Member, Honourable Company of Master Mariners

By the time you read this, Christmas 2015 will be a distant memory; crackers pulled, paper hats discarded, novelties lost down the backs of settees and conundrums unravelled. As a poor example of the latter, I submit, "Question. What do you get if you cross the Atlantic with the Titanic? Answer. About half way." In November last year I paid a visit to the Titanic Quarter of Belfast where the locals still submit "She was alright when she left here." What is there to see besides a huge, modern museum building and an empty dry dock with its pumping station?

Firstly, the tender ship **Nomadic**, restored to her former glory and open to the public. She was built at Harland & Wolff, Belfast (Yard No 422) in 1911 specifically to ferry passengers from Cherbourg to join the gigantic White Star liners (too large to enter Cherbourg harbour) anchored offshore before commencing their North Atlantic crossing to New York. After an eventful career spanning many decades, **Nomadic**, was in 2005 sadly, like so many other historic ships, slipping slowly towards a reincarnation as just so many razor blades. However, thanks to the foresight and determination of the Northern Ireland Government's Department of Social Development, and later the Nomadic Charitable Trust, she was rescued and refurbished to provide the present with a glimpse of the past.

The second ship to see, in Belfast's Alexandra Dock, a short walk from **Nomadic** is the decommissioned C-class light cruiser HMS **Caroline**. She too was built in 1914, not in Belfast, but on the south bank of the River Mersey by Cammell, Laird Shipbuilders and Engineers, Birkenhead. In what remains a record time (and unlikely to be beaten, judging by current performance levels) for a British warship, her keel was laid down on 28th January, her launch took place on 29th September and she was completed in December 1914. We can see her just prior to completion in dry dock, in a contemporary advertisement for her builders, Cammell, Laird.

Caroline served in the North Sea throughout World War I, firstly joining the Grand Fleet at Scapa Flow as leader of the 4th Destroyer Flotilla then becoming part of the 1st Light Cruiser Squadron. With Captain Crooke in command, **Caroline** later joined the Grand Fleet's 4th Light Cruiser Squadron led by Commodore C E Le Mesurier in HMS **Calliope**. In this capacity **Caroline** saw action at the Battle of Jutland, 31st May – 1st June 1916, and as such she is the last survivor of this action still afloat. In June, 1919 she served on the East Indies Station until being placed in reserve in February 1922. Coming out of reserve two years later she became the HQ and training ship for the RNVR's Ulster Division at Belfast. There, in 1924, her guns and boilers were removed by Harland & Wolff.

Her usefulness to the Nation at large was not yet finished there as from 1939 until 1945 **Caroline** served as the Royal Navy's HQ in Belfast Harbour, being returned to the RNVR at the end of hostilities. She was finally decommissioned in March 2011, her flag being laid up at St Anne's Cathedral in Belfast. Now part of the National Museum of the Royal Navy, the ship has recently received a £12 million Heritage Lottery Fund grant that will enable NMRN to turn **Caroline** into a visitor attraction in time for the planned Battle of Jutland Centenary celebrations this year. Externally, as you can see from this photograph, she looked in remarkably good shape when I saw her last year; a testament to her Birkenhead builders, Cammell, Laird.



HMS **Caroline** in Alexandra Dock, Belfast

Dram Good Price for 'Whisky Galore!' Relic

A small piece of wood, a souvenir of arguably Britain's most famous shipwreck, has been sold at auction for more than three times its asking price.

The wooden panel, from a case of Ballantine's liqueur whisky, part of the cargo on board the ss **Politician** which sank off Eriskay in February 1941, fetched £1,300 at Bonham's in London.

The story fired the imagination of author Sir Compton Mackenzie, whose book 'Whisky Galore!' was based on the islanders' attempts to retrieve the ship's precious cargo of 22,000 bottles of whisky.

The framed panel was among 200 lots sold by the Harrison Line at Bonhams in London on 21st January 2003.

It is not known to whom the panel was sold.

A Stern Warning to Merseyside Dockers

From Shipbuilding and Shipping Record, 10th May, 1951

Some 17,000 Merseyside dockers received a shock on the last working week in April, 1951. In each pay envelope was a warning issued by the local Dock Labour Joint Committee threatening penalties on dock workers who continue to carry out the restrictive and other industrial practices which have resulted in driving ships away from the ports of Liverpool and Birkenhead. The full text of the notice is given opposite.

The immediate reaction to the warning portends further trouble, the men believing that some attempt is being made to withdraw from them some customs and privileges which they have taken for granted during the Second World War and subsequent years. As the malpractices have been in vogue since 1939, the new men who have come into the local dock industry since that time have no basis for comparison. Consequently the warning to them may smack of an imposition which is likely to be opposed by strikes or the introduction of a go-slow technique very difficult to eradicate.

In the pep talk given by employers and supervisory staffs, the question of who is to time and sack the delinquent dockers has angered the foremen. These permanent foremen, who have borne the brunt of insults and threats, and in several instances, of assaults, maintain that they have not been supported by the port employers at any time; in fact, they assert that they have been asked to close their eyes to many abuses in order to avoid stoppages and strikes.

The findings of the Sir John Foster Inquiry of 1942 revealed a situation in wartime without parallel in the history of the port.

The unpleasant but necessary task of reporting offenders will fall on either the supervisors or timekeepers if the foremen refuse to do it. At large berths and at ships where many gangs totalling several hundred men are engaged, it will be impossible to catch every offender unless the casual gang foremen cooperate, which is unlikely to be the case. Although the local official policy has been to hide at all costs the serious dock labour situation, the true position has been revealed from time to time by private investigators. Several reliable estimates of the actual time worked have been supplied. In the eight-hour working day, taking into account the total time lost in late starts, early finishes, absences, the 'welt' and other numerous tricks, it has been estimated that each docker spends three-and-a-half hours away from his place of work.

The 'welt' is an extension to all ships of a privilege permitted only to men working in refrigerated holds. When dealing with frozen cargoes, the holdsmen are allowed to work an hour on and an hour off. This practice has spread to all cargoes, both imports and exports, and in many cases the time has been extended by unofficial agreement to two hours on and two hours off. Dockers transferred to Liverpool from outside the area have taken the malpractice back

NOTICE TO DOCKWORKERS
Late Starts, Early Finishes and Unauthorised Absence

The National Docks Agreement of February, 1951, provided for a wage increase for dock workers of 2s. per day and in addition placed upon local Joint Committees the responsibility of taking steps which would ensure that the Industry works smoothly and efficiently. Among other things the Agreement says they shall:-

"...give serious attention to the question of late starts, early finishes, the extension of recognised breaks beyond the agreed time, and unauthorised absences generally, and shall take measures to deal promptly and effectively with them, in consultation, as necessary, with the Local Dock Labour Boards."

The Liverpool Dock Labour Joint Committee has given very careful consideration to the fact that serious malpractices are prevalent in Liverpool and Birkenhead. In many instances work is being started at 8 a.m. and 1 p.m. and is not being continued right up to the proper ceasing time. Moreover, "welting" and other unauthorised absences during working periods can no longer be tolerated. All this means that the employer does not get the full eight hours of work per day to which he is entitled under the agreements, work is lost to the port and the turn round of ships takes far longer than it should.

The Joint Committee recognise that some workers are willing to give, and do give, a square deal whilst others do not.

The Joint Committee, therefore, have agreed unanimously that on and after Monday, May 7, 1951, all dockers shall be required to carry out the following :-

- (i) Mornings: Weekdays. Men returning to the employment to which they are allocated shall muster promptly at 7.55 a.m. so as to secure that at 8 a.m. their work shall commence forthwith. (This does not affect the requirement that men must be in the Control at 7.45 a.m. when not allocated.) From 8 a.m. to 8.30 a.m. and from 10 a.m. to 12 noon every man shall be at work.

Between the hours of 8.30 a.m. and 10 a.m. employers may, and if there is no abuse of the privilege will, grant reasonable time to men to go for a cup of tea.

NOTE - This concession must not be regarded or demanded as a right. No man must leave his work without permission, nor must the period of absence exceed the time allowed, which will not normally be greater than 20 minutes.

- (ii) Afternoons: Weekdays. Every man shall be ready to resume work promptly at 1 p.m. From 1 p.m. to 5 p.m. every man shall be at work except that those men who are working overtime will be permitted to go for refreshment, in relays as directed by the employer, between 4 p.m. and 5 p.m.

- (iii) Sunday mornings and night shifts. Men will continue to be given an opportunity to obtain a cup of tea, providing there is no abuse of the privilege.

- (iv) All engagements. "Welting" and all other forms of unauthorised absence will not be permitted and men shall in all cases cease work at the proper time.

Every consideration has been given in the above to the point of dock workers and they are not being called upon to do anything that is not fair and reasonable. IT MUST THEREFORE BE CLEARLY UNDERSTOOD THAT THE ABOVE REQUIREMENTS WILL BE STRICTLY ENFORCED AS FROM THE DATE MENTIONED and that men who fail to comply will render themselves liable to loss of pay under the existing agreement.

Issued by the Dock Labour Joint Committee

April, 1951

to their home ports and in this way the corruption has spread. On the other hand, transferred Liverpool men have earned themselves a bad reputation elsewhere. The discharging rate at Liverpool in April, 1951 is less than half that of pre-war, and the loading rate varies from three to seven tons per hour, whereas it was between 20 and 25 tons.

From 'The Guardian', 7th December, 1964:

From behind the lines of lorries waiting to go into Sandon Dock to unload, waves of dockers flow across the dock road and disappear into public houses, betting offices, dockside cafes and side streets. It is 1.30 p.m. – half an hour after the end of the lunch break – and the afternoon 'welt' is setting in. Similar scenes were repeated at other places along the dock road where ships were working cargoes.

Ships were being manned by gangs under full strength. In many cases just four men were in each of the ships' five holds, instead of the normal eight for a deep-sea vessel. Dockers look upon the 'welt' as a practice which they have won over the years, justified by the insecurity of their work and wages. One commented "With good overtime at the weekends I can gross £17 a week, but it is the insecurity which is the trouble. I'm sure the men would be prepared to give up most of these practices if they could be guaranteed a good wage each week". Most of the 12,000 Liverpool dockers belong to the Transport and General Workers Union, which does not condone 'welting', but regards it as the responsibility of the employer.

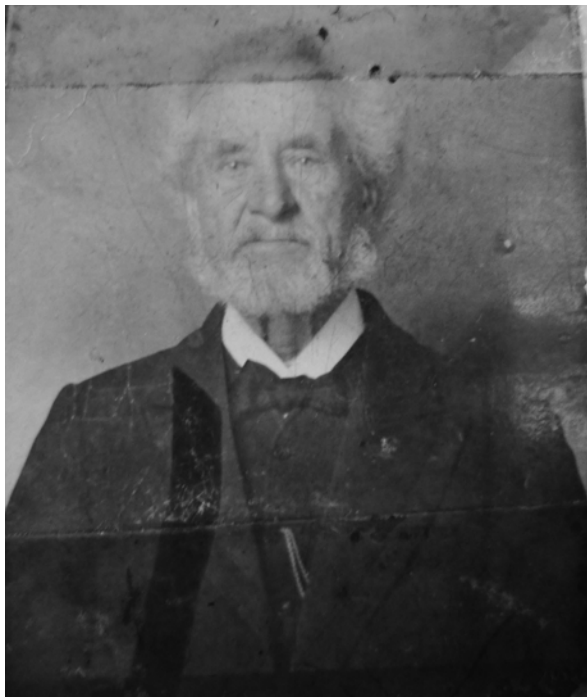
Captain Patchett and the **Belisama**

Summary of a talk given by LNRS Member John Stokoe

21st January 2016

In May 1859 the British barque **Belisama** is berthed in Leith. Her master is Captain Benjamin Patchett, certificated just one year ago at the age of 27 years. Despite the lightness of his experience it would seem that all is well under his command as further news is awaited of **Belisama's** next overseas voyage. Of some 370 tons she is now into her sixth year of sailing. Attention is being given to numerous maintenance needs when news breaks that from Leith she will sail to the Baltic with a full cargo of coal and thence with general cargo to Melbourne. What this will lead to thereafter is a complete unknown and also for that matter how long the voyage will last... six months, twelve months or even as much as two years?

The barque is painted overall, her compasses and chronometers cleaned and regulated and equipment supplied to meet a whole host of likely needs during this next voyage. Progress to the Baltic is slow and laboured and it takes twenty-four days to complete the passage to Cronstadt. On arrival Captain Patchett receives reassuring news that as soon as the coal cargo is discharged



Captain Patchett in later years
Courtesy the Patchett family

he can expect a fairly quick turnaround as the Melbourne cargo is ready for loading. This comprises deal planks, 1500 chests of candles and a quantity of oats being shipped in bags. Despite the initial news that loading time is to be minimal **Belisama** accepts cargo into her hatches for 29 days.

On 29th June **Belisama** is hauled from her berth and begins her passage. She leaves Cronstadt in such good order and is admired by all who see her. After one more small loading port at Elsinore she will be bound for Melbourne direct.... Or will she? Despite clear and concise orders from the Master, just one day into sailing a relieving helmsman has mistaken the course to follow and **Belisama** runs aground on Hogland Island. Thankfully the sea is very smooth but all manner of effort being made

to release her from the stranding fails and of much concern is that she is also making water. The crew is busily engaged in shifting much of the for'd cargo aft with the hope that a change of trim will resolve the problem but this is to no avail. Eventually most of the cargo is offloaded into local small boats to be salvaged and returned to its port of origin. Captain Patchett remains confident that he can save his ship and the actions now taken have the desired effect. **Belisama** is hove off into deeper water and sets sail for her nearest port which will be Frederickshaven.

A survey is conducted immediately on arrival with grim results. Part of the fore keel is broken and crushed and copper has been ripped away from the keel. Arrangements are made for **Belisama** to be careened so that all necessary work can be undertaken. Reloading commences on 18th July through until 5th August when it is time for this voyage to continue. A period of three months has now elapsed with hardly any progress towards the main thrust of her voyage to Australia. Once again she approaches Hogland Island but passes by safely this time. Continuing to experience particularly slow progress it takes 15 days to cover the 720 miles to reach Elsinor. With all crew replacements resolved and deteriorating weather conditions, **Belisama** joins what is estimated to be 300 sailing vessels now at anchor, windbound, with this state of affairs continuing

for a further week. At last conditions are ripe for departure and from what we can gather she leaves along with around another 500 vessels. Can you imagine such a sight?

Wind conditions obstruct any course for the English Channel and so Captain Patchett charts a north-about passage which will take **Belisama** past the Orkney and Shetland Islands. Progress is maintained and eventually they have their last sight of land being the Dingle Peninsular in Southern Ireland on 11th September. The southerly course is aided by a fresh breeze and the next land sighted is the island of St. Antonio in the Cape Verde Archipelago. Captain Patchett records much of interest in his daily log reports which range from having to deal with a host of his crew's health problems to encounters with flying fish crossing the ship's path. Details are given of various vessels seen which in some instances enables direct communication to mutual interest and benefit although most pass without any actual contact being made.

One would expect that tradition would reign when it comes to crossing Neptune's path. **Belisama's** crew are keen to recognise the event as some crew members have never before crossed the equator. However, rather surprisingly Captain Patchett denies their request on the basis that on previous occasions he has witnessed such disagreeable ancient practice that it should have been done away with long ago.

Given that all navigation at that time relied on fixing the ship's position through use of a sextant, the constant motion of the ship does not facilitate an accurate result particularly if sun and stars cannot be seen for days on end. **Belisama** proceeds south, well south in fact, so much so that a fix on 17th November puts her 290 miles south by east of the Cape of Good Hope.... well out of sight!

Proceeding eastwards **Belisama** is having to ride the strong gales and stormy seas but she speeds towards her destination and on most days is exceeding 200 miles sailing distance. Sets of sails are constantly being changed so that wear and tear can be attended to by the crew before it becomes too excessive. A ship's master is always on call to his officers and Captain Patchett is no exception to this. Take 14th December when during the early hours of the morning the First Mate calls the Master because of rapidly deteriorating weather. The Second Mate is ordered to get the crew to take in the fore topgallant sail but it would seem that only one seaman and a boy are available. It becomes necessary for the Master to explore his ship to see where all the other duty crew members are. They are found either in bed or hiding away smoking instead of keeping watch on deck. The Second Mate is directly blamed for this lapse and, along with all the other seamen who were involved, is logged for this breach of duty offence.

Continuing her eastward progress on 24th December another ship is observed. This proves to be the barque **Eugene** which is sailing from Mauritius and also bound for Melbourne. Through signals her master offers Captain

Patchett a goose to enjoy for dinner on Christmas Day. A pig is also killed to be prepared for the festive meal. Cape Nelson is sighted at about 12 miles distance on the evening of Christmas Day which confirms **Belisama** is closing in on the port of Melbourne. Captain Patchett journeys ashore to register arrival and to determine cargo arrangements. He is disappointed to find that a berth will not be available for about 10 days and **Belisama** is forced to anchor in the bay. Approximately 1,000 tons of cargo is to be discharged over an estimated three day period..... but do remember , this is the **Belisama**!

Whilst the initial prediction proves correct and **Belisama** moves alongside after 10 days it would be a further 14 days before the last packet of outward cargo has gone. Also during this time five seamen and the steward and carpenter have all deserted and will need to be replaced. There is also some unwarranted excitement when the American vessel **Marella** anchored close to **Belisama** catches fire. Her crew leave the ship by boat and board **Belisama** with what belongings they have been able to rescue. No-one is allowed near to **Marella** as it is understood that there is a barrel of gunpowder in the after part of the burning ship. Eventually it is necessary for **Marella** to be towed into shallow water by a steamer where she is left to burn away entirely. **Marella** had only arrived in Melbourne two days prior to **Belisama** and her captain together with his wife had already taken apartments ashore leaving all their belongings on board. They are now left with scarcely a second covering to their backs.

No onward cargo is available for this next leg of the voyage and so ballast is arranged which will take the vessel to Valparaiso. Having organised replacements for the crew members who have deserted, **Belisama** is made ready for sea although Captain Patchett faces another delay albeit for just a short period. The weather plays its part courtesy of a sudden and severe heatwave. With a northerly wind and sultry conditions the thermometer is reading 151⁰ degrees Fahrenheit on deck although this is reduced to 115⁰ in the shade and in the ship's cabins. However the following day being 29th January **Belisama** does begin her next long passage which will take 40 days to cover the 6,200 miles. The captain's log demonstrates a mix of gales and inclement weather but she is covering a good 200 miles each day and on one particular occasion this rises to 260 sailing miles

Arriving at Valparaiso Captain Patchett's prime concern is to register **Belisama's** availability for cargo and he offers the ship for charter to all brokers. The only cargo on offer is guano at a rate of £3 per ton for transit to the UK or the Continent. Despite repeated trips ashore this cannot be improved and as many other vessels are now imminent the freight rate could become even lower. He therefore accepts this cargo with loading requiring him to sail to the Chincha Islands which are almost 1,400 miles north of Valparaiso entailing 9 days at sea. Before sailing there is the usual round of crew changes to deal with. Captain Patchett is unable to secure all necessary replacements and the remaining crew members are refusing to work saying that the ship is shorthanded although

eventually this is resolved. A survey of the ship is required and opinion passed that some recaulking from the copper upwards is necessary. After 5 days all work is completed to satisfaction. Captain Patchett accepts that the old oakum is certainly rotten and this work has been essential to the safety of the ship, its crew and future cargo condition.

On arrival at the Chincha Islands Captain Patchett discovers that there are 106 vessels awaiting loading of guano with most being over 1,000 tons. Water is an extremely precious commodity and each vessel to be loaded is required to supply the water to the off-shore islands for the use of labourers working the guano which in some parts of the islands is estimated to be 80 feet thick. Chinamen, who are worked as slaves, dig out the guano which is then transported in small boats to the ships at anchor. **Belisama** awaits her turn for loading to commence which then lasts for 36 days. The 600 tons of guano will offer a freight income of around £1,800.

It is well worth spending a few moments noting some of the Master's comments. Because of the slowness of operations, whereby vessels can easily be spending one or even two months in that area, the crews organise their own entertainment. On this occasion there is a grand ball and concert held aboard the **Aelios** involving about 100 captains and around 40 ladies..... mainly captains' wives!!! Crews also resort to boat racing which can attract great excitement for both participants and spectators alike.

With loading completed a brief call at Callao is then necessary for Custom House clearance and on 28th May she departs. Ahead of her, until arrival in Southern Ireland **Belisama** and her crew will endure a 107 day passage and cover a distance of 11,350 miles.

Present day navigation relies heavily on the maritime version of 'satnav' together with a host of supplementary electronic gadgetry. However, if all fails then it becomes essential to fall back on aids that were in use during the era of sail. Whilst making good progress down the west coast of South America, with a sudden and considerable increase in wind speed with some terrific squalls on 26th June, the screws fixing the barometer work loose and the instrument falls to the cabin deck, broken beyond repair. At that time a barometer happened to be the most vital instrument next to compass and chronometer enabling regular monitoring of weather patterns which can be predicted given the movement of the mercury in the tube. Despite this new found difficulty Cape Horn is rounded and **Belisama** begins the long northward haul through the Atlantic Ocean.

From time to time Captain Patchett bares his soul and puts his personal thoughts into writing such as this instance which he pens on 22nd July:-

'The finest day I have witnessed since leaving Callao. The reader will find that the ocean which I have lately considered under its rough and boisterous form cannot always be rude and tempestuous. There is now a pleasant breeze sweeping the ship's bosom especially so around the midnight season. To come on deck and find all bustling is suspended with every sail stretched to the fair and gentle breeze. A

cloudless sky exhibiting stars of various order and magnitude dispersed through the wide expanse of beautiful space. It is a sight that promotes reflection but sorry that the seamen in general seem to have neither the eyes to behold nor heart to admire the wonder of creation and providence'

The cry of 'Land Ahoy' welcomes the sighting of Trinidade Island some 30 miles distant which reassuringly confirms their exact position off the east coast of Brazil and agrees well with their chronometer. It is quite interesting to note that in the absence of the barometer the master is extra vigilant with his environment. An example of this is when a few southbound ships are spotted. All have been under easy sail perhaps indicating that bad weather to the northeast is a possibility. However, when examining his log over the next seven days, the weather remains pleasant and comfortable. So on this occasion his judgement proved to be incorrect!

It continues to be a long, hard haul northwards although an increase in passing traffic clearly indicates that **Belisama** is nearing land and in this instance it will be her Southern Ireland destination. Both wind and tides are against making good progress which is most disheartening. They have run out of coal for the galley, salt water gets into their diminishing supply of drinking water and provisions are very low indeed. It is however far better to be short of provisions than short of water. Their lack of progress is demonstrated by achieving just 420 miles covered in a full 7 day period.

However, the end of the voyage is in sight.... literally. Ballycotton Light is seen on 13th September and a pilot boards to conduct **Belisama** into harbour to an anchorage. Without wasting any time Captain Patchett is ashore to report his ship's arrival and to send a telegraphic message to the ship's owners for orders. Whilst he had dearly hoped that he would be going to an English port these orders, when received, are to proceed from Cork to Dunkirk to deliver her cargo. In his own words he has to make the best of a bad job and reach the port of discharge as soon as possible.

This next passage incorporating the Scilly Islands, Lizard Point and Beachy Head to name but just a few, reads like a Cook's tour of the South Coast. Berthing at Dunkirk on 20th September Captain Patchett records in the Log Book '*Thus ends the voyage of 16 months and 7 days from Leith Roads and as such the crew is discharged.*' On 20th October, one whole month later, the guano discharge is complete and ballast taken on in readiness for the next and final leg which will be to Liverpool. It is quite customary for **Belisama** to make slow progress and this is no exception. When eventually close to Point Lynas the steam tug **Retriever** is engaged to tow **Belisama** into Liverpool and on 5th November she is hauled into St George's Basin and into dock.

Captain Patchett's log includes a very detailed statement of the accounts which he maintained throughout the voyage. Figures at that time demonstrate the total credit for carriage of cargoes has been £5,155. When set against all disbursements of £3,150 a net balance, in others words the voyage profit, is

£2,005. But as that was in 1860 are we any the wiser? Conversion to present day values would mean a net profit of £220,000.

In a summary of what happened to **Belisama** thereafter it is noted that subsequent voyages were made to Buenos Aires (1861), Madras (1862) South Africa and New York (1863) and Cuba (1864).

Acknowledgement is made to Mr Peter Patchett without whose kind release of the Belisama's Log Book this article would not have been possible.

Fort Perch Rock, New Brighton in Action

Soon after War was declared in August 1914 the regular troops were withdrawn from Fort Perch Rock at New Brighton and some local Territorials took over. A Norwegian sailing ship approached the fort in mid-August 1914 and was signalled to heave-to, but the ship took no notice. Consequently the commanding officer ordered a shot to be fired across her bows.

Too much elevation was given to the gun and the shell sailed over the ship and embedded itself in a sandhill between two houses at Hightown, just to the south-east of Formby Point. Still the ship sailed on and so another shot was fired, with less elevation, which unluckily hit the bows of an Allan liner, lying at anchor.

A launch was then sent to intercept the sailing ship and she was brought to an anchor. The master was conveyed to Fort Perch Rock to explain his conduct. He said that when he left Norway, war had not been declared and owing to bad weather he had been delayed on the voyage, and had received no news. When asked why he did not heave-to when the first shot was fired, he replied: *"I think you only make play!"*

The gentleman who lived in one of the houses at Hightown next to the sandhill where the first shot fell, dug it out with a spade and, placing it in a bucket, brought it into Liverpool to the offices of Mersey Defences, and indignantly demanded an explanation!

Memnon and HMS Belfast

by Dave Molyneux

[Editor's note: the society would like to thank Dave Molyneux, secretary of the Blue Funnel Association for giving us permission to publish the following story. Dave's story was first published in BFA's Newsletter of October 2015.]

HMS **Belfast** having had a distinguished wartime record is now one of this country's historic warships. The preserved light cruiser is berthed in the Thames at Tower Bridge in the Pool of London, is an important branch of the Imperial War Museum and open to the public. Now a popular visitor attraction, HMS **Belfast** was launched on the 17th March 1938 (St. Patrick's Day) from the Harland and Wolff Belfast shipyard.

The ship was of 11,550 tons with a length of 613½ feet, a beam of 66½ feet and a draught of 23 feet. Her armament consisted of twelve 6-inch guns in four triple turrets and her secondary armament comprised of twelve 4-inch guns in six twin mounts. Her initial close-range anti-aircraft armament was sixteen 2-pound "pom-pom" guns in two eight-barrel mountings, and two quadruple Vickers .50 machine guns. She also mounted six Mk IV 21-inch torpedo tubes in two triple mounts, and fifteen Mk VII depth charges. She was powered by steam turbines that developed 80,000 shp and her four screws gave her a top speed of 32.5 knots during sea trials.

At the outbreak of war HMS **Belfast** took part in the blockade of north Germany. However she hit a mine and had to be taken out of service for repairs. When recommissioned she took part in a number of Arctic convoys. She was present at the Battle of North Cape which led to the destruction of the German battle cruiser **Scharnhorst**.

The cruiser was part of the Normandy invasion on D-Day. In Official Communique No. 8 it was announced that on the 9th June 1944, **Belfast** under the command of Capt. F.R.Parham, wearing the flag of Rear Admiral F.H.G. Dalrymple-Hamilton fired on enemy concentrations. Again on the 15th June 1944, Official Communique No. 20 states that under the command of Capt. A.H. Maxwell-Hyslop the **Belfast** engaged the gun batteries of Le Havre with great success. In 1945 she was the Navy's largest cruiser and being repaired and upgraded in Devonport Dockyard. This was in preparation for service as the RN's flag ship of the 2nd Cruiser Squadron of the British Pacific Fleet in the Far East under the command of Capt. J.V. Wilkinson, DSC, GM. She had a complement of 52 officers and 658 men. Later she took part in the Korean War.

In 1959, I was serving on the **Memnon** during her second voyage and had no idea that our ship's path would cross with that of HMS **Belfast** in more ways than one. The **Memnon** had left Hong Kong and was outward bound for Manila in the calm waters of the South China Sea. On the afternoon of Tuesday 3rd November 1959, our Able Seaman Peter Mooney was stricken with acute appendicitis. Peter who was 23 years old at the time and came from Walton,

Liverpool was in a very bad way. It just so happened that HMS **Belfast** was also in the South China Sea on manoeuvres with her escorting destroyers.

Our doctor/male nurse was G.H.S. Dagg who told Captain E.M. "Radar" Robb that Peter's condition was deteriorating. Our male nurse's having assisted with appendix operations while working in hospitals ashore, was at one stage, prepared to chance operating on Peter if that was necessary. The operating table was to be the long dining table on the port side of the officers saloon.

Peter was kept in the spare officers cabin next to the male nurses cabin so he could keep his eye on him. He used ice packs on Peter's stomach to help keep the temperature down. It was decided to send out an SOS for help. This SOS was picked up by HMS **Belfast** when she was nearly 200 miles away. Captain Robb ordered Chief Engineer Campbell to open up **Memnon** to full speed and give her all she could. The whole ship was shaking and vibrating as her engines pounded away. I believe we reached nearly 20 knots, (confirmed recently by Captain Dave McCaffery), not bad for a motor ship!

That evening after the sun had gone down and in a fading light with only a slight hazy glow on the horizon, the sea was calm with only a slight swell. The **Memnon** was rolling not from the swell but from a speed roll as her engines pounded away, as if she could feel the urgency of Peter's plight. Suddenly, out on the distant horizon a navigation light appeared then two more. These proved to be the navigation lights of the **Belfast's** escorting destroyers who had been sent to confirm who we were. Messages were passed to and fro from the escorts to **Memnon** and to the **Belfast** which appeared a short time later.

By now the three warships were fully lit up, we slowed up and all four ships hove to. **Belfast** switched on her main searchlight and beamed it across to **Memnon**, which lit us up like a Christmas tree. We began to roll slightly in the swell as our gangway was lowered down. By now all hands had lined the rails to look across at the three warships.

The **Belfast** sent over her motor launch which came alongside our gangway. Peter was strapped in the stretcher and with some difficulty was carried down the gangway by four ABs to the waiting motor launch which carried the **Belfast's** doctor. As soon as Peter was safely in the motor launch she set off towards **Belfast**. All three warships turned and began to head back to Hong Kong while we on the **Memnon** started up the engines and headed for Manila. Later on the voyage heading back to Hong Kong homeward bound we wondered how Peter had got on after he had left us.

Arriving back in Hong Kong there was HMS **Belfast** safely at anchor, and as we passed her we dipped our Red Ensign which was the traditional thing that all merchant ships did. However in our case it felt a bit more special given what she had done in answering our SOS.

To thank the Royal Navy and HMS **Belfast**, Captain Robb invited Captain J.V. Wilkinson, the Lt Commander Surgeon and a group of officers for a cocktail and dinner party in Hong Kong aboard the **Memnon**. In Captain Robb's speech

he said that without the rescue operation it was highly improbable that Peter would have survived. We found out that when Peter was carried down the gangway his appendix had burst and on arriving onboard **Belfast** he was operated on immediately. Even then it was touch and go whether he would survive or not. On arrival in Hong Kong, Peter was taken to the Matilda Hospital for further treatment. Captain Robb and the male nurse Dagg visited him in hospital, where they found him all wired up with tubes which were helping to drain the poison from his body after his appendix burst. Gradually as the days passed, Peter improved.

Captain Robb and the male nurse visited him again when Captain Robb said, "How would you like to come home in your own ship?"

Of course Peter jumped at this opportunity and thanked his captain. The hospital doctor was not so keen on allowing him to leave, saying that the dressings had to be changed three times a day, if not more. Male nurse Dagg then said he would do this and the doctor asked him who he was and that it needed someone trained to do the job. Dagg informed the doctor he was a trained nurse and would see to Peter every day of the homeward voyage. The doctor then gave in and reluctantly agreed Peter could leave, much to his relief!

While talking to one of our members who lives in Mariners Park, Wallasey, I happened to mention Peter Mooney and the **Memnon** and how he had appendicitis. To my amazement he told me Peter also lived in Mariners Park so I just had to meet up with him. When we met Peter, thought I was an engineer until I told him I was a steward. It was to be the first time in 56 years that we had met up. Peter did not remember me but it didn't matter, we had something in common, **Memnon** and **Belfast**. I copied a good photograph of the **Memnon** for him and he was delighted with it, saying how it was a lovely looking ship.

Peter was able to fill me in on his subsequent events. When he returned to Liverpool he was called in to India Buildings to the "Board Room" where he was shown documents by a Mr Greenwood. He asked Peter to look at one of the documents which showed a "bill" from the Royal Navy for the rescue of Peter by the **Belfast**. The bill came to over £18,000 a fortune in those days (£377,000 in today's money). Peter was gob smacked, he thought was going to have to contribute towards the vast sum of money which he told me he would have to work for the rest of his life to pay off! Mr Greenwood then said, "You had the South China Post newspaper delivered to you while you were in hospital?"

"Yes, I did."

Mr Greenwood then said with a smile, "Don't worry about the £18,000 bill, it's been paid by the company. But you do owe us for the newspapers you didn't pay for!"

So the ship of war, HMS **Belfast** became a ship of mercy in saving Peter's life.

Memnon, brief history.

In the late 1950s Blue Funnel ordered six motor ships of 8,500 gt to add to their fleet. Four were built in the Caledon shipyard at Dundee and two at Vickers Armstrongs yard on the Tyne, **Memnon** was one of them. She was the sixth vessel to be called **Memnon**. She was completed 1959 for the China Mutual S.N. Co and in 1975 was renamed **Stentor** and transferred on the South East Asia to Australia run. In 1977 she was transferred to the Elder Dempster Line as the **Owerri**. She was bought by Greek owners in 1978 and renamed **Europa** and operated by them for some years. She was laid up between 1982 and 1988 when it was decided to scrap the vessel. I heard about the scrapping and asked the owners for a souvenir from the ship. Weeks later I received a copy of a cargo plan which had hung up outside the saloon and a Mate's whistle. Both suitable mementoes of a fine ship.

The Confident Apprentice

During the morning watch, whilst the **Urmston Grange** was steaming northward about two days distant from St Vincent on a homeward passage from Buenos Aires to the United Kingdom, Apprentice H. Webb decided to indulge in a spell of sunbathing. He noticed a condemned hatchboard and decided to move this from the poop so that he could stretch himself out in comfort. Unfortunately, while standing on the rail and endeavouring to pass the board upwards, both hatchboard and Apprentice Webb went overboard.

This happened at 6.30 am and, until he failed to appear at breakfast, his absence remained unnoticed. A thorough search was made of the ship and when no sign of Apprentice Webb could be found it could only be assumed that he had gone overboard.

Captain A. McEwan ordered the vessel to retrace her course and, just before 10 am an object was sighted which proved to be the hatchboard with Apprentice Webb comfortably reclining on it. A lifeboat was launched and he was picked up, little worse for his adventure.

Apprentice Webb had a belated breakfast in the captain's room. Asked about his thoughts when, from his tiny raft in the middle of the vast expanse of sea and sky he saw the **Urmston Grange** receding in the distance, he said he was not unduly worried and was absolutely confident that Captain McEwan would return as soon as it was discovered that he was missing.

from the Furness Withy house-magazine 'The Log ', September, 1956

P.S. **Menai** and other early steam yachts

By LNRS Member Charles Dawson



Shipyard model of P.S. MENAI of 1830

The paddle steamer **Menai** was launched on 18 June 1830 for the steam yacht pioneer Thomas Assheton Smith who had ordered her from the Govan, Glasgow yard of Robert Napier, who supplied her 120 HP engine, but sub-contracted the building of her hull to Wood & Ritchie, Port Glasgow, who registered her on 18 June 1830, 132'2" x 20'6" x 12'8", 138 tons. She was re-registered to Smith at Beaumaris on 10 August 1830, Registration No. National Archives BT 107/202, Beaumaris 1830/24. The Welsh name of the steamer reflects the fact that Smith's family owned large tracts of land in North Wales, including the slate quarries.

Thomas Assheton Smith (1776–1858) was excluded from the Royal Yacht Club (RYC) for his championship of the steam yacht, eight of which he commissioned between 1830 and 1851. In cooperation with Robert Napier, whose yard built most of them, Smith did much to improve ship hull design. After 1856, when the Royal Yacht Squadron (the Club became Squadron in 1833) removed their edict, steam yacht building really began to multiply.

Smith sold **Menai** to the London & Edinburgh Steam Packet Co, London on 17 October 1834. (National Archives BT107/65, London 1834/313). She was taken over by the General Steam Navigation Co, London 3 June 1836 and they re-registered her on 27 June 1836, (National Archives BT107/69, London 1836/301) with slightly altered dimensions.

Her register was closed on 22 March 1854 notated as "Sold to foreign owner", which was the South American Steam Navigation Co. She was taken over in 1859 by the Compañía Oriental de Navegación a Vapor Denominado Salteña, Salto, Uruguay. Later that year she was used by Urquiza as a military transport in hostilities against Buenos Ayres.

Justo José de Urquiza, (b. Oct. 18, 1801, Arroyo Urquiza, Río de la Plata [now in Argentina]—d. April 11, 1870, Entre Ríos, Arg.), soldier and statesman who overthrew the powerful Argentine dictator Juan Manuel de Rosas and laid the constitutional foundations of modern Argentina.

The shipyard model of **Menai**, pictured above, was renovated at the Museum of Transport in Glasgow in 2007. Her vermilion red funnel with black hoops was the livery which Robert Napier had given her and which later seems

to have automatically been passed on to Cunard when Napier, gathering forces with other entrepreneurs, received the order for the first transatlantic steamer in the Cunard fleet, p.s. **Britannia** in 1840.

The **Menai** model originally had on it a label stating, erroneously, that Smith originated the term “steam yacht”, presumably meaning in the sense of “pleasure yacht”; however, three other steam yachts (below) predate her. Surprisingly, the steamboat entrepreneur George Dodd (1783–1827) had already used the term on 16 May 1817 (Parliamentary Report of 24 June 1817, 29) albeit in describing p.s. **Thames**, ex **Duke of Argyll**. She was one of the five passenger steamboats then under Dodd’s direction, and his description was no doubt used in an effort to advertise how luxurious these vessels were – for the general public. In fact *The Times* had used the term even earlier, in a newspaper report of her service on the river on 8 July 1815. At that time, she had not been formally renamed, but was still sailing under the description “Thames steam yacht”. The history of the first three private steam yachts is as follows:

1. **Quentin Durward**, wooden paddle steamer registered 10 June 1823 by builders Sime & Rankin, Leith, 100'8" x 16'5" x 9'3", 78 tons. She was bought by R.Ogilvie & G.Crichton of Leith in 1823, who seem to have been ship brokers aiming to make a little profit from her, which they no doubt did when she was bought by the Leith & Dundee Steam Packet Co, Dundee in 1824. On 12 June 1827 the English millionaire Richard Thornton, no doubt another speculator, sold her to Kaptajn Løtnant Lauritz Christensen, Copenhagen, who renamed her **Dania**. Since he first used her on pleasure tours on the Sound, this appears to have made her the first ever private steam yacht. His descendants own noted auction houses in Scandinavia today.

2. **Endeavour**, wooden paddle steamer registered 28 January, 1828 by builders Rawlinson & Lyon, Lambeth, 75'6" x 12' x 7'2", 25 tons with a 20 HP Maudslay patent oscillating engine with two cylinders 20in. dia. X 2 ft. stroke and registered to the eminent English engineer Henry Maudslay, London on 21 February 1828, who used her as his private steam yacht. The eminent Scottish engineer James Nasmyth in his autobiography mentions a trip with her to Richmond.

3. **Swift**, wooden sailing smack built in 1803 at Bridport by Booles & Good, not registered. Unknown owners at Leith in 1804 – documents missing. Converted to a paddle steamer, described as a steam yacht, and registered by T. West, H. Bellingham, E. H. Creasey & others of Brighton on 21 August 1822 at Shoreham, 106'5" x 23'1" x 10'8", 143 tons. They ran her as a ferry boat Brighton–Dieppe. She was sold to the well-known Ogilvie & Crichton. She was sold to H. Templer in London in September 1827 and finally to Turkey in October 1828 when she became the Sultan's steam yacht **Surat**, later taken in to the Ottoman Navy as its first steam vessel.

The term "Double Steam Yacht" refers to a type of mechanised fairground swing devised by the English fairground equipment engineer Frederick Savage.