LIVERPOOL
NAUTICAL RESEARCH SOCIETY

80TH ANNIVERSARY COMMEMORATION: 1938-2018

PART TWO OF FOUR

This extremely detailed builder's model of mv **Glenearn** (1938) is held by Royal Museums Greenwich, and published with their approval

THE BULLETIN

Volume 62 No. 1 June, 2018

80TH ANNIVERSARY COMMEMORATION: 1938-2018

This is the second of four special commemorative editions of the Bulletin which, in addition to the routine contents, will also contain a share of the original papers presented to the Society between May, 1938 and March, 1944.

These fascinating articles contain a wide range of well researched subject matter and it has been decided that they should, for the first time, be re-published to mark this special occasion. Accommodating them requires that these be “bumper” editions of 60 pages, rather than the normal 44. Full details of the origins of the Society are published on our web site.

This 80th Anniversary Initiative has been generously supported by our President Mr. William J. Pape II, and I’m sure all members would wish to join in expressing our thanks for enabling this occasion to be marked in such an appropriate manner.

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Ongoing Changes to the Way You Pay Your Subscription

We have been very pleased with the cooperation shown by members in accepting the request to convert their annual subscription payment by Standing Order, rather than by cheque or cash. As we made clear, this is a much more secure and streamlined method, which enables us to manage our finances much better. In the process, we hope you appreciate its advantages and that renewal becomes a much simpler and easier task. So a very big thank you to the well over half of our members who have responded and are now on Standing Orders.

We will be repeating the process next year for all those who did not manage to change their payment method to Standing Order by the end of March this year, and will be writing to you separately about this later in the year. So, if you have not yet made a payment, this year's subscription is now due and therefore, if you have not yet paid, we would be grateful if you will send it to our Treasurer in the self addressed envelope which accompanied this Bulletin.

Data Regulation

Legislation recently enacted by Parliament, which comes into force on 25 May 2018, means that societies such as ours must now be very careful about how we use personal information about our members. As you know, we hold your name and address and possibly also your email address. This is necessary solely to post the quarterly Bulletin to you, to arrange renewal payments and to update you about LNRS events on a more regular basis via email. You can be assured that we will use your personal details solely for these purposes. We will not share it with other societies or with other members without your express and specific permission.

Centre for Port and Maritime History

The Mike Stammers Memorial Lecture will be given on 13th June at 6.16pm
Venue: Liverpool Central Library Meeting Room
Speaker: Professor Nicholas J.White, Liverpool John Moores University

Correction

It has been pointed out that on page 28 of the March 2018 Bulletin that the date shown for that presentation is incorrect. That paper was actually filed in the Central Library archives on 5th January 1939, and the presentation is likely to have been given during November 1938, the precise date is unknown.

Schedule of Talks 2018 - 2019

Ian Duckett, Talks Secretary

September 20th — The Second **Mauretania** (1938) – the other Cunarder.
By Professor Eric Grove

Mauretania, built on the Mersey was always in the shadow of her more famous predecessor and the two Queens. She was, however, a great and much loved ship with a distinguished career in war and peace. This talk will tell her story and of her contribution to the history of Cunard White Star.

October 18th — Merchant Aircraft Carriers: A Colourable Pretext.
By Ted Scaplethorn

Merchant Aircraft Carriers (MACs) evolved as a stop gap solution for providing air support to convoys during the Battle of the Atlantic. The MACs hybrid merchant-warship status was highly sensitive and their activities received little publicity and, although their aircraft did not sink any U-boats, their contribution to ultimate victory is worthy of recognition.

November 15th — The Cunard Archive at the University of Liverpool.
By Sian Wilks

This talk will provide an insight into how the archive came to be at the University, what it contains, how it can be accessed and how it helps to inform the ongoing development of Cunard and its liners.

December 20th — The Mersey Training Ships.
By Geoff. Topp

The life and times of the wooden walled training ships of the river, a familiar sight off Rock Ferry for 84 years from 1857 to 1941

January 17th — Three More Notable Ships of 1938:-
M.V. **Glenearn,** S.S. **Malancha** and H.M.S. **Ark Royal.**
By Ian Duckett, Bill Ogle/John Stokoe ,Tom Cunningham

80 years ago, at the time of the founding of the LNRS, war was on the horizon and these three short talks tell of three ships that contributed much to the war effort and, in the case of the merchant ships, much also to the peace that followed.

February 21st — Significant Marine Casualties.
By David Spence

The speaker, who has spent his entire career in the marine industry, reminisces on thirty years spent in casualty investigation. Time and time again the question is posed 'Would an experienced seafarer really have done that and what caused him to take such action?

March 21st — Restoration of the WW 2 Gunboat **MA/SB 27**.
By John Phipps

MA/SB 27 was commissioned into the R.N. in 1941. After use in SOE operations and at D-Day she was sold into private hands. After two houseboat conversations, the derelict hull was purchased by the charity D-Day Revisited in 2016. The talk deals with her historic service but mainly focuses on the restoration project and her proposed future deployment.

April 18th — The Loss of the Troopship **Birkenhead**.
By Glyn Evans

In February 1852 the troopship **Birkenhead** hit a submerged rock at dead of night and sank in twenty minutes. To prevent lifeboats containing women from being swamped, the order 'Stand Fast' was given to the troops. This talk tells of the mistakes that cost 445 lives and the miracles that saved 193.

May 16th — The A**urora** - A Polar Survivor.
By Willie Williamson

For 33 years the Aurora was a successful Arctic whaler and sealer. In a career change she then became a support ship for three Antarctic explorations. Caught in the ice for many months of her last expedition, she survived but then met a sad end in World War 1.

Editor's Note : following this introductory article about the **Glenearn** we are pleased to re-issue the second of a series where, during this commemorative year, we will reprint all of the original presentations given to the Society between 1938 and 1944. They have only recently become available because they are archived separately at the Liverpool Records Office, not the Merseyside Maritime Museum where the rest of our records are kept.

The year 1938 saw a number of notable maritime events, one such being the launch of Alfred Holt's mv **Glenearn**, see frontispiece.

MV Glenearn 1938 – 1970

by L.N.R.S. Member Ian Duckett

In March 1935, Alfred Holt & Co, who traded as the Blue Funnel Line, acquired the London based Glen and Shire Line for £675,000. The purchase price included ten vessels, with an average age of 15 years, the McGregor, Gow and Holland agency and other assets including property. Alfred Holt took over responsibility for the design and maintenance of the fleet and crewing although Glen Line remained a separate trading company. One of main reasons for the acquisition was to give Holt's loading rights in London and the east coast ports of the UK for its far east services.

In 1936 a programme to modernise the Glen Line fleet was commenced with orders being placed for eight twin-screw motor ships of circa 9,000 grt. The ships had a designed service speed of 18 knots to enable the introduction of a fortnightly service from the UK and near Continent to the Far East and China. These ships were designed by the Alfred Holt in-house naval architect, Harry Flett, and their distinctive profile, with only modest changes, became the iconic Blue Funnel/Glen Line symbol for the next 35 years.

Known as the 'Glenearns' after the lead ship of the class, or sometimes the 'Big Glens' but also, during WW2, by Prime Minister Winston Churchill, as the 'Fast Glens', the ships were built in a variety of shipyards in the UK and abroad:

Name	Completed	Builders
Glenearn	Dec. 1938	Caledon, Dundee
Glenroy	Dec. 1938	Scotts, Greenock
Denbighshire	July 1939	NSM, Amsterdam
Breconshire	July 1939	Taikoo, Hong Kong
Glenorchy	Dec. 1939	Taikoo, Hong Kong
Glengyle	Apr. 1940	Caledon, Dundee
Glengarry**	Apr. 1940	B&W, Copenhagen
Glenartney	Sept1940	Caledon, Dundee

** *The **Glengarry** was seized by the Germans when Denmark was invaded and served as a German naval auxiliary renamed **Hansa** until she was recovered at the end of the war.*

Two further similar ships were ordered for Blue Funnel in 1939, **Telemachus** and **Priam**. The former was taken over on the stocks and completed as the escort carrier H.M.S. **Activity**.

Shortly after war broke out, **Glenearn, Glengyle,** and **Glenroy** were commissioned directly into Royal Navy service, initially as Fleet Supply Ships, then in mid-1940 they were converted to become Infantry Landing Ships. All three survived the war and subsequently returned to commercial service with Glen Line.

Breconshire was also taken over by the Admiralty, as a fast transport, and completed 15 Malta convoys before being lost off Malta in March 1942.

Glenorchy, Glenartney and **Denbighshire** technically remained in Alfred Holt service, although during the war all served in several special military convoys. **Glenorchy** was sunk in August 1942, when sailing in perhaps the most famous convoy of the war, 'Operation Pedestal', which effectively broke the siege of Malta.

Post war, the two Blue Funnel 'Glenearns', **Telemachus** and **Priam**, were transferred to Glen Line, becoming the **Breconshire** (2) and the **Glenorchy** (2) respectively, this finally gave the Glen Line the 8 fast ships needed for the fortnightly UK- Far East service.

Turning now to the **Glenearn** herself, her keel was laid on the 14th April 1937, Yard Number 368 at the Caledon Yard, Dundee. She was launched on 29th June 1938, completed her sea trials in December 1938 and commenced her maiden voyage to Yokohama, Japan, on the 29th December 1938.

It is said that she should have sailed on Christmas Eve but that Lawrence Holt delayed the departure so the crew could spend Christmas in the UK.

In early September 1939, after just two commercial voyages, she was commandeered by the Ministry of Shipping to undertake three voyages to Brest carrying tanks and other vehicles for the BEF in France.

Then, in November 1939, along with **Glenroy, Glengyle** and **Breconshire**, she was requisitioned for conversion into a Fleet Supply Ship, being sent to Palmers, on Tyneside, for conversion. She was commissioned as H.M.S. **Glenearn** on the 25th April 1940 but was then temporarily released back to merchant service, under the management of T & J Harrison, to undertake two voyages to the West Indies.

Recalled in July 1940, she underwent further conversion into a Landing Craft Carrier at Grayson, Rollo and Clover, Liverpool, being recommissioned in December having survived several major bombing raids on the Liverpool Docks.

The early months of 1941 were spent undertaking training exercises with the Combined Operations Force for various raids, all aborted, on enemy held territory.

In April 1941 she took part in the evacuation of Allied Forces from Crete and it was whilst serving in this role that, late in April, she suffered major bomb damage which unseated her engines.

She was towed first to Suez and then onto Colombo, a distance of over 5,000 miles for temporary repairs. The final 2,100 miles of this epic tow was undertaken by the Strick Line's **Afghanistan**, at speed of 4/5 knots.

After suffering further air attacks in Colombo, **Glenearn** was almost a wreck and she was but a whisker away from being consigned to the scrapyard.

However, thanks in a large part to the determination of her own engineers and electrical officers, mainly Holt's men serving with the Royal Navy, temporary repairs were completed and, finally, in September 1942, her main engines were turned over for the first time in seventeen months.

She then sailed back to the UK, arriving in December 1942, and the decision was made for her to undertake a major twelve month refit and conversion into a Landing Ship (Infantry) Large by Harland and Wolff, London.

The number of Landing Craft Assault (for troops) carried was doubled to 24 and the number of Landing Craft Mechanised (for vehicles/tanks), was increased from 2 to 3. These craft were manned by two 'flotillas' of Royal Marines (Nos. 535 and 536). **Glenearn** was finally recommissioned in December 1943 and then spent the early months of 1944 training for the D-Day Landings.

Thus, on the 6th June 1944, as part of 'Force S', **Glenearn** successfully landed assault companies of the South Lancashire Regiment between Ouistreham and Lion sur Mer, on Queen White Beach, and follow up companies of the East Yorkshire Regiment on Queen Red Beach. After two months effectively working as a military cross channel ferry, she then crossed the Atlantic, en-route to joining the Pacific Fleet, via the Panama Canal.

During late 1944 and early 1945 time was spent in large scale assault training exercises and trooping with US and Australian forces before, in March 1945, she joined the British Pacific Fleet.

Sadly, in April 1945, a major fuel explosion occurred whilst the refuelling of the LCA's was underway and some 14 men died, including the ship's Executive Officer Cdr. Hardman-Jones and the Chief Engineer Lt Cdr. Aiken, a Blue Funnel man.

The resulting damage to **Glenearn** was repaired in Australia but another fire on a mess deck occurred in September 1945, whilst the ship was in Hong Kong, and this incident, apart from some trooping and repatriation work, signalled the effective end of her war service.

Finally, in July 1946, the ship was handed back to her owners and she was refitted for commercial service at Smith's Dock, Newcastle. In the difficult post-war ship building environment this work took a considerable time to complete and it was not until 6th January 1948 that she was ready to undertake her first post war sailing from Liverpool.

There then followed some 22 years of steady if unspectacular service on the route she was designed for, before, in changing economic, political and shipping times, she made her final voyage to the breakers in December 1970. **Glenearn** was the first of her magnificent class of cargo liners to enter service and, after 32 years, one of the last of the class to leave the fleet.

Specification of m.v. **Glenearn**

	Tonnage	Length	Beam	Draft
Details	9,784 grt/ 5,907 nrt	483 ft.	66 ft.	31 ft.
Engine	Builder: Burmeister & Wain, Copenhagen	2 x 6 cyl. oil 2S DA	12,000 bhp combined	Twin propellors

This photograph of m.v. **Glenearn** was memorably taken from the area of Tilbury Fort on 24 August 1969. It is from the Malcolm Cranfield Collection and published with his approval.

TRANSACTIONS OF

THE LIVERPOOL NAUTICAL RESEARCH SOCIETY

President:

The Earl of Derby K.G., P.C., G.C.B., G.C.V.O., J.P.

Volume I. No, 4

LIVERPOOL AND THE NEWFOUNDLAND TRADE

A Paper submitted to The Liverpool Society for Nautical Research

by

Mr. Arthur C. Wardle M. I. Ex.

on Wednesday, 11th January, 1939,

The earliest record of Liverpool's association with the Colony of Newfoundland is to be found among the State Papers preserved at the Public Records Office. In a list of those who contributed monies or commodities in 1582 for Sir Humphrey Gilbert's venture to Newfoundland appears the name of "Mr. Hales, gent of Leerpole." (Calendar State Papers Dom Eliz. Vol 156. No. 13). Little evidence is forthcoming from the Liverpool Town Books in respect of seventeenth-century trade with the island, but there can be no doubt that the hardy Mersey mariners of those days who ventured as far as the American Plantations and the West Indies, also voyaged to the fishing El Dorado of the shores and banks of Newfoundland.

On 18th December, 1697, Thomas Johnson that astute Liverpool merchant who for some thirty years guided the mercantile and political affairs of the town, wrote to his colleague, Richard Norris, concerning "*the tremendous quantity of rock salt in Cheshire, in his (Johnson's) opinion enough to supply England, Ireland, and the trade in Newfoundland*." Several of Johnson's subsequent letters contained in the Norris Collection at the Liverpool Reference Library mention the Newfoundland "galleons" from Liverpool and refer also to a trade in salt from Cadiz to Newfoundland. In 1693, Richard Norris received permission from the government to sail the ship **Charity** to Newfoundland on fishery business. She sailed from "Highlake" (Hoylake), uninsured, Norris carrying the full risk of the venture, and being compelled to give bond in £500 for the ship's actual discharge in Newfoundland. The **Charity** took out a cargo of salt which she had loaded at Middlewich.

That Liverpool merchants were by this time established in the Newfoundland trade is confirmed by certain entries in the Town Books relating to the transportation of apprentices to the American Plantations, including Newfoundland, as shown in the following transcriptions:-

Acct. of Servants bound to Mr. Wm. Middleton, Master of the **Irish Lawrell** of Leverpoole, bound for Newfoundland as Vizt. :

Feb, 21 1699 / 1700

	Age	Term
Henry Powell, of Wells, Somerset	21 yrs	4 yrs
James Tucker, of Wells	20 "	4 "
Thomas Jones of Carnarvan	20 "	4 "
Thomas Jackson of Blakely in Lanc'	19 "	4 "
Wm. Williams of Narbot in Pembrokeshire	21 "	4 "

(against the name of Thomas Jackson, there is a marginal endorsement :

“Run. February 27”)

Accounts of Servants bound to Capt. Edward Tarleton and went to Newfoundland in the **Yorkshire Lawrell** of Leverpoole, as Vizt.:

Feb. 27 1699/1700

Evan Owen of Oswestry in Shropshire	20 yrs	4 yrs
Thomas Williams of Carnarvan in Wales	12 “	9 “
Hugh Radish of Rachdale in Lanc’	19 “	4 “
John Stock of “ “	23 “	4 “
John Barnes of Hazledene in Lanc’	13 “	8 “
John Bretherton of Nantwich in Cheshire	20 “	4 “

Servants bound to Mr. John Rimmer, Master of the good ship **Planter** bound for Newfoundland.

Mar ye 18. 1699

James Day of Doublin in Ireland	22 yrs	5 yrs
James Garnette of Rainhill in Lanc’	22 “	5 “

The importance of the Newfoundland trade at the opening of the eighteenth century was apparent to the government for on 17th September, 1714 the mayor and magistrates of Liverpool, in response to an enquiry from the Council of Trade and Plantations, reported that a survey of the island would be very useful to Liverpool merchants and navigators. The document, signed by the mayor, Thomas Coore and five others is preserved among the State Papers. Owing to the meagreness of our local records for the first fifty years of that century, and particularly those relating to the Liverpool docks, it is impossible to determine the progress of the trade during that period, but a search of the Liverpool Custom House records might result in much helpful information in that respect. At that time Bristol, Exeter, and other Devonshire ports held the major part of the Newfoundland trade, but occasional newspaper notices of the 1760s and 1770s testify to some measure of Liverpool's commerce with the Colony. Gregson reports that in 1764 only six vessels were entered inwards from Newfoundland, while fourteen were cleared outwards. The following advertisements of 1766 and 1773 are typical contemporary notices of the trade:-

Just imported from Newfoundland
A parcel of COD LIVER OIL and Salt
CODFISH to be sold by
Elmes Bowden & Co.

To be sold
Just arrived from Newfoundland
Cod Liver Oil and fine dry Cod Fish
Apply to John Roberts.

Newfoundland COD LIVER OIL
and
Fine Salt CODFISH just arrived
To be sold by Elmes Bowden & Co.
at the Upper End of King Street,
Who have also a Parcel of SEIL SKINS for sale

It will be noted that, as yet, this trade was small in compass, this no doubt due to the fact that the more lucrative slave trade between Africa and the Plantations proved more attractive to Liverpool merchants than the hazardous venture to Newfoundland. Towards the end of the century, however, the rapid growth of population in south west Lancashire, and the industrialisation of that area, created wider demand for the aquatic products of Newfoundland, i.e. codfish, cod-oil and seal-oil or “train-oil” as it later became known. The following is a list of vessels employed in the Newfoundland trade, according to the shipping register for 1790:-

Active	brig	T. Harrison, master. Built at Chester, 1775. Owner: Wrlght and Co.	130 tons.
Betsy & Mary	brig	L. Roberts, master. built, Wales 1790 Owner: W. Walton.	106 tons.
Catherine	brig	Fuzwell, Master. Built, Liverpool 1768 Owner: Barker & Co.	156 tons
Fancy	brig	H. Dwyre, master Built, America 1776. Owner: Myer & Co.	120 tons.

Hero	brig	J. Stewart, master. Built, Whitehaven 1788 Owner: Brocklebank	174 tons
Royal Recovery	ship	Murphy, master. Built, Liverpool 1790. Owner: Meyer or Myer & Co.	186 tons
Speedwell	ship	McLelland, master. Built, Liverpool 1783 Owner: J. & J. Holmes	250 tons
Thetis	ship	D. Baird, master. Built, Liverpool 1777 Owner: Jackson & Co.	174 tons.
Triton	brig	Langden, master. Built, New England, 1765. T. Rowe.	98 tons.

During the Napoleonic wars the depredations of French and American privateers added considerably to the normal rigours of the North Atlantic voyage, and some indication of the risks involved is gained from the fact that the marine insurance rate for the Newfoundland voyage reached as high as twenty-five guineas per cent and, in isolated instances, the risk became uninsurable. The merchant-men of those days carried a fair armament and, even when not under convoy, were frequently able to put up a successful fight against these marauders. In 1781, the ship **Quaker**, Captain Evans of Liverpool, arrived at St. John's, Newfoundland, with an American privateer of 13 guns which he had captured on voyage, and on his passage to Newfoundland in the autumn of that year the **Quaker** encountered a French 44 gun ship, exchanged a broadside with her and got clear away by sheer sailing ability after a chase of twelve hours. At the same time, the Liverpool Privateers also busied themselves in harassing the French trade with Newfoundland. In September 1778, the **Lady Granby**, owned by the Marquis of Granby and Nicholas Ashton (of Woolton Hall), brought into the Mersey a French snow, **Le Bon Chretin**, loaded with fish and oil from Newfoundland, while the **Dragon**, privateer, 112 tons, 14 guns, 75 men, took two ships of the enemy, bound with fish from that Colony.

The story of these Liverpool corsairs is told by Gomer Williams in his “Liverpool Privateers”.

In 1801, the following vessels were employed in the Newfoundland - Liverpool trade:

Abby	brig	T. Brinton, master 154 tons Built, America, 1774 Owner: Kirkpatrick
Active	brig	W. Wilding, master 127 tons Built, Bermuda, 1789 Owner: M'Burnie & Co. Armament: 16 six pounders
Aurora	brig	Townsend, master 154 tons Built, Teignmouth, 1787 Owner: T. Rowe
Nymph	brig	Nicholson, master 143 tons River-built, 1788 Owners: Preston & Co.
Peggy	brig	Lumley, master 200 tons Built, Whitehaven, 1780 Owner: Hayston (captured 1802)
St. Joseph	brig	Cooper, master 90 tons French prize by capture 1800 Owner: Marsden Armament: 4 six pounders; 4 four pounders
Bacalhao	ship	W. Salter, master 121 tons Spanish prize by capture 1796 Owner: T. Follet Armament: 4 four pounders
Allison	ship	R. Burns, master 259 tons French prize by capture 1795 Owner: Parr & Co. Armament: 20 six pounders

Thus, it will be noticed that the trade during the eighteenth century was not very extensive, but the transference of the woollen industry from Devonshire to Yorkshire, the growth of the Manchester cotton trade and the wider Colonial demand for Lancashire coal now caused Newfoundland merchants to look directly to Liverpool for their supplies. During the early years of the nineteenth century the war with France and America somewhat retarded this commerce. Nevertheless, in 1812, some forty vessels cleared with general cargo from Liverpool for St. John's, Newfoundland, and the trade gradually expanded despite the depredations of such notorious American privateers as the **True Blooded Yankee** which harassed the whole of the North American shipping. The Liverpool ships, however, sailed

admirably equipped to meet such dangers, and the following is a typical sailing notice, taken from the “Mercury” of 22nd April, 1814:

For NEWFOUNDLAND
The British Ship STAR
Thomas Thompson, Master
Burthen per register 484 tons; stands A.1 at Lloyd’s, and is a remarkably fine vessel, copper fastened and sheathed, and armed with
12 12-pound carronades and 4 long 9-pounders;
she is now ready to receive her cargo, and will be despatched by the next convoy
For rate of freight, apply to Captain
Thompson on board west side Queen’s Dock or to
CROPPER, BENSON & Co.

This was an unusually large ship for the trade, the average size being between 100 and 150 tons, and it was not until the middle of the nineteenth century that the dimensions of the Newfoundland sailing ships reached their peak, i.e. about 400 tons. A hundred years ago the trade was conducted almost entirely by brigs of about 150 tons.

After the close of the Napoleonic wars, the sailings from Liverpool increased until, in 1855, they reached seventy five departures in one year, with almost as many arrivals from Newfoundland. Meanwhile, a number of merchant firms in the Colony found it necessary to establish branches at Liverpool, and such well-known local names as Bowring, Bailey, Job, etcetera were entered in the annals of Liverpool. The following list of firms showing the number of vessels entered outwards from the Mersey has been compiled from newspapers of 1838:-

Graham and Taylor	12 vessels
Job, Bulley & Co.	4 "
Ferris, Butler & Co.	4 "
W. Tarbet	3 "
T. & W. Earle	2 "
J. Robertson	2 "
R. Alsop	2 "
G. Brown	1 "
T. & J. Brocklebank	1 "
Harrison & Ridley	1 "
W.W. Bulley	1 "
J.G.Oughterson	1 “
J. Glynn & Sons	1 ”
Eschelly, Rowett & Co	1 "
	36 vessels

The largest craft was the ship **British Tar** 266 tons, loaded by G. Brown, and the smallest the schooner **Charlotte** 55 tons, from Eschelly Rowett and Co. Below is a typical sailing notice, taken from Gore's Advertiser of February, 1835:-

BRITISH NORTH AMERICA
To sail from 1st to 8th of March
for St. John's, Newfoundland.
The fine, new fast-sailing A.1. Brig
VELOCITY
Thomas Blackstone, Master: 145 tons register;
has room for a few tons of freight,
and good accomodation for passengers.
For freight or passage, apply to
the Master, on board, Queen's Dock or to
BENJ. BOWRING.
32 King Street.

During the first half of the century these brigs, which constituted the sole communication between Liverpool and Newfoundland for mails and passengers were chiefly colonial built, being despatched in the first instance to Liverpool for sheathing and fitting. Their voyage was particularly hazardous and a glance through contemporary newspapers reveals numerous disasters and founderings. The island of Newfoundland for almost half a century has been designated "the graveyard of the Atlantic", and hundreds of well-found ships and their crews met a terrible fate upon its rocky coasts or in the ice-belt in the days before the Merchant Shipping Acts were introduced.

Here is a description of the loss of the ship **Lady of the Lake**, in 1833, given by one of the passengers:

"*The number of passengers and crew on board was 231 souls, and at about five o'clock on the morning of the 10th May, the ship came to the edge of a large field of ice, about 250 miles east from Cape St. Francis. The Captain, expecting to make his way through, held on until about eight o'clock when, finding the ice to thicken so as to impede his progress, he put about, and had nearly returned to the edge of the ice when, about half past nine, the vessel had three timbers of her starboard bow forced in by a piece of ice, and the water rushed in so violently that in 20 minutes she sank. When the state of the vessel was known, the Captain is said to have lost all presence of mind, and to have made no further exertion for her preservation. The mate used every effort to stop the leak and, finding all fruitless, he ordered the boat to be lowered, when the rush was so great that she swamped and righted, and swamped again, when numbers perished. The third*

time about thirty persons, including the Captain, got in and succeeded in leaving the vessel. In the meantime the mate and one seaman succeeded in getting some beef and a compass into the stern boat, which put off, numbers getting in, and she had not proceeded far when the vessel turned over in the water. The manner in which those remaining in the boats were picked up is already told, to which we may add that when the long boat fell in with the wreck of the ***Harvest Home****, the 18 men left by her on it, finding a boat, lowered it, and were ultimately rescued by the* ***Messenger****, of Torquay, with the exception of five who were trying to follow the Captain from the wreck. Twelve were saved in the long boat, 8 in the stern boat, 13 in the boat of the* ***Harvest Home****, and one picked up by the* ***Lima****. Total: 34 saved, and 197 perished."*

Another casualty of the same year was the brig **Martha**, Captain John Sewill, owned by Peter Ditchbourne, of Liverpool. The **Martha** struck the ice at 4 p.m. on 10th May, when 290 miles from the Newfoundland coast, and sank at 5 p.m. The lower bow post was stove in and part of the bow plank. It proved impossible to prevent the vessel's sinking, and the crew took to the boats. They saved some provisions and clothes and a topgallant studding sail, with which they left the vessel, but had scarcely pulled clear of the wreck when she went down head foremost and in two minutes totally disappeared. They were on the water in the boats eight days, pulling wherever the freedom of the ice permitted. According to calculations they rowed 180 miles before clearing the ice, and then stood to sea for seven days before reaching St. John's. The captain estimated that the voyage of fifteen days in the boat was at least 600 miles. They were in a most pitiable state when they landed, being nearly starved to death. The feet of some of the crew were so swelled that they could not walk. The Newfoundland merchants, however, received them with greatest kindness, and did all possible to alleviate their suffering. Eight vessels bound for St. John's were totally lost in the ice in that month of 1833.

While the outward voyages of these Newfoundland brigs and schooners were seldom under one month's duration and occasionally extended over two or three months, some remarkable runs from Newfoundland to Liverpool are recorded in respect of this heavy type of craft. In July, 1833 the brig **Sarah**, Blyth, master, arrived in Liverpool after a passage of 13 days. Towards the middle of the century English-built vessels conducted the trade, and sturdy but trim brigantines and schooners from the yards at Shoreham, Bridport, and Whitehaven made some record crossings of the Atlantic. By courtesy of our Vice-President, the Honourable Sir Edgar R. Bowring, K.C., M.G. I append a specification of the brig **Titania**, 220 tons, launched at Bridport in 1850, and specially constructed for the Newfoundland/ Liverpool trade.

She was the forerunner of a long line of vessels carrying the Shakespearean nomenclature which characterised the Bowring ships in the Newfoundland trade. The voyage was really a triangular run from Liverpool to St. John's, Newfoundland with general merchandise, thence with codfish to Brazil or the West Indies, and then on to Liverpool with cotton, sugar etc; a reverse service was operated from Liverpool to Brazil with cargoes of general merchandise, thence to Newfoundland with rum, molasses etc., and from Newfoundland to Europe with codfish, cod-oil, seal-skins and seal oil. These vessels traded with remarkable regularity and became known for their excellent sailing qualities. In 1854, the iron ship was introduced when the **Hermione**, 435 tons, was launched for Bowrings at the yard of Cato, Miller & Co., Liverpool. Long after the inauguration of steamship communication between this port and Newfoundland, brigantines and schooners continued the trade, down to pre-war days. So familiar were they to Liverpolitans that they became known colloquially as the "Newfoundland fish-boxes" among the dock-front fraternity. Here are a few rapid passages:-

1887	Adamantine	barquentine	235 tons		
		St. John's/ Liverpool		13 days	
1888	Spark	schooner	197 tons.		
		St.John's/ Liverpool		13	"
1890	Dunure	barquentine,	198 tons		
		St.John's/ Liverpool		12	"
1894	Imogene	schooner,	203 tons.		
		St.John's/ Queenstown		11	"
1904	Carpasian	barquentine	299 tons		
		Cape Broyle (NL)/ Glasgow		12	"
1905	Cordelia	iron barque,	598 tons.		
		St.John's/ Glasgow		12	"

Until the introduction of steamship communication between this country and Newfoundland, these little vessels provided the only means of passenger transport to and from that Colony, and it will be noted that the passages above mentioned were quite equal to those of the steamships.

In 1857, the first steamship service between Newfoundland and Liverpool was inaugurated when the North Atlantic Steam Navigation Company put on the berth the steamers **Circassian** and **Khersonese**, each of 2,400 tons. The agents here were Weir, Cochrane & Co., and at St. John's, Messrs. Bowring Brothers. The cabin fare to Newfoundland was sixteen guineas, and the third-class fare seven pounds. This line, however, was short-lived and a few years later the Allan Line commenced a service which they retained until they merged with the

Canadian Pacific Railway when the Newfoundland service was taken over by the Furness Line. During the ‘nineties, the Bowring firm also operated a service, an adjunct of their Red Cross Line which, for some fifty years, had provided the steamship communication between Newfoundland and New York. Today with the exception of occasional cargo sailings from London and the Continent, Liverpool affords the only steamship connection between Europe and the island and the trade is cared for by two modern steamships of about 6,600 tons, a vast advance on the little passenger-carrying brigs and brigantines of last century.

Liverpool is thus more closely associated with the Colony than any other British city or port, and although the annual trade cannot be described as immense, when the aggregate cargo tonnage of the Mersey is considered, it is nevertheless regular and appreciable. The Colony has passed through many vicissitudes owing to fires, storms, and financial crises, but Liverpool merchants have ever been ready at hand with generous help for the island. The fire of 1846, when the city of St. John’s was burnt out, resulted in an immediate gesture of relief from local merchants; and again in 1892, when fire destroyed the Newfoundland capital, Liverpool merchants led by Sir William B. Bowring and Mr. Thomas R. Job, raised thousands of pounds for relief of the sufferers, and they loaded the steamer **Barcelona** with goods for their use. Certain Liverpool family names, owing to an excellent tradition of public service and philanthropic endeavour in the island are perpetuated there, and it would seem that their centuries old associations with Newfoundland are likely to be continued by successive generations gifted with mercantile enterprise, for this is a trade in which the industrial combine has not been able to crush out the spirit of private enterprise. In recent years, the economic situation in the island has certainly been most depressing, but the sturdy Newfoundlander, once he appreciates his ills, and if left to his own devices, has a happy knack of rapidly overcoming physical and financial misfortunes, and all he needs today is that sympathetic encouragement and co-operation which is the basis of all true and lasting commerce. In this, Liverpool still continues to play its part.

Particulars of the brig **Titania**.

Measurements according to Register dated 11th October, 1850

Length from inner part of main stem to fore part of stern post aloft	101 8/10 ft.
Breadth midships	20 3/10
Depth of hold at midships	13 5/10

Measurement 220-1994/ 3,500 tons

Builders' Measurement:-

	Ft.	Ins.
Length from fore part of stem head aloft to after part of stern post below or keel fore & rake	101	6
Breadth extreme	22	9 1/2
Depth of hold	13	6

Measurement 242 tons

Length of spars of:

Main Mast Deck to Trussel Trees	35'	0"
Fore Mast	32'	6"
Head of Main Mast	8	0"
Head of Foremast	7'	6"
Main Boom, extreme	48'	0"
Main Gaff	32'	0"
Main and Fore Topmasts extreme	27'	6"
Yard arms	2'	6"
Main & Fore Yard	43'	0"
Topsail Yards	34'	0"
Topsail Yard Arms	2'	0"
Royal Yards	19'	0"
Topgallant Yards	25'	0"
Topgallant Yard Arms	1'	6"
Bowsprit (out)	17'	0"
Jib Boom out	15'	0"
Royal Masts	10'	0"
Pole	6'	0"
Flying Jib Boom	8'	0"
Top Gallant Masts	14'	0"

MEMORANDA:

Chains & Anchors	Bower Chain	90 fm	1 3/16 inch
	Ditto	90 fm	1 1/16 "
Best Bower	12.1.24	Mooring Chain	5/8 inch
Second	11.P.7	Stream Anchor	7.1.9
Third	10.3.9	Kedge	3.0.1.

Charged 20s/- per ton extra for delivering at Bridport. Total weight of Chains and Anchors 9 tons 10 cwt. 2 qrs.

Lower Rigging	$6^{1}/_{2}$ inch;		Back Stays	6 inch
1	Hawser	@	7”. 5”. 4”. inch	90 fathoms
2	Manila Hawsers	@	$2^{3}/_{4}$ inch	
and running rigging		Total weight	6 tons	

Particulars of CANVAS in Sails:-

2	Fore Courses	each	206	412 yards
2	Top Mast Staysails	@	$66^{1}/_{2}$	133
1	Main Stay Sail			$138^{1}/_{2}$
3	Topsails	@	191	573
1	Main Course			256
1	Main Trysail			$261^{3}/_{4}$
1	Jib			$139^{3}/_{4}$
1	ditto			$124^{3}/_{4}$
1	Main Top Mast Stay Sail			$111^{1}/_{2}$
1	” Top Gallant Staysail			84
2	Topgallant Sails			163
2	Lower Studding Sails	@	104	208
3	Topmast Studding Sails	@	70	210
1	Flying Jib			$102^{1}/_{2}$
1	Jib Topsail			$83^{3}/_{4}$
2	Royals	@	$29^{1}/_{2}$	59
3	Topgallant Studding Sails	@	33	99
2	Royal Studding Sails	@	15	30
1	Skysail			$13^{1}/_{2}$
6	Tarpaulins			68
2	Boat Sails			40
1	Awning			162
				3,473 yards.

<u>Measurements of Spars taken when in Liverpool Docks, March, 1851</u>

Mainmast	Keel to Deck	12 ft.	Deck to Hounds	34’ 5”	
	Mast Head	8’ 3” diameter.	Step 15.	Deck $17^{1}/_{2}$	
	hounds	16 by $13^{1}/_{2}$ and 13			
Fore Mast	Keel to Deck	12 ft.	Deck to Hounds	31’ 10”	
	Mast Head	8’ 3” diameter	as above	15. $17^{1}/_{2}$. 16 by $13^{1}/_{2}$ and 13	
Top Masts	Keel to Cap	8’ 3”	to Hounds	16 ft.	Mast Head 4’ 6”
Top Gallant Masts	Keel to Cap	4’ 6”	Cap to Hounds	10’ 2”	
Royal Mast Extreme	8 ft. poles		$3^{1}/_{2}$ ft.		

Royal Yards extreme	20 ft.	arms	11
Top Gallant Yards extreme	25 ft.	arms	17 inches
Topsail yards extreme	35 feet	arms	2
Lower yards extreme	45 “	“	$2^{1}/_{2}$
Main Boom extreme	45		
Main Gaff “	32		
Trysail Mast “	30		
Bowsprit from keel to outside knight heads		1 feet, from ditto to end	16 ft. 4 in.
Jib Boom from keel to cap	16’ 2”	Cap to Hounds	19’ 10”
Flying Jibboom	9’	Pole	3 ft.
Whiskers	16 ft.	Swinging Boom	29 feet

The brig **Antelope** pictured in Boston Harbour (1843 on her maiden voyage)
by Fitz Henry Lane, held by Museum of Fine Arts Boston, published courtesy Wikimedia

The **Antelope** (370 tons she was somewhat larger than the T**itania**) and was built at East Boston by Samuel Hall in 1843 for Russell & Co. of Boston. She served in the opium trade with China

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President:

The Earl of Derby K.G., P.C., G.C.B., G.C.V.O., J.P.

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A Paper entitled

LIVERPOOL -- ITS SHIPS AND THEIR OWNERS A CENTURY AGO

by

W. Stewart Rees

Submitted to the Liverpool Nautical Research Society

on

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In 1838, the population of Liverpool and its suburbs was about 270,000. There were fourteen docks, viz. Clarence and half-tide dock (the most northerly and constructed for steamers), Trafalgar, Victoria, Waterloo, Princes, Georges, Cannlng, Salthouse, Kings, Queens, and half-tide dock, and also the Brunswick and half-tide dock (the most southerly used by the timber ships) and a number of dry basins. The Docks were the property of the town and vested by Act of Parliament in the Mayor, Aldermen, Bailiffs and Common Council of Liverpool under the name of the Trustees of the Docks and Harbour of Liverpool. The Old Dock had been filled up and the erection of the Custom House commenced on its site in 1828 but that imposing building, which cost £245,000, was not completed until 1839.

The entrances to the Mersey were the old Rock Channel (the original entrance to the Port) and the Formby Channel. As far back as 1813 the North West Light Ship had been placed in position, and in 1830 the Rock Perch Lighthouse, now known as New Brighton Lighthouse, was completed, but it was not until 1836 that the Formby Lightship was moored in that channel. A paragraph taken from Gore's Advertiser, April 1840, just before the Crosby Lightship (or Floating Light, as these vessels were called) was placed at her anchorage, throws light on the earlier conditions at the port:-

> "*The Rock Light, the intended Crosby, and the Formby floating light being nearly in line with Victoria Channel, will enable vessels to enter or leave the port at about any hour of the night thus affording means of access and egress, particularly valuable to her Majesty's Mail Packets as well as to American and other Packets sailing on fixed days, and to the shipping generally, whether sailing vessels or vessels navigated by steam, as the Port may be said to be open almost every hour of the twenty-four".*

In 1838 there were 11 Pilot Boats in commission, all sailing cutters of about 50 tons each, under the direction of the Pilots Committee, on which were many of the principal merchants and shipowners. Lloyd's Register for that year gives the names of just over 300 firms or individuals with some 600 ships registered at Liverpool - 150 of whom owned only one ship each! The actual number of ships belonging to the port considerably exceeded that figure, as in February 1836, Gore's Newspaper stated that 1,000 Ships belonging to Liverpool merchants were then engaged in the foreign trade.

Thos. & Jno. Brocklebank, the largest shipowners, had a fleet of some 43 ships trading to India, the Far East, South America, etc. John Bibby & Co's flag was flying over 18 vessels, principally engaged in the Mediterranean and Portugese trades. Shipowners shown as having six or more vessels were:- in the

General Trades, Duncan Gibb 9 ships; Robinson 7; Chas. Chaloner & Co. 6; H. C. Chapman, 6; Sir John Tobin 5; while his brother Thos. Tobin had 4 ships in the West African trade, where also Hamilton Jackson & Co. had 11, and Isaac Bold 7 vessels, and in the South American trade, John Worrall & Co. were employing 9 vessels and Charles Tayleur Sons & Co. 7. In those days shipowners were often described in the directories as merchants, or merchants and shipbrokers, because the former shipped part or, in some instances, full cargoes of their own in the vessels. The outward cargo was sold, and with the proceeds foreign produce was purchased for the homeward voyage. Quite a number of firms acted as loading brokers for other shipowners "on commission", and so it is found that more ships were being handled by individuals or firms than actually belonged to them, while others were purely shipbrokers and did not own any vessels. Here is a typical advertisement taken from Gore's Liverpool Advertiser of 24th May, 1838:-

To sail on the 5th June
for BATAVIA and CANTON
The frigate built ship JOHN O'GAUNT
John Robertson, Commander.
Burthen per register 449 tons. For
freight or passage, having a full Poop
and very superior cabin accomodation,
apply to Messrs. John Gladstone & Co.,
or to BOLD & STARKEY

If the registers could be produced, it would be found that in many instances the owners' friends and others were interested in the ships - such as the shipbuilders, sailmakers, ship store merchants etc. and the 64 shares were divided between them, although the "ship's husband" as he was termed, would hold the greater proportion. At that time there were no "conferences", and owners were free to send their ships into whichever trade offered the best results, and so a vessel might make one voyage to America or Canada, and the next to India or the Far East.

The Mersey shipbuilders and engineers had a great reputation and quite a number of the early P. & O. steamers were launched at Liverpool. In 1838 there were more than a dozen ship builders, the principal firms being Wm. & Thomas Wilson, whose yard was at the North end of the Town, while Humble & Milcrest, Thomas Royden, Peter Chaloner, Sons & Co. had yards at the south end of Liverpool, together with Robert Clarke & Sons, Matthew Clover & Co., Jackson Gordon & Co., Charles Grayson & Co., J. Dawson & Co. and others; while on the Birkenhead side were the yards of Lairds, Robert Russell & Sons and Seadon & Leadley. The leading engineers were Fawcett, Preston & Co., George Forrester & Co., Mather Dixon & Co. and Thomas Vernon & Co., all with works in Liverpool.

No statistics are available pertaining to ships built on the Mersey in 1838, but at least 14 vessels were launched, including 5 steamers.

It is of interest to note that the places of residence of some of the early shipowners whose names are known to the present generation:-

Thomas Brocklebank	Mount Pleasant
James Moss	“
Robert Benson	Lodge Lane
Isaac Bold	Duke Street
John Bibby	Linacre Marsh
David Behrend	Upper Parliament Street
Charles Bahr	Colquitt Street
The Croppers	Dingle Bank
Robertson Gladstone	Abercromby Square
E.D. Glynn	Grove Street
Charles Horsfall	Netherfield Road
David & Chas. McIver	Roscommon Street
Samuel Sandbach	Aigburth
John Tinne	“
Sir John Tobin	Liscard Hall, Cheshire
John Glynn	Liscard, Cheshire
Benjamin Bowring	Bridge Street, Birkenhead

The shipbuilders and engineers‘ choice of residence was as varied as the shipowners:-

Peter Chaloner, Wm. R. Preston and Robert Russell had their homes at Aigburth; Robert Clarke at St. James Place; Mathew Clover in St. George’s Street; William Fawcett in Lydia Ann Street; George Forrester in Lord Nelson Street; Michael Humble in Kirkdale; Thomas Milcrest in Kent Square; Thos. Royden in Bedford Street; Wm. Wilson in Stanhope Street; Thomas Wilson in Everton and John Laird in Cathcart Street, Birkenhead.

Mention might be made of the fact that the first vessel constructed of Iron on the Mersey was a barge of 50 tons launched at Birkenhead by Lairds in 1829 for use in Ireland, while the first “ship” built of the same material on the Liverpool side was the **Ironside** of 264 tons, constructed by Gordon Jackson & Co. and launched from their yard on 18th October 1858 for Nathan Cairns of Liverpool, from whence she sailed for Rio on 14th November.

Gore's Advertiser for 1838 contains a monthly return of the number of vessels "Reported at the Liverpool Custom house" and the countries from whence they arrived, from which the following particulars have been abstracted, showing approximate totals for the year:-

From	Ships	Tonnage	Average Tons
Africa	63	15,312	243
China and East Indies	97	38,008	392
West Indies	202	51,707	256
South America	234	54,755	234
British America	361	174,528	483
Australia	9	2,668	296
United States of America	839	381,938	455
Mediterranean	258	43,030	166
Portugal	71	8,671	122
Europe incl.: France, Spain, Germany etc.	819	124,684	152
TOTAL FOREIGN TRADE	2,953	895,301	303
Coastwise including: Ireland, and Isle of Man	10,537	1,172,542	111
TOTAL ALL TRADES	13,490	2,067,843	153

From the same newspapers of that year the following details have been taken from the ships “entered outwards” to Foreign Ports. Under the heading “Africa” are the names of 94 vessels, from which 28 ships for the islands off the African coast and the Cape of Good Hope must be deducted. The largest vessel in the trade was 731 tons and the smallest 98 tons. The average size 278 tons. Hamilton Jackson & Co. had 11 ships, Charles Horsfall Son & Co. 8 ships, and Sir John Tobin, Thos. Tobin and Isaac Bold all had sailings. “China” comes next with 20 vessels, the largest was the **John Bull**, 647 tons, owned by George Kendall of Liverpool and just launched by Thos. Royden, and the smallest 218, with an average of 397 tons. W. & J. Tyrer had 7 departures for China, while Brocklebanks had one sailing for that year.

Then follows the “East Indies”, which includes India, Batavia, Singapore etc., and the ships total 127, of which 44 went to Calcutta the largest 883 tons, the smallest 214, with an average of 369 tons. Tyrer’s had 11 sailings, Bold & Starkey 10 and Brocklebanks 7. 41 ships went to Bombay, the largest 794 tons, smallest 274 tons, and average 488 tons. Bold & Starkey had 6 departures, Tyrer’s 5,

Brocklebanks 3 and Bibby 1. 19 ships went to Batavia, average 358 tons, and 10 to Singapore of 323 tons; there were also 13 vessels to other ports.

The entries to the “West Indies” numbered 291 - largest ship 992 tons, smallest 23 tons, and the average 250 tons. The principal firms engaged in this trade were: J. Poole & Co. 39 departures, Imrie & Tomlinson 31, Ashley Bros. 23, W. Rose & Co. 22, also Sandbach, Tinns & Co. 7, G. Booker & Co. 5, Bibby 3 and Gladstone 2.

For “South America” there were 222 ships. Only 26 ships sailed round Cape Horn to the West Coast. Tyrer’s had 6 sailings and Brocklebanks 3 - the largest 375 tons, smallest 142 tons and average 222 tons. The other ships went to the East Coast - largest 878 tons, smallest 75, average 247. Tyrer’s with 32 sailings, Imrie & Tomlinson, Ashley Bros. and Cotesworth & Smith each 22, J. Poole & Co. 3, Bahr Behrend & Co. 5, Brocklebanks 4 and Cropper Benson & Co. 2.

Under the heading “British America” are the names of 272 ships, of which 36 sailed to Newfoundland - the largest to latter country being 266 tons, smallest 55 tons only, and average 137. Graham & Taylor 12 sailings, J.W. Bulley & Co. 4, Brocklebanks 1. To the other British America ports (excluding Newfoundland), there were 236 vessels - largest 972 tons, smallest 73, average 483. Gibbs Bright & Co. were top with 24 departures. Cannon Miller & Co. 22, Duncan Gibb 20, Wildes Pickersgill & Co. 18, J. Poole & Co. 7, C. Chaloner & Co. 5, Gladstone 1.

Next in the list comes “New South Wales”, which includes Australia - there were only 30 ships - largest 706 tons, smallest 81, average size 288 tons. Cotesworth & Smith had 6 sailings.

In the “United States” trade were 697 vessels, divided between the ports as follows:

New York	198 ships	Philadelphia	51 ships
New Orleans	125 “	Mobile	36 “
Boston	77 “	Savannah	35 “
Charleston	55 “	Baltimore	27 “

and to other ports 93 ships.

New York had the largest vessels - the American Packet Ships, some of which were 1,000 tons, while the average size of all the Liverpool - New York vessels was 550 tons.

To the other United States ports, the 499 ships averaged 452 tons. The most important firms in the American trade were:- W. & J. Brown (agents for the Dramatic Line) 98 sailings, Baring Brothers & Co. (agents for the Black Ball Line) 94 sailings, Humphreys & Biddle 44, Wildes Pickersgill & Co. (agents for Swallow Tail Lines) 35, Focke & Boult 31, Hughes Cowle & Co. 24, Ingleby & Browne 23, T. & J. Sands (agents for Red Star Line) 13 and Rathbone Brothers 3 sailings.

Naturally “Europe” had the largest fleet of vessels, a total of 1,214, but included therein are 456 ships to the Mediterranean, and as 89 of these were under 100 tons, the average is only 139 tons & the largest 529 tons and the smallest 50 tons. The principal firms in the Mediterranean trade were Bahr Behrend & Co. 101 sailings; J. Moss & Co., 52: J. Bibby & Co., 43; G. Yates, 37; Huntington Chapple & Co. 31; Vianna & Jones, 31; Cotesworth & Smith, 15; J. Glynn & Sons, 14 sailings. Of the remaining 758 ships to the North Continental ports, Russia, Norway etc., also Portugal (95 ships sailed for Oporto and Lisbon) the largest was 851 tons and the smallest only 30 tons, average 159 tons, and the leading firms were Bahr Behrand & Co., with 392 departures; G.C. Weber & Co., 105; Campbell & Rudd, 34 ; J. Glynn & Sons 15; Brocklebank 6; Bibby 14; Vianna & Jones 13; Gatesworth & Smith 11; but the last three firms’ sailings were all to Portugal, these being the principal firms in that trade. The total of these vessels entered outwards for foreign ports during the year numbered 2,969, with an aggregate of 759,462 tons, the average size being 255 tons and which represented 57 sailings per week or eight per day, all sailing vessels except in the New York trade, where two paddle steamers were running during the latter part of 1858. There is no “return” for the outward coastwise trade, but assuming the numbers were identical with the inward arrivals, the total both in and out coastwise and foreign would be approximately 27,000 vessels, and brings us to the surprising average movement of 74 ships leaving or entering the Port of Liverpool every day of the year. Another interesting fact is that there were some 80 steamers employed in the coasting trade in 1838, many of them running to Ireland, and between that country and Liverpool there was also a very large number of small sailing craft engaged. With so many vessels using the Port, quite apart from the loading and discharge of cargoes there must have been very considerable activity going on, besides new ship building, there were replacements of masts, rigging, sails, drydocking for overhauls and repairs, sheathing etc., while many of the new American and Canadian built ships on their first arrival had their bottoms coppered.

In connection with the first steamship service across the Atlantic, it is not possible to avoid reference to the British & American S.N. Company, of London, formed with a capital of £1,000,000, of which Mr. McGregor Laird was Secretary. This company had ordered a wooden paddle steamer of about 2,000 tons, to be named the **British Queen** which was building in London for the Atlantic trade. Knowing that Liverpool and Bristol were preparing schemes for a service and, as London was desirous of being “first in the field”, they chartered the wooden p.s. **Sirius** of Dublin, 412 tons, register and 730 tons burthen, belonging to the St. George Steam Packet Co., built by Menzies of Leith in 1837, with engines of 320 horsepower supplied by Whingate & Co., of Whiteinch, Glasgow. Her boiler

pressure was 15 lbs. and the vessel's dimensions were length 178.4ft., breadth 25.8ft. and depth in hold 18.3ft. She had one funnel and three masts, an average speed 9 knots and cost £27,000.

It is also necessary to mention the wooden p.s. **Great Western** of Bristol, 679 tons register and 1,340 tons burthen belonging to the Great Western S.N. Co., of Bristol, where she had been constructed by Patterson in 1837, while her engines of 460 h.p. were made by Mawdesley Son & Field of London. Boiler pressure was 15 lbs. She had one funnel and four masts. Her length was 207.1 ft., breadth 31.8 and depth in hold 23.1. Average speed 10 knots, while her cost was £60,000.

The **Sirius**, commanded by Lieut. Richard Roberts R.N. left London on 28th March, 1838 for Cork to take on board passengers who travelled from Liverpool by the p.s. **Ocean** (also owned by the St. George's Company) and, after embarking them, she sailed from the Irish port on 4th April, with 94 passengers. Close behind her , the **Great Western**, in the charge of Lieut. James Hosken R.N., but with only seven passengers, left Bristol on 8th April. Strange to state, both vessels arrived at New York on the same day, namely Monday 23rd April, the **Sirius** early in the morning after a passage of under 19 days, but without any fuel remaining, having consumed 453 tons of coal and also 43 barrels of resin - the daily consumption having been 24 tons. During the first part of the voyage she met with strong head winds which interfered with her progress. The **Great Western** steamed into New York in the afternoon after a passage of 15 days. She had used practically the same quantity of fuel, namely 450 tons, a daily consumption of 30 tons. Needless to say, both vessels received a tremendous reception. These two steamers left New York on 1st and 7th May respectively, the **Great Western** having 66 passengers, and she arrived at Bristol in 14 days.

The next steam vessel to come under consideration is of particular interest, as she was entirely a Liverpool production. The wooden paddle steamer **Royal William** registered at Dublin was launched on 31st May 1836 by W. & T. Wilson at their yard in Liverpool. She registered 403 tons and was of 617 tons burthen, with length 172.5ft., breadth 24.6ft. and depth of hold 16.6ft. Her engines were of 276 h.p., made by Fawcett Preston & Co., Liverpool, but her boiler pressure was only 8 lbs., and her average speed 10 knots. She was owned by the City of Dublin Steam Packet Co., the directors of which were the moving spirits in the formation of the Transatlantic Steamship Co. of Liverpool, which had a capital of £500,000. The Managing Committee consisted of Harold Littledale, Rodney Street, of the firm T. & H. Littledale, brokers; Joseph C. Ewart, Aigburth, of Ewart Myers & Co.; and Thomas Booth, Hope Street, of Thos. Booth & Co., corn merchants - all leading Liverpool business men. The Managing Directors were Charles Wye Williams, of Liverpool, and F. Carleton, of Dublin. The **Royal William** was chartered by the Transatlantic Company and placed on the American service -

She was an exceptional vessel, having been, at the suggestion of C.W. Williams, subdivided by iron bulkheads. She had one funnel and two masts, and under command of Lieut. W. Swainson R.N., sailed from Liverpool on a summer evening - 5th July, 1838, when she had a great send-off. Bound for New York direct, she carried 32 passengers, and although experiencing adverse winds at the start, she reached her destination on 25th July after a passage of under 19 days, and was the first steamer to cross the Atlantic from Liverpool. According to a letter written at the time by James C. Shaw, Marine Manager of the Transatlantic Company, the **Royal William**'s total consumption of fuel was 351 tons, 2 cwts, 2 quarters, and she arrived with sufficient to steam another 600 miles. Her daily consumption was 18 tons and she covered the whole distance at an average of 2 cwts. 11 lbs. per mile, or 6 lbs. 4 ozs. per H.P. per hour - a result unprecedented! She left New York on 4th August with 35 passengers and reached Liverpool on 19th August, in $14^{1}/_{2}$ days. She sailed from the Mersey on a second trip on 20th September with 67 passengers.

During the summer of 1838 the American packet lines were employing 20 ships on the Liverpool - New York service. The "Old Line", better known as the "Black Ball Line", had two sailings per month - on the 1st and the 16th - the smallest of their eight vessels being the **Orpheus** 575 tons, and the largest the **Cambridge** of 850 tons. The "Red Star" Line sailed on the 8th of the month, with four ships - the smallest being the **Sheffield** 578 tons, and the largest the **St. Andrew**, 660 tons. The "New" or "Dramatic Line", sailing on the 16th, had four of the largest ships in the trade:-

Shakespeare	800 tons	Sheridan	1,012 tons
Garrick	1,004 tons	Siddons	1,014 tons

and finally the "Swallow Tail" Line, sailing on the 24th, had four ships - the **George Washington** and **Roscoe** each 600 tons, the **Independence** 730 tons and **Pennsylvania** 808 tons.

The next steam sailing from the Mersey was another wooden vessel, the paddle steamer **Liverpool** of 559 tons register and 1,150 tons burthen; length 212.9ft., breadth 28.5ft. and depth in hold 19.3ft., and just completed. She was a Mersey production, launched on 14th October, 1837 by Humble & Milcrest, Liverpool, with engines of 464 H.P. by George Forrester & Co., another first class firm of engineers belonging to the Port. With an average speed of 9 knots this vessel cost £45,000 and was owned by a well-known Merseyside shipowner, Sir John Tobin, who had been Mayor of Liverpool, and he sold her to the Trans-atlantic Company. She had two funnels and three masts. Leaving the Mersey on 20th October, 1838, in the charge of Lieut. R. J. Fayrer R.N. she met with a succession of gales and put back to Cork ten days later, and after supplementing coal, she sailed from that port on 6th November, arriving at New York on 23rd,

after a passage from Ireland of under14 days. The homeward run was made in 14 days 10 hours, arriving Liverpool 21st December, having used on the eastbound voyage 445 tons, 9 cwts. of coal, her daily consumption being 30 tons, 14 cwts and 2 qtrs., or 25 lbs. per mile or 6 lbs. per H.P. per hour. The **Royal William** had taken the fourth sailing from Liverpool, leaving the Mersey on 15th December.

From the foregoing, it will be seen how the Liverpool - New York service began. What happened to these pioneer steamers? The **Sirius**, on her return from a second Atlantic trip, went back to the service of her owners, the St. George's Co. which later became the Cork Steam Packet Company. On 16th June 1847, while on voyage from Dublin to Cork, the **Sirius**, in a dense fog, ran ashore in Ballycotton Bay and eventually went to pieces.Twelve passengers and two of the crew were drowned, owing to capsizing of one of the boats. Her figure head - a dog representing the Dog Star "Sirius" - came into the possession of Sir Edward Bates who presented it to his father-in-law Thomas Thompson, of Hessle, near Hull, and it is now in the Hull museum.

The **Great Western** was sold to the Royal Mail Steam Packet Co. in 1847 for £25,000, and remained in their ownership until broken up in 1858. The **Royal William** went back to the Dublin Company early in 1839 and for many years was employed on their cross channel services. It is stated that she eventually became a coal hulk, and some say she was finally used as a landing stage at Dublin, but her name is in Lloyd's Register for 1885 as still owned by the Dublin Company - 49 years after she was built, and she was then broken up. The **Liverpool** continued sailing across the Atlantic until 1840, and early in the following year was sold to the P. and O. Line of London, who are said to have lengthened her and she was renamed the **Great Liverpool**, being engaged between Southampton and Alexandria until 4th April, 1846, when she was wrecked off Cape Finisterre.

A request for tenders by the British Government in October 1838 for a steam service to carry the North American mails brought Sir Samuel Cunard over from Halifax, and it is stated that he sailed to this port by the paddle steamer **Liverpool**. His tender was accepted and in conjunction with Robert Napier, the celebrated Clyde engineer, George Burns of Glasgow and David McIver of Liverpool, the British and American Royal Mail Steam Packet Company (now the famous Cunard Line) was formed with a capital of £270,000 and in May 1839, a seven years contract was signed with the Government for a payment of £60,000 per annum, and on 12th July, Samuel Cunard sailed from Portsmouth for New York by the new p.s. **British Queen.**

Now for a glance at the "coming" shipowners. Thomas Harrison commenced his apprenticeship with Samuel Brown Sons & Co of this town in 1830, while his brother James, seven years younger, started his apprenticeship with the same firm in 1837. In 1839, the former at the ago of 24 years went into partnership with

Geo. Brown under the title of George Brown and Harrison, and when James joined that firm in 1848 it became Brown and Harrisons but on the death of George Brown in 1853, the present designation of Thos. & Jas. Harrison was adopted.

Born in Liverpool in 1823, James Baines had just commenced his business career as an apprentice engineer, but he did not care for that profession and so in 1845 the shipbroking partnership of Hamilton and Baines commenced, and two years later the firm became Carter and Baines. In 1849, however, under the title of James Baines and Co. he was buying vessels and extending his operations, and with the finding of gold in Australia and the rush of emigrants to that part of the world in 1852, he advertised his service from this port as the “Liverpool Black Ball Line” of Australian packets. Eventually Baines controlled an extensive fleet and owned some of the largest, finest and fastest ships in the world, including the **Marco Polo, Lightning, Champion of the Seas, James Baines** and **Donald Mackay**. Bank failures and other misfortunes came his way and finally he was once again only a shipbroker in a small way of business, with not a ship flying his flag.

Wm. J. Lamport served his time with Gibbs, Bright & Co., and George Holt who had gained his shipping experience in the office of T. & J. Brocklebank, started in business together in 1845, the former being 30 years of age, and the latter 20 years, and so the Lamport and Holt Line was founded.

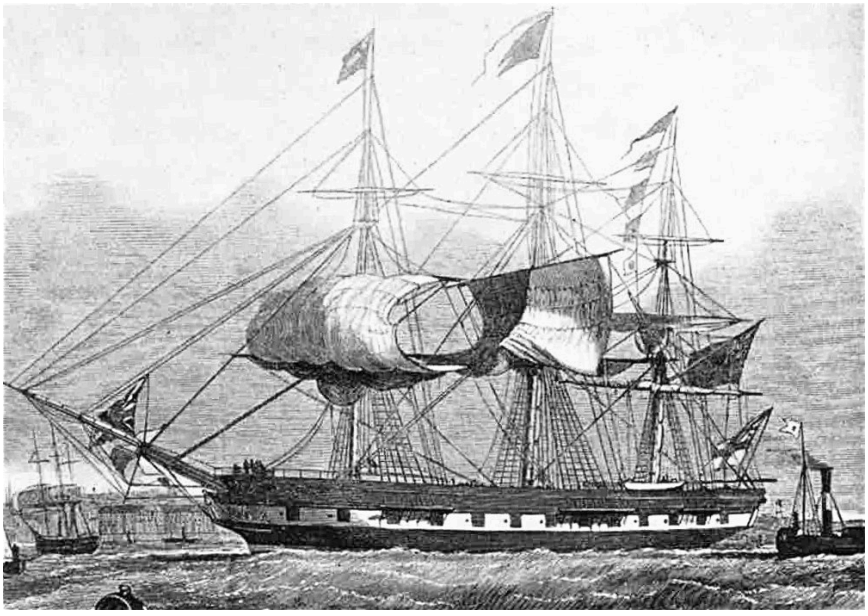
In the same year John Pllkington, aged 25, and Henry Threlfall Wilson, aged 20, founded the firm of Pilkington and Wilson, and in 1852, they advertised their ships as belonging to the “Liverpool White Star Line" of Australian packets. Four years later, Pilkington retired and James Chambers, whose family came from Cumberland and whose sister had married Wilson, joined the firm, which became as H. T. Wilson and Chambers. When they sold the White Star Line and its flag, it is said for £1,000 to Thomas Henry Ismay in 1867, Chambers left the firm and started on his own account and his business is still existing in Liverpool to-day as James Chambers and Company. Another Liverpool shipowner to be - Frederick Leyland - was only 7 years of age, so it was some time before he started his career in the office of John Bibby & Sons - and you will remember he bought out the Bibby interests and took over their shipping business in 1873, changing the name to the Leyland Line. Edward Bates (afterwards Sir Edward) was a merchant in India a hundred years ago and it was not until 1848 that he came to Liverpool, opened an office, and very quickly a large fleet of ships was flying his flag, while he developed an extensive business both as shipowner and merchant, trading all over the world; his first service being from Liverpool to Bombay. Alfred Holt, brother of George, started life in the cotton trade, but in 1850 when 21 years old he bought some small coasting steamers and it is said, in one of them the funnel

required attention and the engineer finding some paint amongst the store, applied a coat — ever since, the funnels of the Holt steamers have carried that conspicuous and distinguishing blue. He commenced a service to the West Indies in 1855, but in 1863 the business, and also that of Leech Harrison and Forwood and Imrie and Tomlinson were merged into a new company known as the West India and Pacific Line. In 1865, Holt inaugurated his service to China, the steamers then having to travel by way of the Cape of Good Hope.

Last, but not least, the son of a Maryport shipbuilder, Thomas Henry Ismay was in 1838 celebrating his first birthday, and little did his parents or anyone contemplate the name he was to make for himself in the shipping world. He served his time with Imrie & Tomlinson of this port, and his fellow-apprentice was Wm. Imrie who was destined to become Ismay's partner. Ismay started business in 1857 with Philip Nelson under the style of Nelson and Ismay, but in 1862 they separated and, taking over most of the ships, Ismay designated his firm Thos. H. Ismay & Co. until 1870, when Imrie became a partner and thus was established the well-known firm of Ismay, Imrie a Co. owners of the celebrated "White Star Line" of steamers.

It is very noticeable the youthful age of most of these individuals when they commenced business on their own account, and who were to make such a name for themselves as shipowners.

Finally, in our mind's eye, we can go back a hundred years and see the Mersey, after a spell of contrary winds, with some hundreds of ships of all sizes and rig, making their way to the sea, the river dotted with white wings, the sails gleaming in the sunlight - a stirring picture! And so, Liverpool of a century ago, after this momentary glimpse, fades away from our sight into the past.



Black Ball Line's clipper **Marco Polo** (1851) Wikimedia

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WHITE STAR AUSTRALIAN PACKETS

Extracts from a Paper read by

Captain E.A. Woods

- before -

The Liverpool Nautical Research Society

on October 3rd, 1942

No. 6

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

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

Every man was anxious to get out to the gold fields to secure a fortune as quickly as possible before the diggings were worked out. Before that discovery the emigrant ships between Liverpool and Australia, and indeed between the whole of the British Isles and Australia, were of a very poor type.

A five months' passage in ill-ventilated and overcrowded 'tween decks could only be compared to the conditions in the old convict ships. But, on the rush of emigrants to the new El Dorado, the trade at one bound become one of the most important in the mercantile marine of the world. The time had passed when Government regulations were needed, as competition automatically improved the emigrant ships out of all recognition.

Chief Emigration Port.

Everyone, naturally, was in a violent hurry to get out to Melbourne, and they took passage in the ships which were noted for speed. Through the enterprise of the ship-owners of Liverpool in ordering new ships; Liverpool soon became the chief emigration port in the British Isles, and Liverpool gained a name for speedy passages. The most prominent firm in the Liverpool emigration trade were Gibbs, Bright & Co., James Baines, Pilkington & Wilson, James Beazley & Co., Henry Fox, Millers & Thompson, and Fernie Brothers.

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

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

Shareholders.

James Chamber, who later became closely connected with the firm, was at the same time advertising James Chambers & Co.'s White Star Line of American and Australian packets from 61 Waterloo Road, with the same ships appearing in his sailing lists as were in Pilkington and Wilson's.

James Chambers was the eldest son of Isaac Chambers, who appears in the Directory of 1829 as a flour dealer living in Burlington Street. In 1841 he is entered as a corn broker at 26 Juvenal Street, but by 1847 he seems to have retired from business and settled at Ulcoats, Egremont, Cumberland, though he continued to take an interest in shipping by investing his money in the White Star ships.

On September 5, 1848, Henry Threlfall Wilson married Anne, the eldest daughter of Isaac Chambers. In 1853, Both Isaac and his son James were large shareholders in the newly formed White Star Line of Australian Packets. Isaac Chambers held a half share with Wilson in two ships, **David Cannon** and **Iowa**, and James Chambers held eight shares in the **Fitzjames**. In the **Red Jacket**, Isaac held 12 shares and James five. In the **Golden Era**, Isaac held 16 and James four, whilst in the **Mermaid**, Isaac held 12 shares. In the **Emma** the majority of the shares were held by Pilkington's relations. His father, Christopher, held 16, his uncle, Daniel, four, and his brother, Richard, four. Their ship, the **White Star,** was bought by them in January, 1855, and Pilkington and Wilson held 43 shares in her, with Richard Wright, one of her builders, holding the other 21. Wilson, therefore, had the strong financial backing of his father-in-law and brother-in-law. Other shareholders besides Pilkington's relations were Cearns & Brown, Isaac Jackson, Halhead & Lord, and W. Dempster.

The first sailing of the White Star of Australian Packets was on November 25, 1852, with the **Tantivy**, followed by the **Defence** in February, 1853.

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

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

On December 31, 1856, John Pilkington retired from the firm to manage Pilkington Bros., and James Chambers who had joined the firm that year, combined the two firms under the name of Wilson & Chambers. By this time the

firm owned a number of well-found and speedy ships, such as the **Carntyne, Fitzjames, Arabian, Mermaid, Shalimar, White Star** and **Golden Era.**

A comparison of the prices paid for their ships during the first years of their existence is interesting. In 1852 the **Iowa** was bought for £8,500. **Arabian** and **Mermaid** in 1854 cost £14,100 and £14,850 respectively. In 1855 they paid £30,000 for the **Red Jacket**, and in 1860 the **Queen of the North** cost them £13,500.

Red Jacket and **Lightning**.

The **Red Jacket** soon made a name for herself as a fast and comfortable ship. Launched at the same time as the **Lightning,** her greatest rival, she raced across the Atlantic against her, making the passage in 13 days, 1 hour, 25 minutes, against the **Lightning'**s 13 days, 19 hours, 30 minutes. In six days she covered 2,020, miles though the **Lightning** made the world's record run of 436 miles in one day. Chartered by the White Star Line, on her first voyage to Melbourne she made the passage out in 69 days 11 hours, and reached Liverpool in 73 days, making the round voyage in 5 months and 4 days, including a stay of 12 days in port. Pilkington & Wilson then bought her, and in 1858 she made the passage from Melbourne in 67 days, the fastest since 1854. Another famous ship of the Line was the first **Blue Jacket** of 1854. Chartered by Wilson in 1855, she made a passage of 69 days to Melbourne. In 1860 she was bought for the Line. The second **Blue Jacket** was built in New Brunswick in 1858. Both ships were lost by fire at sea and, curiously enough, both about the same time and place, though in different years. The New Brunswick ship was abandoned on fire off Cape Horn in March, 1864 whilst the American built ship was burnt off the Falklands on March 9, 1869.

In 1853, the **Fitzjames** made the passage from Melbourne to Callao in 34 days, and finished the round voyage from Liverpool to Callao. including 23 days' stay in Hobson's Bay, in 4 months and 22 days.

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

Passengers' Comfort.

James Baines coolly appropriated the flag of a well-known Packet Line then running between New York and Liverpool. His trick succeeded in filling his first

Black Ball ship, the **Marco Polo,** with passengers. James Nicol Forbes did the rest for him by making the fastest passage ever known to that time.

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

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

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

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

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

Partnership Dissolved.

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

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

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

Flag and Goodwill Sold.

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

When the White Star went into bankruptcy, Mr. Wilson sold the flag and goodwill to Thomas Henry Ismay for £1,000. James Chambers then found him a position of manager of the Lancaster Shipowners' Co., but within a year the directors had to regretfully accept his resignation owing to ill-health. Henry Threlfall Wilson then retired to Surbiton, Surrey, where he died on November 1, 1869, of cancer in the stomach at the age of 44 years.

His first partner, John Pilkington, lived until 1890, when he died at 41,Shrewsbury Road, Oxton, on February 26, and was buried in Wallasey Churchyard.

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BRITISH BUILT BLOCKADE RUNNERS OF THE AMERICAN CIVIL WAR

Extracts from a Paper read by

Mr. Arthur C. Wardle M.I. Ex.

- before -

The Liverpool Nautical Research Society

on November 7th, 1942

No. 7

At a time when State and local records are generally inaccessible, it might seem presumptuous to put forward any lengthy treatise on this subject, and the following pages merely represent a review of notes collated casually during the past two years.

No comprehensive work relating to the blockade-runners has ever been compiled. Indeed, such a task would be difficult, for their trade was often clandestine, they changed names and ownerships many times, and on occasion were quite indifferent as to the national flag they wore.

On this side of the Atlantic, official lists of seizures and losses are not available, and so the historian must content himself with a discerning scrutiny of contemporary newspaper files, shipbuilders's lists and fleet lists.

At the outset of the war, when Federal cruisers of moderate speed only were in commission, the blockade proved rather lax, and by June, 1861, the "runners" had got into almost full stride, Charleston and Wilmington being then considered relatively easy trips.

Those who have read Captain Bulloch's "Secret Service of the Confederate States" will recollect the object of his mission to Europe and his use of Liverpool as a base for his activities.

Fast British Craft.

It was from that port that he negotiated the purchase and construction of the armed raiders **Oreto** (re-named **Florida**) and **Alabama**, which was soon to prove so costly to Anglo-American friendship and to the British taxpayer. The Confederate Government also appointed Fraser, Trenholme and Co., Liverpool, as European financial agents, the resident partner being then Charles Kuhn Prioleau.

No time was lost in the acquirement or construction of fast British craft for official Confederate account for the purposes of running the blockade. Bermuda, the Bahamas and Havana were fixed as the chief entrepots for the trade.

Swift, spick and span paddle steamers, loaded down to their rails almost with cargo and bunkers, were despatched from British ports under the British flag for some such rendezvous as Nassau, where, after filling empty bunker space with additional cargo, they would make a swift run into Savannah or other blockaded port and then return laden with cotton &c. Often arriving with masts shot away and hulls battered after encountering Federal ships of war.

Nassau developed particularly as a base. Coal depots were established on Hog's Island, in addition to construction of a dock in which damaged "runners" could be repaired; and scarcely a night passed but a speedy craft, painted white or grey (forerunner of our Admiralty grey) sped stealthily into the blackness towards one of the Confederate ports.

This clandestine traffic was not due merely to the plans of Bulloch and his European agents, enterprising British merchants, mainly associated with the American cotton trade, and finding that the war was destined to kill their normal trade for the time being, were quick to discern the financial benefits which might accrue from a contraband trade with the Southern states.

Fabulous Freight Rates.

The hazards of the venture were great, and increased with the growing vigilance and efficiency of the blockading forces, but the prize was valuable. Fabulous freight rates prevailed, and abnormally high rates of pay attracted many skilful and intrepid British mariners, as well as highly qualified engineers.

Thus, the Confederates paid dearly for such importations as reached them by this method. Fortunes were made and lost by merchants and shipowners who owned the vessels, and some indication of the naval and maritime risks involved may be gained from the fact that, in 1864, of the 71 blockade runners which used one base alone, Bermuda, 43 had been lost by the end of November that year.

One of the earliest blockade runners to be constructed in the United Kingdom was the iron, screw steamer **Bermuda,** 897 tons gross, built by Pearce and Lockwood, in 1861, at Stockton-on-Tees, and fitted with engines of 135 h.p. by Fossick and Hackworth. She was completed in August and moved round to Liverpool, where she was registered in the name of Edwin Haigh, a local cotton broker.

Within a few days of the registration a certificate of sale was executed in favour of A.S. Henckel and George Alfred Trenholme, of Charleston. She made several successful trips, and was manned by a crew of 30 under command of Captain Eugene Tessier, and later Captain C.W. Westendorff, until seized and condemned by the Federal Government towards the end of 1862.

Her sister ship, the **Bahama,** 887 tons, was launched “by torchlight” from the same yard on January 24, 1862, and eventually fitted out on the Mersey where she was registered in the name of Edwin Haigh, who later transferred her to Frederick Chapman, of London. Both vessels were barque rigged and measured 215ft. length by 29.2ft. beam and 8.98ft. depth. The **Bahama** made many trips, and acted as a tender to the raider **Alabama** during the latter’s armament on the high seas. In August, 1862, she is shown as clearing from Liverpool for Nassau, with a crew of 45 men under Captain E.L. Tessier, her agents being M.G. Klingender & Co.

The name of Melchior George Klingender appears many times as registered owner or pseudo-owner of vessels employed as blockade runners, and in 1860 he was agent at Liverpool for the Galway Line of steamers to St. John’s, Newfoundland, and the United States. Neither the **Bermuda** nor the **Bahama** had

a speed exceeding 10 or 11 knots, and indeed, at this early stage of the war little more was needed to elude the vigilance of Federal cruisers.

During these early months, the aggregate tonnage of the blockade runners was not considerable, and consisted mainly of small, though fairly fast, cargo vessels purchased from British owners. By the spring of 1862 the blockade tightened up, and so swifter craft were needed.

In April of that year the iron paddle steamers **Anglia** (456 tons gross) and **Scotia** (462 tons gross), built in 1847 at West Ham and Blackwall respectively, were purchased and despatched from the Mersey for Nassau. Both had been employed for years in the Holyhead-Dublin mail service and were capable of 15 knots. They were each schooner rigged and two-funnelled.

Eight Successful Trips.

The **Anglia,** which was commanded by Captain A. Newlands is shown in the Liverpool registry as owned by Alexander Duranty, a local merchant. She was captured in 1862 by Federal warships.

The **Scotia,** under Captain R.H. Eustace and later by Captain Lilly, of Charleston, made several voyages until captured in 1862. She was registered at Liverpool in the names of J. Dorrington, merchant, of Manchester, and W.B. Forwood, a prominent Liverpool merchant.

The first Liverpool-built blockade runner was the little steel paddle steamer **Banshee,** 325 tons gross, 217 tons nett, built by Jones, Quiggin & Co. in 1862. Her construction consisted of steel plates on an iron frame, and for this she is remarkable as being the first steel steamer to make the North Atlantic voyage.

She measured 214ft. length, 20ft. breadth, and 8ft. depth, and had extraordinary fine lines, with an elliptical stern and a turtle-back deck forward; while her rig consisted of two pole masts without yards. She was fitted with engines of 120 h.p. which gave her a speed of more than 11 knots.

She was registered under the ownership of John Toulmin Lawrence, a well-known Liverpool merchant....., but within a few days a certificate of sale was executed in favour of Thomas E. Taylor, one of Lawrence's employees who became his agent at Nassau, for whence she cleared from the Mersey on March 2nd, 1863, with a crew of 36. Her plates were $^{1}/_{8}$ in. and $^{3}/_{8}$ in. thick and she proved so leaky at the outset that she was compelled to put into an Irish port and, after repair, reached Nassau safely.

The **Banshee** made eight successful blockade-running trips which returned her shareholders 700 per cent. of their capital, until she was captured in 1863 by a Federal gunboat and converted into a ship of war. The story of the **Banshee** is well told in Tom E. Taylor's " Running the Blockade."

She was followed, in 1863, by the iron paddle steamer **Wild Dayrell**, of the same tonnage and from the same yard, with engines of 150 h.p.

This vessel was registered at Liverpool in the name of Edward Lawrence, and on November 17, 1863, cleared for Nassau, with a crew of 26 under Captain T. Cubbins. Her career proved short, news reaching the Mersey early in February 1864, that she had been destroyed off Charleston.

Meanwhile, a sister ship, the **Lucy** a steel paddle steamer, fitted with 150 h.p. engines by Fawcett, Preston & Co., was completed by Jones, Quiggin & Co. in 1863 and registered as owned by E. J. Lomnitiz, of Manchester. She cleared in October of that year for Nassau, with a crew of 32 men under Captain J.A. Duiguid, but was captured three months later, while off Wilmington.

Another **Banshee**.

A second and larger **Banshee** was built in 1864 for the Lawrence firm. She was a steel paddle vessel of 628 tons gross and 438 tons net, from the yard of Aitken and Mansell, on the Clyde. She measured 252.6ft. length, 31.2ft. beam and 11.2ft. depth and, fitted with engines of 250 h.p., attained a speed of 16 knots. Built at a high cost. she carried a crew of 53, and proved a most efficient blockade-runner.

Once she ran into Wilmington through a fleet of 64 vessels, the last part of the journey being made in broad daylight and in full view of the Federal fleet.

On another occasion the **Banshee** made a wild bid for Galveston over a notorious shoal, during which she was exposed the whole time to Federal fire. With funnels riddled with shot she bumped her way over the shoal and got safely into port. This vessel was last heard of at Havana at the end of the war.

Among the Mersey-built blockade runners was the famous **Colonel Lamb**, a steel paddle vessel of 1,132 tons. She was a rakish model, schooner-rigged, with two funnels and an elliptic stern her measurements being 279.5ft. length, 35.95ft. in breadth, and 15.35ft. depth. Built by Jones, Quiggin & and Co., she was launched in 1864 and christened by Mrs. Tom Lockwood.

The largest steel-built vessel up to that date, she excited much attention and there existed great speculation as to her vocation, particularly since she was fitted with engines of 350 h.p. by James Jack & Co., Liverpool.

Her paddles, equipped with feathering floats, had a diameter of 25ft., and for a trial trip she was raced against the Isle of Man Steam Packet Co.'s steamer **Douglas** (II), attaining a speed of $16^{3}/_{4}$ knots against heavy seas and head winds. She was registered at Liverpool in September, 1864, in the name of William Quiggin, who later assigned her to J B. Fafitte, of Nassau.

Named after the valiant commander of Fort Fisher, whose guns had so often saved blockade runners from the fire of pursuing Federal ships, she was obviously designed for the blockade service, but she appeared so large that much suspicion was aroused in the minds of Federal representatives here.

Blown Up At Anchor.

A report from the Consulate at Liverpool dated September 7, 1864, states: “Enclosed is a description of the new steel steamer **Colonel Lamb** just finished at this port. This is one of the largest and best built steamers that has been constructed in this country for running the blockade . . . . . *“I understand that this steamer has been built for the Confederacy and now belongs to them, but no doubt Fraser Trenholme will take out a British register for her. ..... I regard her as a very superior steamer. If armed with one or two guns she would be able to do much mischief as a privateer.”*

After leaving the Mersey she proved quite a bogey to the Northerners, and on October 5, 1864, was reported from Halifax to be leaving for Wilmington, being described as a “long, low, rakish vessel, at present light lead colour."

A letter from the Secretary of the Navy to Rear-Admiral Porter even went so far as to state that a European State, possibly Poland. would send some 30,000 soldiers to help the Southern forces, and that 50 steamers of the **Colonel Lamb** class would be built to run these troops through the blockade. A later despatch mentions a belief that the vessel would be converted into a privateer.

The **Colonel Lamb** was commanded by the famous Tom Lockwood and proved one of the first vessels to get back to the Mersey at the close of the war. She was then sold to the Brazilian Government and chartered to take a cargo of explosives across the Atlantic, but was blown up while riding at anchor in the Mersey on the night before sailing.

One of the first firms commissioned, through Captain Bulloch, for constructing blockade runners was William C. Miller & Co., who also constructed the famous armed raider, **Florida** (ex **Oreto**) and the less successful gunboat **Alexandra**, seized by British authorities whilst outfitting at Liverpool.

One of this firm’s blockade runners met a terrible fate. She was the **Lelia**, a steel paddler of 640 tons, 300 h.p., built in 1864, with a speed of over eighteen knots.

She was registered at Liverpool in the name of Henry Elias Moss, and left the Mersey on January 16, 1865. Like all the “runners”, she lay very low in the water, being loaded down by bunkers and cargo.

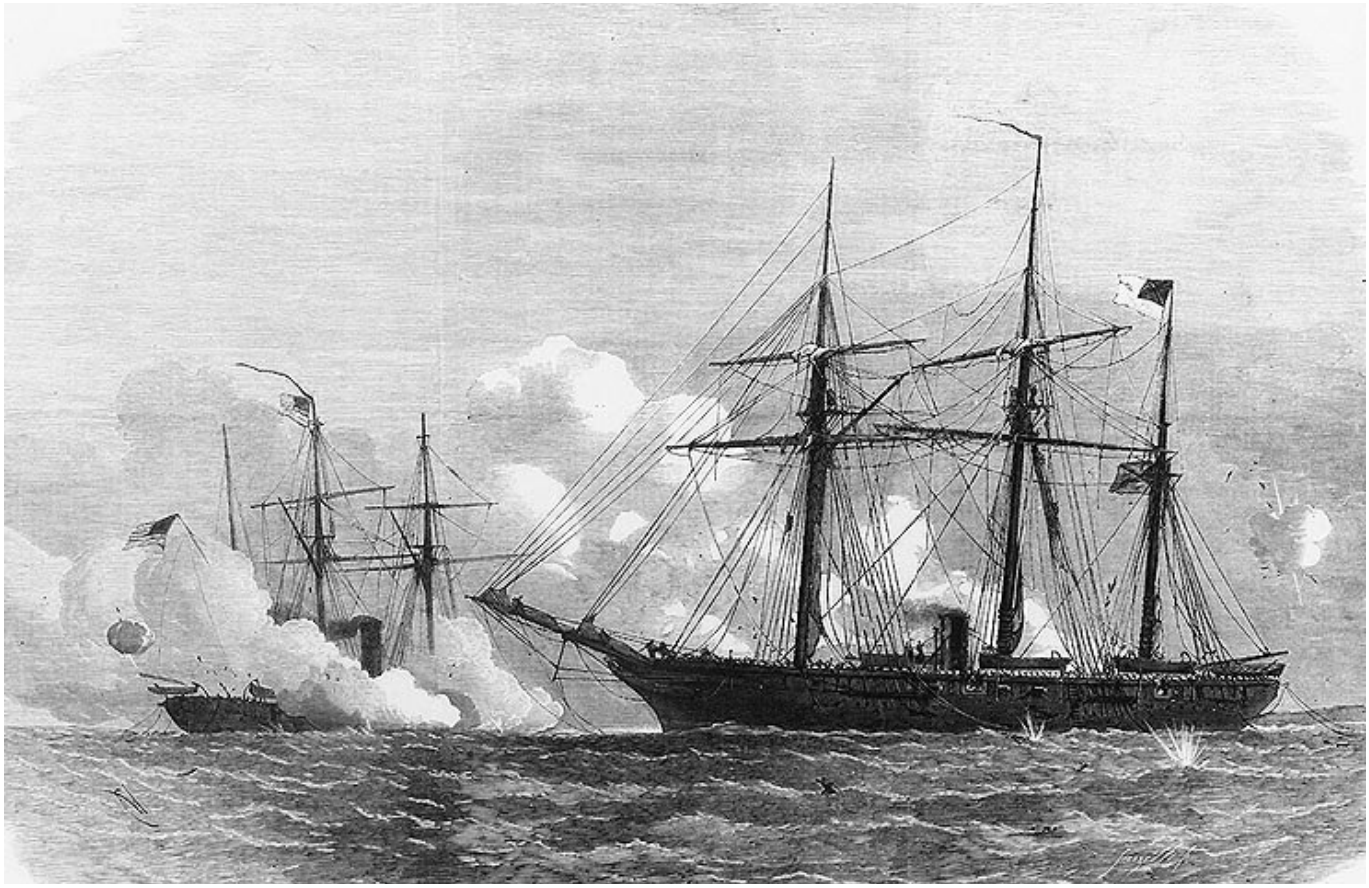
Under the command of Captain Thomas Buxton Skinner, of Virginia, she carried a crew of 49, which included 20 engine room staff, in addition to the Cork pilot and several passengers, among whom were Thomas Miller, son of the builder; J.B. Cropper, a Liverpool merchant, and a Captain Arthur St. Clare. Captain Skinner was 38 years of age.

The vessel herself was insured for £32,000, and leaving Liverpool she headed into a fierce storm outside the Mersey and foundered. Passengers and crew made for the boats, but 47 lives were lost, this heavy toll (according to

subsequent inquiry findings) being due to the fact that the **Lelia**'s four boats were found in the emergency to be without rowlocks. The Captain and all his officers lost their lives.

While the existence and activities of the blockade runners proved a costly business to both belligerents, there can be little doubt that the seamanship, courage, engineering skill and innovation in ship design and construction must have influenced the subsequent development of the North Atlantic liner, for it is hard to realise that the speed of these paddle steamers sometimes reached 20 knots - a speed which our large ocean "greyhounds" did not achieve until some 30 years later.

Just a few of the hundreds of blockade runners built in this country, have been selected from my records, but it is hoped that such that have been mentioned are sufficient to permit us to appreciate the wide extent of this clandestine traffic and to distinguish firmly between blockade runner and armed raider, for it is notorious that such cruisers as the **Alabama, Shenandoah, Florida**, &c., are popularly mentioned as being "blockade runners", which they were not!



CSS **Alabama** against USS **Kearsage** at the Battle of Cherbourg (June 1864) which resulted in the **Alabama** being sunk. Picture from Wikimedia

Emergency in the Pacific

First published in Blue Star 'Gangway'

The 12th of June 1980 was a particularly traumatic day for the officers and crew of the **Trojan Star.** The ship was in passage from Balboa, Panama, to Lyttelton, New Zealand, when, early on the morning of the 12th, she sustained damage to her rudder which left her wallowing in heavy seas, unable to make way through lack of steering.

The following days were dramatic ones for the men on the disabled ship and Captain P H Daniel wrote a full report from which the following account is extracted:

On making an inspection of the steering motor it became clear that the damage was external as the motor and rudder stock were responding correctly to the rudder indicator on the bridge. A visual inspection over the starboard quarter by means of a pilot ladder revealed the rudder to be hard a'starboard.

Owing to the heavy swell running at the time the rudder was moving from port to starboard about the stock and eventually both rudder stops sheered off. It was decided to rig a jury rudder forward: No 2 derricks were rigged and six empty 40-gallon drums filled with water and lowered over the port side into the sea, with the vessel steaming ahead. The intention was to turn the ship to port by utilising the drag effect of the drums. A similar arrangement was used on the starboard derricks and the starboard and port drums were lowered alternately to provide a crude form of steering.

Unfortunately this jury rudder could not fully combat the effects of the ship's rudder proper which was still in position and uncontrollable. Several attempts were made to arrest the rudder in a midships position and it was eventually secured on 15 June. During the whole of this tricky operation the wind was force 8 and there was a very heavy swell. By this time a tug from Whangarei had been ordered to our assistance and preparation for tow was made by hanging the port anchor off and breaking the joining shackle of the first length of cable on deck. Radio contact with the tug **Raumanga** was made on 16 June and a red parachute flare fired to aid location.

The tug arrived on the 18th and took up the tow to Wellington, a distance of 747 miles. We arrived inside Wellington Heads six days later, at 0945 on 24 June, where harbour tugs took over from the **Raumanga**.

The refrigerated cargo liner mv Trojan Star was built in 1972
By Smith's Dock Ltd., Middlesbrough
140.7 x 18.06 x 9.04 m 6680 gross tons 3638 net
9-cylinder 2 S.C.S.A Sulzer oil engine by George Clark & N.E.M. Ltd., Sunderland

Weakness in Strength

The Downside of British Naval Power, 1792-1815

Presentation to the Society on 18 January 2018 by Professor Charles Esdaile

The period of the French Revolution and Napoleon is often regarded as the apogee of British naval history. Under the leadership of a number of remarkable commanders of whom Horatio Nelson is only the most famous, the Royal Navy trounced the French in a series of great battles - the Glorious First of June, Cape Saint Vincent, Camperdown, the Nile, Copenhagen and, last but not least, Trafalgar - that remain some of the greatest moments in its history. Nor was it just that the British tar showed himself to be unbeatable in fleet actions. First of all, by means of long years at sea that served to increase its technical proficiency, the navy also maintained a close blockade of the coasts of France and its dominions that for much of the time kept its French counterpart confined to port. Thus ensuring that Continental Europe was deprived of such vital colonial imports as cotton, sugar, coffee, indigo and tobacco, and increasing discontent in the French imperium and seriously retarding economic development. Secondly, British squadrons kept open the sea lanes between Britain and the wider world, whilst at the same time protecting British colonies from French attack. Gradually eliminating the enemy presence from theatres of war as far flung as Java and the West Indies, thereby not just maintaining, but massively increasing, the flow of colonial products to England that was the real motor of the British war effort. The bedrock, for example, on which the economic prosperity which funded British subsidies to foreign powers rested - and curtailing ever more sharply the commerce raiding that was the one effective means which the French had of hitting back at British trade. Third of all, the Royal Navy's control of the seas played a major role in Britain's military operations, the obvious example here being the Peninsular War of 1808-1814: it was thanks to the Royal Navy that a British army was got to Portugal in the first place; thanks to the Royal Navy that it was rescued when it got into difficulties; thanks to the Royal Navy that the Spanish war effort was maintained in being; and, finally, thanks to the Royal Navy that Wellington's army was kept paid, fed and supplied with reinforcements. And, fourth of all, the Channel Fleet kept the British mainland safe from invasion and restricted French amphibious operations to the highly dubious expedient of sending expeditions to Ireland, a place whose geographical situation gave it the added protection of a 'Protestant wind'.

What we have, then, is a record of remarkable achievement in which the present-day Royal Navy can take great pride, and it is by no means the intention of the author to decry such a record. That said, however, it cannot but be pointed out that a Britannia which ruled the waves over-much was in some respects a

Britannia that was badly hampered in the struggle against Revolutionary and Napoleonic France. At the heart of the problem was that in any struggle against France, Britain was absolutely dependent on the support of Austria, Prussia and Russia. Until the uncovenanted mercy represented by the outbreak of the Peninsular War, there was no way that a British army could be deployed on the European mainland with any hope of success, whilst to the very end of the conflict Britain was in effect dependent on the manpower of the eastern powers. Implicit in this situation, then, was the concept of a Continental commitment, or, in brief, the idea that Britain should be prepared to show her willingness to expend her blood and treasure on operations that were of real concern to the eastern powers and demonstrably played a direct role in the overthrow of the French. Put still more simply, perhaps, Britain had to show herself to be willing to fight in a common cause rather than pursuing her own interests in the guise of advancing a more altruistic agenda. At stake, in short, was the question of trust, and on this point Britain's supremacy at sea did her no favours whatsoever.

Let us begin here with the question of strategic opportunity. If British prospects on the Continent were at best limited and inclined to have distinctly unhappy results when they were pursued - one thinks here of the operations of the 'grand old Duke of York' in Flanders in 1793-94 - the proficiency of the Royal Navy ensured that in the wider world they were glittering in the extreme: in theory, it seemed, British forces could be sent anywhere to do anything. In principle, this was no bad thing - there were, as has already been suggested - many objectives of great value in the West Indies, the Americas, Africa and Asia that were definitely worth competing for - but it was also something that carried with it great danger in that, in the end, the war could only be won in Europe. Colonial operations were very useful, indeed, important even, but only to the extent that they were conciliated with the pursuit of a European strategy, and on a number of occasions this was completely lost sight of. Of this problem, two examples come to mind, in particular, the first from the period of the French Revolutionary Wars and the second from that of their Napoleonic counterparts. Thus, dealing with these in chronological order, from 1794 onwards the British poured thousands of troops into the attempted conquest of the French colony of Sainte Domingue only to find that 40,000 of the 90,000 men involved in the operation died of yellow fever while another 40,000 were left so incapacitated that they had to be invalided out of the army, whilst from 1806 onwards substantial forces were diverted into a series of operations designed to encourage present-day Argentina and Uruguay to secede from the Spanish empire and open them up to British trade. Though both operations ended in humiliation - the abandonment of Sainte Domingue to the freed slaves of Toussaint l'Ouverture and the capitulation of not one but two expeditionary forces - in neither case were the objectives completely crazy, but the

problem was that they were pursued at the expense of operations in Europe with results that were utterly disastrous, namely the collapse of the First Coalition in 1797 and the collapse of the Fourth Coalition ten years later. In the Europe of Napoleon as much as in the Europe of Wilhelm I and Adolf Hitler, then, there was no soft under-belly, no quick route to victory that did not in the end involve fighting it out in Flanders fields.

What we have here is the problem of what might be called fighting to the death of the last Austrian, but there was also a second problem rendered Britain's control of the waves doubly problematic was that it could be twisted by enemy propaganda in a manner that was massively deleterious to Britain's diplomatic interests. Thus, closing the seas to French trade and forcing even neutral ships to sail to France only on British terms was a perfectly legitimate objective and one that could certainly be argued to have undermined the stability of the Revolution and Napoleon alike, and yet, because it created a vacuum that was immediately filled up by British vessels, it could be portrayed as nothing more than an attempt to secure a monopoly of the world's seaways and prevent the countries of Continental Europe from competing with Britain's industries. Equally, every colony taken from France and her allies represented an augmentation in Britain's capacity to make war and a comparable diminution in that of the enemy, and yet it was all too easy for French propagandists to make out that, under cover of fighting the principles of the French Revolution, all that Britain was really doing seeking to expand her empire. With anglophobia already a strong cultural phenomenon in many European countries, all this would have made it comparatively easy for Napoleon, especially, to build a great coalition against Britain, and, if he never succeeded in doing so, the reason was far more his general incompetence as a statesman than the inherent difficulty of the project.

To reinforce the point which this article is trying to make one has only to consider the strategic situation at the beginning of 1808, this witnessing of a crisis that some observers have argued was even more severe than the one that beset Britain in 1940. In brief, in the wake of the bombardment of Copenhagen in September 1807 - another episode in easy access to naval power led Britain into strategic disaster – the British war effort against France reached the very nadir of its fortunes. Thus, the problems were manifold. To begin with, Britain had no significant allies in Europe and no means of obtaining any, while Napoleon had just forged what seemed very likely to be a military alliance with Russia, then a powerful naval power whose ships could pose a serious threat to British control of the Channel, not the least of the issues here being that Sweden - not just one of Britain's last allies on the Continent but also her chief source of naval supplies - was wide open to the threat of Russian invasion . And, as if this was not enough, the situation on the home front was little short of desperate, Napoleon's instigation

of the Continental Blockade from 1806 onwards having produced a major economic crisis and with it considerable domestic unrest coupled with a flourishing peace movement. How Britain could have survived this combination of misfortune without the intervention of some *deus ex machina* - is unclear, but in the event a *dues ex machina* duly appeared in the form of Napoleon's ill-judged intervention in the Iberian peninsula. Supreme at sea, the Royal Navy might have been, but not even a Nelson could have rescued Britain from her predicament in the manner in which the Spaniards and the Portuguese did in May 1808.

To conclude, what is the moral of this story? In brief, Britain has always been able to draw on resources which in international terms mark her out from other European states whether it was the complete supremacy of the Royal Navy in the Revolutionary and Napoleonic period, the resources of the colonies and dominions in 1940 or the 'special relationship' with the United States in the post-war period. In each case, such resources can be very important, even downright vital, but what the events of 1792-1815 show very clearly is that they cannot be relied upon to secure Britain's international position. For good or ill, Britain is a European state and her security and well-being depends on continued engagement with Europe, whether that engagement is military, political or economic. To ignore this obvious truth is to ignore the lessons of history, and it is therefore much to be hoped that the continental commitment which saved us in three successive great wars can yet be rescued and restored to its rightful position at the heart of British foreign policy. Isolation was not splendid in the nineteenth century and it will not be splendid in the twenty-first.

Dive Scapa Flow by Rod MacDonald: Book Review

Whittles Publishing Ltd., Dunbeath, Caithness
ISBN 978-184995-290-3 Softback £30
by L.N.R.S. member Tony Melling

Rod MacDonald is one of the world's most experienced deep sea divers, with over 35 years experience. He has specialised in seeking out and charting international wreck locations; Bulletin readers may recall an earlier review of 'Dive Truk Lagoon - the Japanese World War II Pacific Shipwrecks'. 'Dive Scapa Flow' was first published in 1993, has been through five editions. This latest marks the forthcoming 100th Anniversary in 2019 of the scuttling of the 74 warships of the Imperial German Navy High Seas Fleet, on 21st June 1919. This account claims to be the definitive guide to diving the remaining vessels. The author's achievement is that he combines several projects in one: a riveting historical account of the events leading to the scuttle; a meticulous narrative of the

salvaging operations, spanning over fifty years; a discovery of each wreck's location; and a professional diver's guide to explore each of them safely. The many illustrations include colour photography, but wreck images are artist impressions designed to accentuate certain features of guidance to divers and if anything, these add to the drama of the events they remind us of.

The book initially recounts the sinking of the German warships. "It was, and still is, the single greatest act of naval suicide the world has ever seen", says the author and the size of the German fleet tells us why. Eleven battleships; five battle cruisers; six light cruisers; two mine-laying cruisers; and fifty torpedo boats and larger torpedo boat destroyers. Under the command of Rear Admiral Ludwig Von Reuter, almost all of these were sent to the seabed of Scapa Flow. When assessed against the circumstances of the time, the commander's infamous order becomes understandable. The fleet had not surrendered but had been interned for 7 months as a condition of the Armistice; its fate awaited the outcome of peace talks. It remained German property, though stripped of weapons and ammunition. Most of the fleet's 20,000 sailors had been repatriated to Germany, leaving only skeleton crews confined to ships and not allowed ashore. Although supplied with essential fuel, the crews relied on the German authorities to supply them with food. After four tedious months, awaiting the outcome of peace negotiations, dissent amongst the homesick crews grew sharply in March and Von Reuter ordered the most unruly back to Germany. The British continued to supply out of date newspapers to the ships in the absence of confiscated wireless receivers, an unwise gesture crucial to the outcome. On 16th June 1919, the Allies gave Germany 5 days to agree peace terms or "a state of war could exist again" on 21st June. The British refused German counter-proposals and on 17th June Von Reuter secretly instructed all 74 ships to be ready to scuttle once he gave the order. He could not know that on the 21st June the German authorities were given two more days to accept the enforced peace terms, since the ships were aware of the allies' intransigence from the dated British newspapers, but not their late concession.

Renewed conflict seemed likely. The prospect of the seizure of the High Seas Fleet (which the British indeed planned as a contingency) was seen by the officers and crews as a massive naval defeat and national disgrace. At 10.30 am on the 21st June the cryptic signal 'Paragraph 11. Confirm' was issued from the commander's ship **Emden** by semaphore and Morse code on signal lamps, the cue to immediately begin the sinking of the whole fleet. As a further act of defiance, the German ships ran up the forbidden Imperial Navy ensign at their sterns and by 1600, though a handful of ships were either beached or run

aground, the scuttle had been astonishingly successful. In resisting Royal Navy attempts to prevent it, nine German sailors died and 16 were wounded. The British tried to punish Rear Admiral Von Reuter by bringing him to trial, without success. The legal conclusion was that a German admiral could not be tried by Britain for destroying German property, over which the British had no legal rights. On 29 January 1920, nine days after the German government signed the Protocol to the Treaty of Versailles, Von Reuter and the prisoners of war sailed home from Hull to Wilhelmshaven.

Having established the scale of loss the author then puts into context initiatives to recover the sunken vessels, originally intended to remain at the bottom of Scapa Flow forever. Rapidly rising scrap metal prices in the early 1920s made this a tempting commercial proposition and salvaging the High Seas Fleet became almost as dramatic as the scuttle. The author describes this as "...the greatest feat of underwater salvage that has ever taken place." This process continued until the end of the century and was only halted by the more difficult logistics in recovering the remaining vessels and by the historical preservation orders placed on them by the British government. Of 74 ships only eight remain intact: three Konig-class battleships; four Kleiner Kreuzers; and the Submarine **UB 116**, this the "last U-Boat sunk in action in World War I". These lie in 30 to 40 metres of water; "...an average underwater visibility of 10-15 metres." As the author further cautions inexperienced divers: "great care must however be exercised, and only properly experienced, trained and equipped divers should consider penetrating the cavernous interiors of these wrecks." Disturbing the sandy seabed throws up hazardous and disorientating clouds of silt, making it impossible to find your way out. Unsurprisingly, even an experienced diver can be filled with trepidation: "...once you are in the water, the line that leads down to the wreck from the buoy seems to disappear straight below into infinity in a dark, bottomless pit....there have been a number of diving fatalities at Scapa Flow."

The Author guides the reader through each of the wrecks, using the illustrations to explain the architecture, access points and surviving equipment. He also describes the 'scrapyards', the remaining parts left on the seabed from previous salvage expeditions and meticulously charts civilian craft sunk in commercial operations in Scapa Flow. Most poignantly, MacDonald also recounts and illustrates the three Royal Navy ships that represent the War Graves of Scapa Flow: H.M.S. **Hampshire**, which hit a mine in 1916 and sank with the loss of 737 men; H.M.S. **Vanguard**, sunk when a magazine exploded in 1917, killing 842 men, and H.M.S. **Royal Oak**, sunk by **U-47** around midnight on 13/14 October 1939, in what is described as: "...a daring piece of seamanship", when the

submarine slipped through British defences and torpedoed the 29,000 ton battleship, sending 834 officers and men to their death. None of these are available for diving for very obvious reasons, although Rod MacDonald was granted a licence by the Ministry of Defence to dive and survey the wreck of H.M.S. **Hampshire** to mark the 100th Anniversary of her loss in 2016. The book depicts all three ships and the author has external photographs in his account of the latter warship.

The author has employed his considerable descriptive powers to recreate one of the iconic naval incidents of World War I. He has applied a considerable degree of research to meticulously document the remaining wrecks. He offers methodical guidance to prospective divers based on his extensive professional experience. Most importantly, he superbly marries the dramatic past with the immediate present in 'Dive Scapa Flow'.

Recent and Future Developments at the Port of Liverpool

Information provided by Stephen Carr
Head of Commercial Strategy and Planning, Peel Ports.

Stephen Carr was due to talk to the Society on the 15th February 2018 but, unfortunately was unable to deliver his presentation. He did, however, provide the information and slides to Talks Secretary, Ian Duckett, who presented the information and has put together this summary

Over the last five years container feeder growth at the Port of Liverpool has seen significant expansion with growth of circa 10% in traffic compared to an average of some 3% nationally. This has been partly brought about by significant investment by Peel Ports to improve both road and rail facilities and new terminals have been opened to handle scrap cargoes, biomass products, steel and palm oil. However, a major constraint on the growth of the container sector at the Port has been the Gladstone Lock, with its limited depth being the major factor.

As container ships have grown in size to 18,000/20,000 TEU capacity, far beyond the capability of the Gladstone Lock, so too have feeder vessels that use the Port also grown in size. The lock issue has meant that even some 2,000/3,000TEU vessels could not load to capacity when visiting the Port.

Both Southampton and Felixstowe are constrained from further expansion by rail capacity and costs, which means that opportunities must be created elsewhere, specifically Liverpool. Here the decision has been to develop along

The arrows point to Phase 1 of the development, the infill of a triangular area to form the apron of the new berths and location of the eight quay cranes

two lines; firstly by bidding to attract larger feeder vessels and, secondly, direct services from places like the Far East using the largest ships. In both cases the solution was to build outside the Lock and create a river berth. Hence Liverpool2, designed to take account of the constrained space and tidal conditions of the Mersey and yet still provide:

1. Currently, 5 quay cranes of the largest size available, which will soon increase to 8, thus future proofing the facility for vessel growth size
2. Rail Mounted Gantry Cranes (RMGs) to maximise stack density
3. With a quay length of 850 m (2,790 ft) the new facility has the ability to berth two 13,500 TEU post-Panamax vessels simultaneously
4. A dredge pocket of 16.5m Below Chart Datum (BCD) in front of the quay wall and a channel dredged to 8m BCD
5. A new container rail service facility opening in 2018
6. Auto-gate access for vehicles

The groundbreaking ceremony was held on 6 June 2013, and the placement of steel pilings commenced from October. In total there are 329 piles, each weighing 47 tonnes and a grand total of 19,000 tonnes of metalwork forming a

30 m (98 ft)-high, and 854 m (2,802 ft)-long, quay wall. The extension was built on the reclaimed land using the material dredged from the river, with the deepened approach channel providing the necessary clearance for visiting ships. A workforce of 440 overcame a range of technical and practical difficulties to remove 5.5m tonnes of material.

The first five ZPMC-built Megamax ship-to-shore cranes were all on the quayside by November 2015, having been delivered from Shanghai by the heavy lift ship **Zhen Hua 23.** A first batch of six ZPMC-built cantilever rail-mounted gantry cranes were delivered to the site in May 2016, arriving from Nantong aboard the ship **Zhen Hua 25**. Berthing trials began in June 2016, with MSC vessels participating in the procedures throughout the following months. A further six gantry cranes were added in October 2016. The extension was finally opened on 4 November 2016 by Liam Fox, the Secretary of State for International Trade.

The port saw arrival of the first ship which could not have entered the dock system when M.V. **HS Paris** docked on 6 March, 2017. Then owned by Hansa Shipping Co., Hamburg she is of 75,015 grt, 84,155 nrt with an overall length of 300m and beam of 40m. Coincidentally she too was built in 2012 at Nantong.

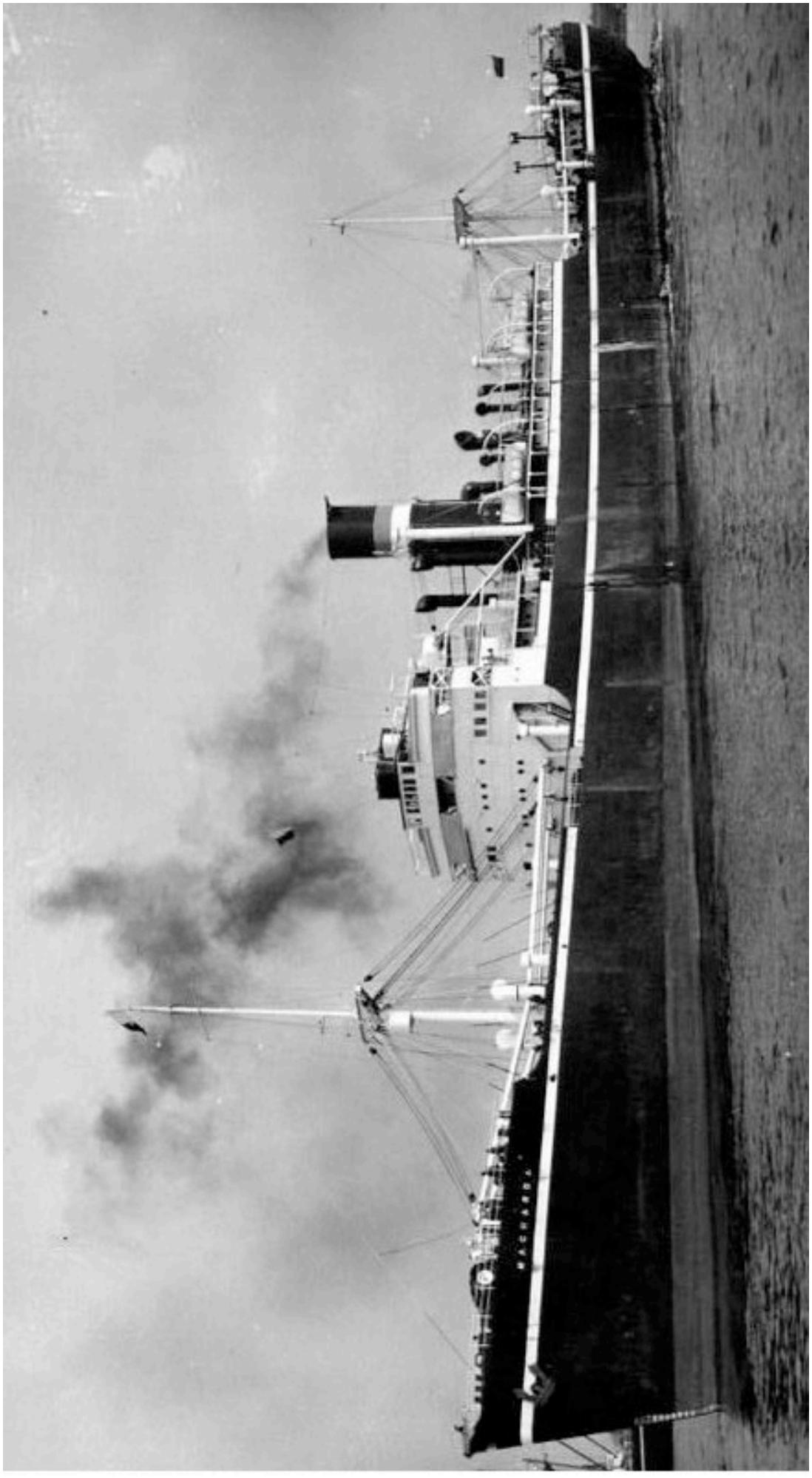
The first signs of new business being generated will be when the new ‘feeder schedules’ are published in the Spring of 2018. Developments also taking place at Port Salford, with both ports well placed to take advantage of the fact that, within a 70 mile radius of Liverpool, is situated the greatest density of large warehousing in the UK. Indeed, Liverpool is already the dominant port for the bulk delivery of ingredients into the UK’s food and drink manufacturing sector, and connections to road, rail and canal networks link directly to a catchment of over 35 million people, almost 58% of the UK’s population. Confidence is further demonstrated by Peel’s decision in July 2017 to initiate Phase 2 of the development with the further three ship to shore cranes and ten cantilever rail mounted gantry cranes. Additional reefer points will allow the terminal to handle even greater quantities of refrigerated containers.

Peel Ports Group recently announced that it had secured over 200 signatories for its Cargo200 initiative - a campaign calling on importers and exporters whose goods are destined for the North of England to switch delivery of ocean-freight from south-east ports to the Port of Liverpool. This change will generate ‘UK plc’ savings of around £400m a year as well as cut inland freight mileage by 200 million miles by 2020.

LIVERPOOL
NAUTICAL RESEARCH SOCIETY

80TH ANNIVERSARY COMMEMORATION: 1938-2018

PART THREE OF FOUR



Brocklebank's ss **Macharda** (1938) Picture courtesy J. Pottinger

THE BULLETIN

Volume 62 No. 2 September, 2018

80TH ANNIVERSARY COMMEMORATION: 1938-2018

This is the third of four special commemorative editions of the Bulletin which, in addition to the routine contents, will also contain a share of the original papers presented to the Society between May, 1938 and March, 1944.

These fascinating articles contain a wide range of well researched subject matter and it has been decided that they should, for the first time, be re-published to mark this special occasion. Accommodating them requires that these be "bumper" editions of 60 pages, rather than the normal 44. Full details of the origins of the Society are published on our web site.

This 80th Anniversary Initiative has been generously supported by our President Mr. William J. Pape II, and I'm sure all members would wish to join in expressing our thanks for enabling this occasion to be marked in such an appropriate manner.

(www.liverpoolnauticalresearchsociety.org).

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LiverpoolNautical Research Society

President
Mr. William J. Pape II

Vice-Presidents:
Captain G. Cubbin
Mr. H.M. Hignett

Chairman:
Mr. J.P. Stokoe

Vice Chairman:
Mr. E. Hughes

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

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Society Notices

Subscription Rates - once again our subscription rates are unchanged, but we can now offer an improvement to those who join as a couple. The vast majority of this group pay for 2 x £15 for membership; for the future this will be reduced to a single payment of £20 and, if requested, the Treasurer will refund the additional £10 for this current year. There are a minority who pay a single £15 but frequently attend our talks as a couple, and such attendance will now attract the £20 rate.

Standing Order Payments for subscriptions - a significant number of members have already adopted this payment system, which has the benefit of simplifying your membership whilst also assisting to reduce the administrative burden within the Society. It is best if all payments are made in March each year and so we will be re-issuing the form to those who have not changed nearer to that date. We hope that more of you can oblige.

Special Offer to members, Society lapel badge - this 20 mm diameter pinned lapel badge has been specially created for the Society and assisted by a kind donation from our Vice President, Mr H.M. Hignett, and available for sale at just £2.00 each. They can be purchased at one of our monthly Athenaeum meetings, or by order at £3.00 to include post and packing (U.K. only) from Mr V Finn, 27 Hollybank Road, Liverpool, L18 1HP

Bulletins - there are still some commemorative sets of all four copies of our special Bulletins available on a ‘first come first served’ basis at the attractive price of £10 for all four, or just £3 per single copy, inclusive of U.K. postage. Please contact the Secretary.

Web Site - we have been considering ways in which use of the site could be increased, hopefully leading to the introduction of more new members. One piece of advice we are actioning is that our vast collection of old Bulletins should be made available. To date we have available more than 2,000 separate articles so although a mammoth task, we are taking steps to begin the work.

Maritime Museum Archives. Unfortunately this facility has remained unavailable, not just to ourselves but also to the general public since September 2017. The Museum’s website shows a reopening date of Autumn 2018, but this remains uncertain.

Chairman’s Annual Report May 2018

John Stokoe

This has been a year notable for its many matters calling for careful attention. However, let us begin with some particularly good news.

Membership

Given general ageing and health factors we had been anticipating a gradual declining membership roll. I am however pleased to report a remarkable swing confirming the contrary. At the time of writing we have 211 core members with three corporate links relating to various libraries together with one member representing the Maritime Museum. To reach this point, records show seventeen new members during 2017 and already in 2018 our Secretary has been processing a further eleven applicants. Long may this continue!

The arrangements for monthly talks at the Athenaeum Club continue to be well received with attendances averaging in excess of 50 per meeting. It is perhaps appropriate at this point to extend thanks to all Athenaeum Club staff for their friendly and helpful hospitality at all times.

Normal practice has always been to refer to project work being undertaken by our members in support of the Maritime Museum Archives through regular participation at our ‘Monday Facility’. However not a lot can be said on this occasion as the Archive Library has been closed for redevelopment work directly affecting the Department and our last session was held as far back as August 2017. We are led to believe that the Archive Library will reopen during the Autumn months and with no work actually being undertaken as yet, Museum management now accepts that the closure decision was unnecessarily premature thus denying access to the facility not only for our own members but also for the general public for far longer than needed to be the case. It should be noted that given these circumstances we have not been able to deal with any enquiries received from the public

Finance

Once again Our Treasurer will shortly be providing his financial report which will demonstrate continued careful prudence and as such ensure that the subscription rate can be retained at a particularly competitive rate. There have also been occasions when our funds have been boosted with a number of generous donations which have helped considerably in funding various initiatives and this has been much appreciated.

Christmas Lunch

Many members will no doubt recall our enjoyable Christmas celebration held here at the Athenaeum Club, so much so that we intend continuing this arrangement later this year.

Our 80th Anniversary

By now all our Members will be aware that this is a very special year in the history of the Society as we are now celebrating our 80th Anniversary. Four special issues of 'The Bulletin' are being published, each carrying a share of the first 15 papers presented to the Society in the period 1938 to 1944. What impresses me is the considerable depth of research applied to each article. These papers also clearly demonstrate the interests of our founding members around that period of time. I am sure everyone accepts how fortunate we are in recognising the 'The Bulletin' as a key cornerstone of Society activity.

Website

Those with access to the internet will hopefully have explored the development of the Society's website which has been revamped over the past half year offering much more topical interest with features and illustration. It is possible to keep a record of the number of visits made to the website but whether these are existing Members keeping in touch or internet surfers pursuing maritime research who have stumbled across our site merely by accident is uncertain.

Monthly Talks Programme

All too quickly we seem to move through the series of monthly presentations leading to the short summer recess. Members will be pleased to learn that the forthcoming season commencing in September will incorporate a number of special inputs in recognition of our anniversary year.

The Council

Council has met regularly throughout the year and I should like to express thanks to each and every Member who have worked so hard both as individuals with their various roles and also as a close-knit team when joint solutions become the order of the day. Particular thanks to Secretary Tony Melling involved in every twist and turn of Society activity. Piecing together a quarterly journal of the high standard that 'The Bulletin' provides and not forgetting maintaining the website are not the easiest of tasks but we are in the safe hands of Bill Ogle on both counts. Someone with a close eye on the future has to be Ian Duckett constantly alert to attract notable speakers for our monthly presentations and co-ordinating a first-class sequence of presentations. We now know what is in store for next season and there is much to look forward to. Holding the purse strings in meticulous style is Treasurer Vin Finn and attaching to this Report Members will clearly see the care that he demonstrates in monitoring and recording all transactions. All Council members are happy to continue in post and as such seek re-election *en-bloc.* I have been most grateful for the support given by Vice Chairman Willie Williamson who now steps down after a notable period in post at the conclusion of his tenure of office and making way to welcome Elfyn Hughes who now seeks election in this role.

For many years I have retained email contact with quite a number of Members located across the globe. One in particular who appreciates keeping in close contact with what is happening is our President William J Pape over in Connecticut. Whenever we are in touch, Bill is always keen to send his regards and best wishes to fellow Members and this occasion is no exception.

Here's to an exciting and interesting year ahead as we continue to celebrate these 80 special years. It is gratifying to report that our Society moves forward both with pride and a spring in its step.

The Liverpool Nautical Research Society

Minutes of the Annual General Meeting held at the Athenaeum, Liverpool on 17th May 2018

Present: 47 in the Library

Welcome and Apologies: The Chairman John Stokoe welcomed all to the AGM. Apologies for absence have been received from David White, Tom Cunningham, Jim Slavin, Ron Gouldbourne, Bill Ogle, Fergie Molloy, Barry Groombridge and John Coates.

Acceptance of May 2017 Minutes: The Minutes were published in the September 2017 Bulletin and were available today. The Minutes were accepted as a true record: proposer was Arthur Jennion and the seconder was Bob Settle.

Introduction of a new Couples Rate: The Secretary Tony Melling briefed the meeting that the Society will be introducing a new rate for couples of £20. This is designed to act as an encouragement to membership for couples to join. There are already six member couples and of these who have paid £30 are invited to see the Treasurer and he will refund £10 for this year. The meeting accepted this change: the proposer was Yvonne Foley and the seconder was Stan Metcalfe.

Chairman's Annual Report: John Stokoe read his Annual Report. Apart from the temporary closure of the Maritime Museum Archive, a broad range of Society operations are in a very positive and healthy condition. Membership is rising and progressive changes are also being made to improve the long term prospects for the LNRS. The Chairman paid tribute to the energy and commitment of Council in helping to achieve this.

Financial Report and Approval of Accounts to 29th March 2018: Vincent Finn presented the Treasurer's Report, which shows an opening balance of £6,440 and a closing balance of £7,994. This is an increase of over £1,500, but is solely accountable to the introduction of Standing Orders as a new method of subscription payment. This has brought forward by two months the start of the renewal process. It is sincerely hoped that the vast majority of members convert to this method over the next year. The main items of expenditure were the printing and distribution of Bulletins (£2,100) and Athenaeum / Speaker Facilities (£1,200). The subscription rate has again been held at £15 due to prudent cost control. Unusually, the Accounts have been audited by one person rather than the customary two, but this will be rectified next year. The Accounts were accepted by the AGM. The proposer was Tony Barrett and the seconder was Mike Jones.

Talks Programme for 2018 - 2019: Ian Duckett outlined a very varied and stimulating series of talks in the coming year, with an eclectic mix of subjects. This Programme will be included in the imminent June Bulletin. Ian emphasised that increased membership and popularity at the Athenaeum talks made it absolutely necessary to seek prior permission from him or Tony Melling if guests are to attend. The Library is legally allowed to cater for 60 and sometimes 50 plus is the natural demand.

Election of Officers to the Council: Tony Melling began by paying tribute to the retiring Vice-Chairman, Willie Williamson. He has served Council with energy and enthusiasm for the last four years and will remain available for ad hoc support, if called upon. The meeting recognised this contribution. In his place Elfyn Hughes has agreed and was welcomed as the new Vice-Chairman. Thus the 2018-2019 Council will be:

Chairman: John Stokoe; Vice-Chairman: Elfyn Hughes;

Honorary Secretary: Tony Melling; Honorary Treasurer: Vincent Finn;
Programme Secretary: Ian Duckett; Bulletin; Website Editor: Bill Ogle.

The AGM accepted these nominations. Andy Forbes proposed them and Yvonne Foley seconded the nominations.

Any Other Business: As there were no other issues raised, the AGM closed.

Date of Next AGM: Thursday 16 May 2019, at 12.30 pm at the Athenaeum.

LIVERPOOL NAUTICAL RESEARCH SOCIETY

Accounts for the year to 29th March 2018

(Previous year's figures in brackets					
Opening cash and bank balance					**6440**
INCOME	Suscriptions		4465	(2800)	
	Donations		1172	(502)	
	Refreshments		140	(161)	
	Sale of books		50	(33)	
	Member's Payment (MMM Grp. Disc.)		77	(70)	
	Deposit Account Interest		15	(23)	
			5919	(3589)	
EXPENDITURE	Bulletin	- printing	1278	(1111)	
	Bulletin	- distribution	830	(638)	
	Athenaeum	- room hire	600	(675)	
	Athenaeum	- refreshments	235	(320)	
	Speaker's presentations/refreshments		316	(183)	
	Christmas present, Athenaeum office staff		10		
	Website development		624		
	NML (re Grp Discount)		75		
	NML - Mauretania photograph		12		
	Liverpool Quakers - room hire (Nov)		80		
	Bank charges		20		
	Microphones & transmitter		75		
	LNRS Enamel badges		163		
	Expenses - Hon. Treasurer		47		
			4365	(2927)	
Total Society Funds at Year End					7994
Made up:	Closing Current Account Balance		3299		
	Closing Deposit Account Balance		4592		
	Cash in hand - Hon. Secretary		103		
			7994		

Signed:

Examined by:  .....and .....

All Bank Accounts are held with Santander U.K. plc. | 14th May 2108

Editor's Note : following this introductory article about the **Macharda** et al we are pleased to re-issue the third of a series where, during this commemorative year, we will reprint all of the original presentations given to the Society between 1938 and 1944. They have only recently become available because they are archived separately at the Liverpool Records Office, not the Merseyside Maritime Museum where the rest of our records are kept.

The year 1938 saw a number of notable maritime events, one such being the launch of Brocklebank's steamer ss **Macharda**, see frontispiece.

Brocklebank's Pre-war Trio

By L.N.R.S. Members J.P. Stokoe and W.A. Ogle

In March 1938 the steamer **Macharda** entered service with T. and J. Brocklebank Ltd., of Liverpool. Built at the Port Glasgow yard of Wm. Hamilton and Co. she was the second of her class, **Malancha** having been launched from the same yard on 28th April 1937 and **Martand** would follow on 5th April 1939. They had a length of 494ft., beam of 63ft. and depth of 32ft.

Powered by single reduction geared turbines and cylindrical scotch boilers operating at 250 lbs/in^2 (**Malancha** with four boilers to allow for use of Indian coal homeward bound, but just three when outward on Welsh coal. She was actually converted to oil-firing during building and the coal bunkers were already installed). They operated at a cruising speed of 13 knots.

They could be regarded as "lucky ships" because all three survived the rigours of World War 2, although in one case her luck did not last.

Malancha's war was perhaps highlighted by a major rescue operation. The damaged destroyer H.M.S. **Isis**, with no main steam or powered steering, had been towed to Batavia from Singapore shortly before that port was captured. Clearly Batavia would soon suffer the same fate and so strenuous efforts were made to load every available ship with equipment and troops for transfer to a safer zone. Even damaged ships would be towed to those destinations wherever possible.

On 12th February, 1942 Convoy S.J.1 was assembled. Comprising six merchant ships plus **City of Pretoria** (towing the damaged submarine H.M.S. **Rover**) and **Malancha** (towing the damaged destroyer H.M.S. **Isis**). Later five Dutch vessels joined the convoy off Sumatra. The initial escort comprised the destroyer H.M.S. **Express** and the Indian sloop **Sutlej**. The Heavy Cruiser H.M.S. **Dorsetshire** was in attendance from 14th to 17th February.

s.s. MALANCHA

Liverpool.

21. 5. 42.

REPORT OF TOW OF H.M.S. "ISIS ".

Batavia 12.2.42. At 6.00 a.m. we left berth, and Pilot took us to entrance of Breakwater, from there we proceeded in wake of tug to anchorage inside minefield. H.M.S. ***Isis*** *was brought to us, and we connected up, using a big wire from each quarter as a bridle, which was shackled on to H.M.S.* ***Isis****'s cable. About 11.00 a.m. we hove up anchor, and proceeded with our tow as instructed, and having cleared minefield, formed line ahead till the Commodore signalled to form line abreast in convoy.*

Passing through the North Channel of a Thousand Islands, we navigated Sunda Strait in darkness, and daylight found us well clear of the Strait. The weather was fine, and beyond occasionally easing down to shift the nip, and apply fresh chafing gear, the next few days were uneventful.

*On 19.2.42. we received signal at 8.00 a.m. to proceed to Trincomali. I read this signal to mean we were to proceed independently, whereas our consort (****City of Pretoria****) with submarine in tow, was meant to keep company and share the escort.*

In experimenting to find out the maximum speed which could be maintained, the tow's cable parted. It was 9.00 a.m. when the cable parted and at 14.35 we were proceeding at 10.8 knots having effected connection again. The Chief and Second Officers deserve special mention here, for their good work with the towing gear.

At 10.00 a.m. 21.2.42. we arrived off Trincomali, and reduced speed to shorten towline. When handing over our tow to the tugs, it was necessary to proceed between Pigeon Island and Elephant Point to obtain smooth water, and here current set us over toward Chapel Reef and in clearing this I had to go Half Ahead on the engines to make the vessel answer the helm: the destroyer was then trying to heave in cable by hand, and the sudden strain caused the windlass to surge, breaking all the bars. When the tug eventually succeeded in fastening on to the tow the cable was slipped and we hove it on board, and from this time onwards we did all the heaving and connecting. We entered Trincomali Harbour and anchored at 5.00 p.m. a pilot directing.

Whilst in Trincomali awaiting orders we had the pleasure of meeting and entertaining the Officers of H.M.S. ***Isis****. All enjoyed a very pleasant evening.*

Steaming Time	*3 days 17 hours 27 minutes.*	
Distance	*2027 miles*	
Detention	*(Adjusting tow)*	*5 hours 29 minutes.*
General Average Speed	*9. 677 knots.*	

Trincomali to Bombay.

At 2.00 a..m. on 26.2.42. I received orders to be ready to proceed at 8.00 a.m. when a pilot would board. At 8.00 a.m. there being no sign of a pilot, we hove up and proceeded stopping just clear of the boom, to await our tow, which was brought to us by H.M.S. ***Vampire****, rocket lines being used to effect connection. During the work of connecting, the ships drifted dangerously close to the rock off Clappenberg Point, and the H.M.S.* ***Vampire*** *had to cut adrift, but as we had an end of wire fast to H.M.S.* ***Isis****'s cable and were able to tow her clear and complete the connection.*

We proceeded seaward to await s.s. ***City of Pretoria*** *(with tow) who overtook us about 15 hours later: there were several other vessels forming a convoy. We proceeded round Ceylon, and arrived off Colombo where our escort was changed, the s.s.* ***City or Pretoria*** *and ourselves proceeding toward Bombay,*

About 8.46 a.m. 4.3.42. we arrived off Bombay, and reduced speed to shorten towline in 30 fms. of water, and while doing this the cable of H.M.S. ***Isis*** *(60 fms.) rested on the bottom, anchoring her, causing to swing round till our sterns were but 10 feet apart. We managed to manoeuvre clear and eventually arrived in Bombay Harbour, anchoring close to Naval Depot with our tow. About two hours later a tug arrived and relieved us of our responsibility.*

The weather throughout was mainly good, but there were several days when the sea was rather rough, and both ships lively.

Towing Watch was kept by Midshipmen (Passengers) from H.M.S. ***Exeter*** *and H.M.S.* ***Prince of Wales****, who volunteered for this duty and were very helpful.*

I cannot speak too highly of the conduct of all concerned Officers and men on deck, and the splendid cooperation of the Engine Staff, whose skilful and prompt manipulation of the engines played a great part in the successful conclusion of our towing experience.

Trincomali to-Bombay	*Steaming Time*	*5 days 21 hours 00 minutes*
	Distance	*1,397 miles*
	Average Speed	*9.908 knots.*

H.M.S. ***Isis*** *was without power of any description, though the helm was put over and secured to give a sheer whilst towing. Her twin propellers were unshipped and stowed in* ***Malancha****'s No. 2 Hold. She was unable to anchor through shortage of cable.*

(Signed) *E. C. Shore.*
Master s.s. ***Malancha****.*

Ed. footnote: Captain Shore, was an uncle of LNRS member John Coates, and we are indebted to John for providing copies of the original incident report, which was clearly typed in the Liverpool office later on the same day that **Malancha** subsequently docked at Manchester.

Captain E. C. Shore was awarded the O.B.E. for exceptionally fine work in the towing of H.M.S. **Isis** and this was presented to him on 14th March 1945.

H.M.S. **Isis** was eventually mined and sunk off the Normandy Beaches on 20th February 1944.

Subsequently a plaque was presented to the **Malancha** by the **Isis**. Your writer's remember this having pride of place in the dining saloon some twenty years later. An accompanying message from the Admiralty stated:

> *"Their Lordships desire that you will forward an expression of their appreciation to those concerned, in particular to Captain Shore and those specifically mentioned in his report; Mr. Thomas, the Chief Officer; Mr. Wallwork, the Second Officer; and Mr. Ray, Chief Engineer. My Lords understand that these officers were outstanding in an operation where all did well."*

On October 22nd 1942 a convoy left the Clyde, bound for Gibraltar. There were forty-five merchant ships, three tankers, eight destroyers and corvettes and the Royal Navy escort carrier H.M.S **Avenger**. Brocklebank's **Macharda** (Captain Campbell Shaw) was No. 71 in the convoy. Amazingly she carried a total of 408 men! In addition to her normal complement of 39 Europeans and 67 Indian crew there were: 6 Army Officers; 1 Doctor, R.A.M.C.; 1 Air Force Officer; 1 Senior Naval Officer; 3 R.N.V.R. Officers; 1 U.S.N.R. Officer; 200 U.K. Troops; 27 R.A.F.; 8 U.S. Army and 54 Naval Ratings. Also in her holds **Macharda** carried lorries, fighter fuel and ammunition whilst on deck she carried landing craft. She was a self-contained operations transport vessel and an important unit in the fleet which was bound for the beaches of French North Africa. This was named Operation Torch.

The convoy passed Gibraltar on the night of 5 - 6th November and by midnight was off Algiers and slowly closing the coast off Cape Matifu where it rendezvoused with the troop ships. Between 0300 and 0415 the landing craft were all unloaded to the water alongside then, just before dawn, **Macharda** steamed slowly toward the beach with the landing craft following astern with the bombardment taking place around them. During the morning the landing craft made a number of successful round trips to the beach but the weather was deteriorating with a heavy swell developing on the beach. Constant shelling,

bombing and aerial torpedo attacks were taking place but, in spite of this, most of the fighter fuel was safely put ashore. The weather conditions continued to worsen and eventually the order was received to proceed to Algiers harbour and by noon the following day **Macharda** was completing her discharge. Leaving Algiers at 1900 hours on the 12th **Macharda** safely reached Gibraltar where she joined a homeward bound convoy and returned to the Clyde.

On February 27th 1943 **Macharda** carried the Commodore of a 57 ship convoy back to North Africa. After many attacks, and losses, she reached the port of Bone (now Annaba) on 12th March. This port is some 350 miles east of Algiers, indicating the progress made by Allied ground forces in three months.

Still carrying the convoy Commodore **Macharda** returned safely to Liverpool. The part she had played in Operation Torch was recognised a few months later when her Master was awarded the Distinguished Service Cross; whilst her Chief Officer, Deck Serang, Engine room Serang and First Deck Tindal were all Mentioned in Despatches.

Many Vichy controlled French overseas territories lay close to allied shipping routes and, whilst they felt obliged to deny British ships to use those ports, they welcomed German and Japanese. A particular threat was that Axis submarines could access the coast of Madagascar. In order to preserve the security of the Cape route, the British sent an expedition to occupy Diego Suarez, a fine harbour at the northern tip of Madagascar.

Martand (Captain J.F. Butterworth) took part in what was the first large scale operation by the Allies of World War II combining sea, land and air forces landings, codenamed Operation Ironclad.

The invasion force left Durban in two waves; a slow convoy on April 25th, 1942, the faster later so they could combine off the invasion beach on May 4th. The impressively large fleet, known as Force F, was commanded by Rear Admiral Syfret in the battleship H.M.S. **Ramillies** and comprised a total of fifty-three vessels in all.

The fleet managed to navigate the narrow swept channel of the minefield and anchor out of range of the shore batteries. By 4.00 a.m. on May 5th the ships began discharging into the invasion barges and landing craft. By 5.00 a.m. the shore batteries had been captured and the ships could reposition closer to the landing beaches. However daylight brought a fierce defence from the French forces which continued throughout that day and the following night. The demand for guns and vehicles was ceaseless and the crews of the transports worked tirelessly. By noon on the 6th it was clear that the attack had stalled; accordingly a party of Royal Marines was landed close to the town and by dawn the garrison had surrendered. The supply ships were able to move again late on 7th and during the morning of 8th May were alongside in Diego harbour to complete

discharging. Her work completed **Martand** was able to depart on 19th, return to Mombasa, and resume her normal activity.

Rather surprisingly these three operations all took place within an eight month timeframe in the year 1942; **Malancha**'s commencing February 12th, **Martand**'s April 25th and **Macharda**'s October 22nd!

What became of these stalwarts?

Malancha continued in service with Brocklebanks until 1962 when she was sold to Exporters' Refinance Corp. Ltd. Cleverly renamed **Malan** she sailed to Hong Kong where she was broken up in July 1962

Similarly **Macharda** was sold for breaking up, arriving at Hong Kong within a week of her elder sister.

Sadly **Martand**'s demise was more dramatic! Having loaded for the homeward voyage at Chittagong and Calcutta her departure from the latter on May 11th, 1964, was delayed about 45 minutes by an industrial strike. As a result she arrived late at her first outbound anchorage. The starboard anchor was dropped underfoot to snub the ship around to starboard on the ebb. Halfway round and across the channel her stern grounded on the Achipur Sand and she began to pivot the opposite way to port. As her anchor was only underfoot it was dragged along. The swing continued past 180° and then straightened back. At this moment she sat on her anchor. By now the tide had fallen a couple of feet and the anchor came through the hull and tank top. On the next flood tide, the strong current rushing past her bow scoured a 50 foot hole and the eddies deposited silt amidship on her port side. The following ebb tide did the same to her stern, scouring a deep hole and the eddies deposited silt along her starboard side. Abandoned she slowly disappeared into the Hooghly sand.

As a Final Note

*On 21st September, 1961 your Honorary Editor signed off from the **Malancha** at Avonmouth after 3 happy but always eventful deep sea voyages. He was Fourth Engineer and the Second Engineer was one John Stokoe.*

*Just a week later one nervous Deck Apprentice joined her in Liverpool for his first trip which was to be **Malancha**'s final voyage; that was the John Stokoe you know as our Chairman.*

Amazingly the two were not related and each didn't know the other!

Reprinted from *The Journal of Commerce and Shipping Telegraph*
Saturday, December 12, 1942

SHIPS DEPICTED ON POSTAGE STAMPS

Extracts from a Paper read by

Mr. E.W. Argyle

- before -

The Liverpool Nautical Research Society

on December 5th, 1942

No. 8

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

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

Birch Bark Canoe, made from a skin of bark, and cut to form, before being fastened to a wooden frame, is shown on American and Canadian stamp issues. It is the craft of the North American Indian, the “Redskin" of our boyhood days.

Eskimo Kayak, is a one-man canoe consisting of a covering of skins over a framework of wood or whalebone. It is depicted on a 20 kopecks stamp of Russia issued in I933, and is the smallest of sea-going craft, being only 17ft. long and 2ft. wide.

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

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

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

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

Sampan of China, found on all the rivers of that country, was originally a catamaran, with the fore-end upturned, but it developed into a

boat in almost prehistoric times. One type of sampan is seen on local postage stamps of Foochow.

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

Phoenician Bireme, as Egyptian supremacy declined the Phoenicians became the leading maritime nation and held sway from 1200 to 700 B.C. They were enterprising navigators, and are reputed to have circumnavigated the African continent. They guarded their shipbuilding secrets with their lives. A captain would sink his galley rather than let it fall into Greek or Roman hands. Scuttling ships is an old Jewish custom. Hitler ought to be told. The Phoenicians came from Tyre and Sidon, Palestine. They are credited with the invention of the Bireme, or galley carrying two banks of oars on each side of the ship. A Bireme is shown on a Lebanon stamp issue of 1937.

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

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

Roman Galley, the Roman Empire was at its greatest period from 31 B.C. until 476 A.D. The fleet of Augustus the Great is shown on an Italian stamp issued to celebrate his bimillenary. Six typical galleys of the period are shown. The galley’s chief weapon of attack, the ram, is shown on the

Italian colonial stamp of Libya, of 1921. The ram projected forward from the bow. Partly above and partly below the water level.

Roman Corbita or Merchantman, the sailing ships which carried merchandise were totally different from the war galleys, those being used for the corn trade between Egypt and Rome in the 2nd century A.D. being some 90ft. long with a carrying capacity of about 250 tons. The stamp issued Lebanon in 1931 shows a typical corn ship. The Roman “artemon," half mast and half bowsprit, can seen projecting over the bow. This spar, with its square sail set below, made it possible for a ship to make some progress against adverse winds for the first time in history.

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

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

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

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

Maori Double Canoe. The Maoris discovered and colonised the islands of New Zealand in 1350. The Maori canoe is typically Polynesian, being two canoes lashed together and mounted with a central staging. The use of two keels gave extra stability to a large sail. They are shown on stamps of New Zealand.

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

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

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

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

Kogge or **Cog**, this type of vessel was the trader of Northern waters, the equivalent of the caravel and carrack. She was usually clinker built, the Mediterranean vessels carvel built. Had square sails on main, fore and mizzen. Kogges of the Hanseatic League are shown on Danzig Free Stamps. An English cog is shown on a Bermuda stamp. The lateen sail appeared on some of these vessels in the middle of the 15th century. One is shown on a Danish kogge on stamps of that country. The kogge, carrack and caravel were the first three-masted ships, with, perhaps, the exception of the junk. Later the Mediterranean vessels added a bonaventure mizzen mast, lateen rigged.

Galleon, the outstanding difference between the galleon and the carrack was that the former followed the style of the galleass, with a low projecting beak, the carrack always having a high over-hanging forecastle. The galleon was usually four-masted and elaborately carved and gilded. Undoubtably the most picturesque ship ever built. It appears on stamps of Spain, Holland, Curacao, U.S.A., Sweden, France, Barbados, St. Kitts, &c.

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

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

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

The Barque, 18th Century, two famous barque-rigged vessels of the 18th century were Captain Cook's **Endeavour** and Bligh's **Bounty**. Both are shown on stamps. The barque of this period had a square topsail on the mizzen. This was later altered to the fore and aft sail of later barques.

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

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

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

Fulton's s.s. **Clermont**, early in 1807, the **Clermont** was ready for trial on the Hudson. She is generally acknowledged to be the world's first regular passenger steamer. Her length was 133ft., speed 5 knots. A U.S.A. stamp of 1909 shows her on the Hudson, with the "half moon" and an Indian birch bark canoe, the first sailing ship and the first steamer to sail on the Hudson river.

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

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

The Pacific Steam Navigation Co., have their two first steamships of 1840, **Peru** and **Chile**, on the first stamps of Peru, while an unknown steamer appears on their mystery stamps, found in company's factory at Chucuito, Peru. **The Lady McLeod**, 1845; Collins Line, **Adriatic**, 1857; **Robert Todd**, 1863; **Honfleur**, 1868; **Sverige**, 1871; **Oregon**, 1883, and **Arawa** 1884, are all steamships with auxiliary sails shown on stamps.

Modern Liners, a ship well known to Liverpool is the old **St. Paul** of the American Line. I think we can call her the first of the modern liners on stamps. She was built by Cramp, at Philadelphia, in 1895.

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

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

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

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

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

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

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BRIGANTINES AND SCHOONERS

THEIR ORIGIN AND DEVELOPMENT

Extracts from a Paper read by

W.McQ. Mather

- before -

The Liverpool Nautical Research Society

on January 16th, 1943

No. 9

This paper has been written in an attempt to plot out the essential differences between the two-masted vessels known as snows, brigantines, brigs, brig-schooners and hermaphrodites, and at the same time to throw some light on their evolution and inter-relationship.

In the course of reading various works on maritime subjects and also viewing the many reproductions of original prints, &c., contained therein, one is struck by the number of apparent anomalies. Vessels that appear to be snows are described as brigs, brigs as brigantines, both brigs and brigantines as schooners, while the word hermaphrodite is used as the title of vessels which, on first inspection, appear as brigs, brigantines and even schooners.

Consultation of such authorities as Steel, Falconer and Kipping is not very helpful, except that their definitions clearly prove that in the course of years the meaning and the application of words has varied considerably. If a clear picture be obtained, the only method is to trace each of the types as far back as possible and then to attempt to follow its development and observe the various modifications that association with the others has had upon it.

Considerable Antiquity.

First of all it is necessary to clear up one major source of confusion. The words brig and brigantine are one and the same, the former being merely a contraction of the latter came into use about the middle of the 18th century.

The term brigantine, sometimes brigandine, was first applied to small, swift Mediterranean craft of the galley type, which were propelled principally by oars; later it was used by the northern nations to describe a small, handy vessel carrying two masts. That its use by the seamen of this country has considerable antiquity is confirmed by a mention in Vol. 1, page 470 of “The Royal Navy, a History,” by Wm. Laird Clowes, that in 1551 “a squadron of six ships with four pinnaces and a brigantine was sent on a preventive cruise.”

Exactly how the first brigantines were rigged it is extremely difficult to say, but in 1690 they appear to have been ship-rigged on the foremast, while on the mainmast they carried either buss-sails, which were high narrow square sails, not furling aloft, or alternatively a large leg-of-mutton sail and no other canvas. There is also some evidence that the mainmast was given a sharp rake and, from 1700 on, the buss-sail vanishes. It is very questionable whether the brigantine ever carried the lateen mizzen yard of a ship; if it did it can only have been for a very short period during the first part of the 18th century, since the gaff mizzen had already been introduced before 1750, and after the brigantine’s first “marriage” with the snow there is no instance of it. Before, however, discussing this exchange of rig, it is advisable to obtain an idea of the early snow. Here again is a two-masted vessel, contemporary with the brigantine, but rigged similar to a ship’s fore and main masts; that is to say, without any fore-and-aft canvas whatsoever. With

regard to size, there was little to differentiate the two types, although both were quite small vessels.

First Exchange of Rig.

An interesting plate depicting the brigantine of this period is reproduced in Frank C. Bowen's "The Sea, its History and Romance," Vol. 2, page 57. This is taken from the Macpherson Collection and is entitled "A South-East View of Boston in New England," and was published in about 1750.

It shows a brigantine in the foreground; she is ship-rigged on the foremast and carries no sail above her topsail; on the mainmast, which is built schooner fashion, there is only a large fore-and-aft mainsail, fitted with boom and gaff. The bowsprit is highly stived and a sprit-sail yard is crossed. She is quite a small vessel.

About the middle of the 18th century the first exchange of rig took place between the brigantine and the snow. The former had been increasing in size for some time past, and the necessity for additional canvas had become imperative. To meet this the brigantine adopted the main topsail of the snow, but not its square mainsail.

The main or crossjack yard of a brigantine was bare because the jaws of the gaff would interfere with the old seaman's practice of lowering the main yard, "a-port-last," in bad weather.

In return the snow took on the fore-and-aft mainsail of the brigantine, but in order to overcome the difficulty mentioned above, this was not fixed directly to the mast, but to a small subsidiary spar, known as the trysail mast immediately abaft of it; this, to quote Steel's definition, "*is fixed in a step of wood on deck, and the head is fixed by an iron clamp to the aft side of the maintop*." From this time, too, the corruption brig began to be used in place of the longer term brigantine.

The above paragraphs, in a very brief form, carry the development of the brigantine and snow into the second half of the 18th century, but, before going any further, the history of the schooner must be considered.

It is impossible to say when the first ships of this enormous class were built. In a line engraving by an unknown Dutch artist, entitled the "Capture of Cadiz, 1596," in which an Anglo-Dutch squadron took part, there appears a small two-masted craft with a high stern and fitted with leeboards; she is equipped with two leg-of-mutton sails and a jib on a high stived bowsprit.

This print is reproduced in E.K. Chatterton's "Old Ship Prints," page 64, and in the text he writes: "*She is one of the earliest two-masted schooners to be shown by the engravers*." Be this as it may, the type does not seem to have been popular, for during the next, 100 years few illustrations are to be found, and it is not until the beginning of the 18th century, and in America, that the real development of the class began.

The origin of the word is in considerable doubt, and there is no mention of it in any 17th century dictionary. Of all the nations, the Dutch were the foremost in development of fore-and-aft rig and the fact that the word “schooner “ has a very Dutch ring about it prompts the speculation that it was first introduced by the Dutch colonists of New York.

There is an old story that in 1715, when the first schooner was being launched at Gloucester, Mass., someone remarked as she was leaving the stocks, “Oh, how she schoons,” “very well then," answered her proud builder, “a schooner let her be.”

While this fable can be completely discredited as far as its reference to the “first schooner” is concerned, it still offers a plausible explanation for the origin of the name.

Golden Age.

All these early schooners carried fore-and-aft sail only, but as existing illustrations refer to very small craft it is impossible to say when the larger vessels began to carry square sail, though by 1775 the practice was developing.

The next 50 years, from 1775 to 1825, are undoubtably the the most interesting in the history of these two-masted rigs, and may be regarded as their Golden Age, for it was during this period that they reached a development that has never been attained since.

The reasons for this are simple: throughout the period the cry in America was for fast vessels to carry on the large contraband trade that existed, while during both the Revolutionary War and in that of 1812 the demand for privateers was paramount.

In each case speed was the prime necessity, nor was large size of great importance; in fact, a small vessel was a definite advantage. As it happened the right type of hull was available in the “Baltimore clipper” model, a graceful and extremely interesting design, far in advance of the general carrier of the day.

Their main features were sharp waterlines, clean run, fairly high ratio of beam to length, large dead-rise and sloping stem and stern post. The present, however, is not the time to discuss this fascinating model.

There remain two types that have still to be described, the hermaphrodite and the brig-schooner, and it was during the above period that these words came into use.

Speed and Weatherliness.

In reality they are interchangeable and perhaps the dictionary definition of the former gives the best description of them—“ hermaphrodite, a hybrid." To clarify the reasons for their introduction some digression is again necessary.

If an examination is made of the navies of Great Britain, France and the United States during this period, it will be found that in the two former few

schooners are included, while in that of the United States, the proportion was even less; this was because the inability of a schooner to move astern was often a great disadvantage in a naval action.

In the case of the privateer, slaver or smuggler the position was very different; here speed and weatherliness to enable them to show a clean pair of heels to the enemy or to overtake the hapless merchantman. were the chief requirements.

These requirements the schooner type could supply, but, even so, the benefits of square sail when running before the wind could not be overlooked, and so the tendency to add more and more square sail to the schooner rig became accentuated until little difference remained between it and the brig.

Early during the period under review square topsails on both masts were carried by schooners, and, as the end of the century drew nearer, the rig approached that of the brig so closely that some additional points of identification are necessary if the two classes are to be distinguished.

Unfortunately, no hard and fast rule can be laid down but the following details should be noted :-

1. The schooner’s gaff foresail instead of the brig’s main stay-sail.
2. A fore staysail was not part of a brig’s working canvas.
3. The flying jib of a schooner set up to the topmast head and not to the t’gallant mast head as in a brig.
4. A schooner did not carry a fidded main t’gallant mast, though the foremast may have been so fitted.

To show how difficult it is to differentiate between the two classes the case of H.M. brig **Gloucester** may be instanced. This vessel was built on Lake Ontario in 1812, and a reproduction of her, after a coloured aquatint, is given in “Sailing Ships of War, 1800-1860,” plate 16.

Very Elaborate.

Her rig shows a very strong schooner influence, for she possesses all the first three above mentioned identification points for schooners. She does, however, carry separate fore and main t’gallant masts, though these cannot be said to be fidded, since they set up abaft the topmost heads with their heels resting on the lower mast caps.

As the 19th century began, the rig of American schooners, particularly those belonging to the “slaver" and “privateer“ classes, tended to become very elaborate and, by 1812, t’gallant sails were by no means unusual, and even royals were sometimes fitted.

An instance of this is the privateer schooner **Prince of Neufchatel**, described in H.I. Chapelle's “History of American Sailing Ships." 1936.

The sail plan of this vessel, built at New York about 1812-13, shows that she carried a fore t‘gallant mast with course, topsail, t‘gallant and royal sails, while on

the mainmast, which was built schooner fashion, a fore-and-aft topsail, together with a small square t'gallant above it on the same pole.

Another example, also illustrated in the "History of American Sailing Ships," is vessel described as a "French hermaphrodite **La Gazelle**, designed by Marestier."

This plate shows a two-masted vessel carrying the head sails and foremast of a brig, together with a gaff foresail, while the mainmast is schooner fashion but carries above its large gaff mainsail a square topsail and t'gal|ant.

Before moving forward again, one further case must be quoted; this time the illustration is taken from a piece of Liverpool pottery and shows a brig with the caption: "Success to the **John Bull**, Captain Wright." No date is given, but from the fact that she carries a sprit topsail it can probably be placed around 1795.

Here the particular interest centres on the after rigging. The ringtail boom has been run out and from below it is set a water sail, in shape somewhat similar to the "Jimmy Green" of 50 years later.

While this sail is not exceptionally uncommon in British privateers of the period, the other after sail is in quite a different category; this consists in no less than a pure lateen, seized to a Yard slung on the ensign staff.

While it is known that a similar sail carried by the American frigate **Hancock**, launched in 1776, the writer has not succeeded in discovering any other British ship that was so fitted.

Naval Brigs.

The start of the 19th century also witnessed the final absorption of the snow by the brig. From 1800 on, all British and American naval brigs were so rigged that 25 years earlier they would have been classed as snows. The barren main-yard, the essential characteristic was abandoned and a main was carried.

Since its increased size and weight had caused the old custom of lowering the main yard to the deck in bad weather to be discarded, the trysail mast was no longer fitted and the foreleech of the mainsail was seized to hoops on the mast itself.

It must be noted, though, that the snow still lingered in the Merchant Navy, the last British example being the **Commerce**, of Newhaven, which was built as late as 1862 and lasted until 1909.

About 1825 the term brigantine began to be applied to two-masted vessels carrying ship-rigged foremasts, while their mainmasts were fore-and-aft rigged schooner fashion. A quarter of a century earlier they would have been classed as hermaphrodites.

It would be interesting to speculate whether this term was introduced as a diminutive for brig, in the same way as barquentine was later and erroneously adopted as a diminutive for barque, or whether it was deliberately chosen to

represent a vessel which resembled the original brigantine, far more nearly than the craft that the brig had grown into.

After the war of 1812, the Baltimore clipper type tended to become very extreme and finally vanished with the suppression of the slave trade, since their very limited cargo capacity could not compete with the true “clipper” ships.

By 1850 the fore and main topsail schooner had also vanished, and a few years later, following ship practice, double topsails were introduced in both schooners and brigs.

Apart from the above, there have been few modifications in the brig rig, except for adoption of a “spencer” on the foremast in place of a main staysail, a change which is first noted during the ‘thirties.

Operating costs have gradually caused the type to give way to the schooners with the smaller crews, and it is those alone that, fitted with a motor, may be said to have survived to the present day. Unhappily, they, too, are quickly passing.

In a brief account such as this, a very great deal has had to be left out. Mention of the early Dutch two-masted “sloepes”, the Geordie brigs, the schooner yachts of the 19th century, the Gloucester fishing schooners of the Grand Banks, all have had to be omitted, but the essential relationships between the different types have been fairly clearly depicted, and, if it helps to stimulate some additional interest in these fascinating two-masted craft, the labour will have been more than worthwhile.

The restored brig USS **Niagara** (1813) Courtesy Wikipedia

LIVERPOOL NAUTICAL RESEARCH SOCIETY

A Model of the ‘SHAMROCK’ Class Sloops

A paper read by Mr. W. McQ. Mather
before the Liverpool Nautical Research Society

October, 1943

No. 10

This paper is addressed more to the practical model maker than to the research worker pure and simple, though it may prove of some interest to them as indicating the lines on which our own particular research must be conducted.

Unfortunately for us Lloyd's and the Customs‘ Registers are not sufficient since the name of the ship, her owners, port of registry, date of building and tonnage are of no help in visualising her appearance and, even in those rare instances when the type of rig is also given, but little assistance is to be derived from it.

The first essential requirements of the actual model maker are the draughts of the particular ship it is desired to construct, and it is here that the services of the individual who I may term a ‘naval architect research worker’ are particularly missed.

The student of this type of nautical research is very much of a ‘rare avis' and unfortunately the necessary technical qualifications are not possessed by the average modelist. It is one thing to be able to alter the scale of a set of draughts; this can quite well be done by any possessor of a pair of proportionate compasses, or, given the sheer plan and half breadths; to fair out a body plan from them. In the majority of cases, however, no plans at all are available and it is necessary to fall back on printed illustrations.

This is where the technician comes into his own, since his historical studies have familiarised him with the general requirements of the design; ratio of length to beam, type of entry and run, approximate form of amidship section, etc., while his technical knowledge enables him to produce these accurately on paper.

To instance exactly the form of knowledge that is required, I cannot do better than pay a small tribute to our late member, Mr. H.N. Leask, whose death last year was such a sad blow to this Society.

Deeply interested in the sea and ships, he was by profession a consulting engineer, which calling gave him the technicalities of designing while, in his youth, his father, a practicing naval architect, had thoroughly grounded him in the basic principals of that profession. By virtue of his gifts he had evolved a method whereby, given one good perspective illustration of a vessel, he was able to plot out the plans, not only of the portion visible above water, but also of the underwater body with surprising accuracy and, in the case of modern warships, to the subsequent amazement of Admiralty officials.

There were several factors that influenced me in choosing the particular model shown here this afternoon and these may be summed up as, the form of hull (The Baltimore Clipper), the uncommon type of rig for the period and lastly, but certainly not the least, the availability of the draughts together with a fair body of information.

First of all you will note that I have made no attempt to associate the model with any particular ship, but have described it only as representative of a class. The reason for this will become apparent shortly.

Before starting to describe the actual constructional work, some mention of the vessel's history is necessary.

In September, 1806, an American three-masted privateer schooner, the **Flying Fish**, was captured by the Royal Navy and in accordance with its usual practice, the lines of the vessel were taken off by the Admiralty.

From these lines it was decided in March of the following year to build a class of six ships at Bermuda. These were named **Shamrock, Thistle, Mistletoe, Holly, Juniper** and **Bramble** and were known as ten-gun sloops carrying 18 pdr. carronades and manned by a crew of fifty men.

In all their leading dimensions they were exact copies of the **Flying Fish**, except for two modifications, the first and least important being the increased steeve given to the bowsprit, while the other completely altered the appearance of the vessels.

As originally constructed the stern of the **Flying Fish** was of a most unusual design, there being no counter in the ordinarily accepted meaning of the term, while the stern post at the rudder head was actually abaft the transom. When the 'Shamrock' class was built, this was done away with and a normal counter stern introduced, the line of the deck being carried further aft and the transom placed in the normal position abaft the rudder head.

As you will have noted a reproduction of the "Shamrock" draughts is given in Howard I. Chapelle's book, "The Baltimore Clipper" and in ordinary times a photostatic reproduction could be obtained from the Admiralty Librarian on application. However, as this course could not be adopted at the time the model was built, I decided to fair-out the lines from this book to the one eighth inch scale required.

For the guidance of future workers that may be faced with a similar problem, the following are some of the snags arose during the process.

First of all you will notice that the draughts are featured over several pages; the sheer and halfbreadth plans are on one sheet, the inboard profile, deck and body plans are on another, while the rigging plan and transom are separate again. In dealing with the sheer and halfbreadth plans no particular difficulty was met with, although allowance had to be made for the alteration to the stern; when I started with the deck plan, taken from the second page, I immediately found that there was a slight difference in the scale represented. This was too small to be noticeable to the naked eye, but quite large enough to make the completed draughts quite useless for accurate working. This discrepancy was no doubt due to the printers and allowance had to be made accordingly.

The same trouble was present in the case of the body plan, printed on the same page; here not only did I discover yet a further change in scale, but some form of distortion was also present. So much so was this the case that after two attempts to fair it out to the correct scale, I was still unable to get the result to agree with the remaining plans; finally I was forced to abandon the effort altogether and construct an entirely fresh body plan, basing it on the stations given on the sheer and halfbreadth.

The remaining plan that I dealt with was the rigging, This is a reconstruction, made by Mr. Chapelle, and based on Fincham's rules, details of which he prints in the form of an appendix. This I produced to a scale of a sixteenth of an inch.

My next move was to start a note book wherein all details of the deck fittings and rigging could be entered up before actual work began. This is specially desirable in the case of the rigging, as unless the run of each rope and the position of all eyebolts and belaying points is accurately plotted beforehand, it is next to impossible to fit these once some portion of the rigging is put in place.

This note book I have also left out on the table for your inspection. Please accept my apologies for its general condition, but my excuse is that it is definitely a working tool and the many erasures and alterations show how various methods have had to be scrapped or modified as the ‘word picture‘ of the model grows up and each separate piece has to blend in with the design as a whole.

While on this subject, I cannot too strongly emphasise the advisability of working out a belaying plan; that in the note book is shown on page 58 and is based on one published by Captain Armitage McCann in a series of articles in Popular Science (Nov. 1934 - February 1935) and describing the construction of a Baltimore Clipper schooner of about 1812. Accurate belaying plans are very difficult to come by; they are just one of those scraps of information that in the past have been considered too elementary to be worth recording. With the aid of a rope’s end, it was driven into every budding seaman from the first moment when, as a ship’s boy, he first took his part as a member of a watch. In later years the knowledge became so much a part of his being that he became incapable of appreciating the possibility that a generation might grow up that was completely lacking in it.

And now one more word before going on to describe the model proper and that is in the question of scale. The ideal is the standard one of a $^1/_4$ inch to the foot, or 1 : 48, but from the point of view of the amateur worker there are several factors against it. First of all there is the matter of size and in the average modern house, a large model is anything but popular with the powers that be. Then too there is the matter of detail; a tremendous number of small details, especially in the rigging, must be shown on a $^1/_4$ inch scale model and which can very well be omitted when a smaller scale is used. I do not think that I need to remind anyone

present that the greater the amount of detail shown, the greater becomes the scope for errors.

On the other hand if a scale of less than $^{1}/_{8}$ inch is chosen, it becomes next to impossible to depict accurately the details of the main running rigging. Please, however, do not consider that this statement is made with any desire to depreciate the miniature, which for its fabrication requires a degree of craftsmanship quite as high as any other and for many purposes, particularly where sails are to be displayed as in a scenic model, it has certain very definite advantages.

Of the three methods of hull construction, namely ‘solid’, ‘bread and butter’ and ‘built up’, I have adopted the latter though in a considerably modified form. There has been no attempt to put in the full number of timbers, in fact I have given it no timbers at all in the true sense of the term. All I have done is to construct a solid section at end station of the sheer plan and socket them into the keel, stem and stern posts, which are all in one piece; the plank is then laid directly onto this framework.

It is not my purpose here to go into the details of this process, time does not permit and in any case it is a matter that can well be left over, the subject being a sufficiently large one to justify a separate paper. I propose therefore to deal first of all with the deck fittings and secondly with the masting and rigging; as far as possible quoting my authorities for each item, together with short constructional notes.

Starting from the bow, the first item to be considered is the ground tackle. Wooden stock anchors were still in general use in 1807, though the sliding stock was introduced a few years later (1); this applies also to the change over from hemp to chain cables (2). The anchors themselves are made from sheet brass with the flukes soldered on, the stocks being of boxwood made all in one piece and bored out to fit the shanks; they are bound round with copper strip and then painted black. The cable passes in through the hawse holes at deck level, round the fore bitts and down to the cable tiers via the main hatch, no other opening being available on the deck.

The capstan is abaft the main hatch and a ‘messenger’ was probably used in hoisting in. The trunk and head are turned up from a single piece of boxwood, while the whelps were made separately and than pinned on. The capstan bars are shown in racks fitted to the bulwarks on either side.

The fitting of the pinrails was my next problem, those round the masts presenting the greatest difficulty. So far my investigations have failed to reveal any one particular system in use for small craft and in those Admiralty draughts that I have had the opportunity of examining, there is only one case where they they are drawn in. This refers to the schooner **Dominica** and is dated 1811, and those I have fitted to the **Shamrock** are copied from that vessel (3).

I now come to the question of guns and the type of mountings to be fitted. As mentioned above these were 18 pdr carronades and the dimensions of those shown are taken from Palesners Marine Dictionary, with some assistance from an illustration in Cooke's "Sixty five Plates of Shipping and Ships", plate No. 4. They are turned up from quarter inch brass rod and then silver plated and oxidised. The correct type of mounting proved a rather more difficult problem. At first I inclined to a truck carriage as shown in Cooke's plate, but subsequent experiment showed that the height of the ports would not allow of sufficient clearance for elevation; further the deck space available appeared definitely restricted for full recoil.

A recoil carriage, mounted on a slide pivoted to the waterways was used in the Royal Navy between 1812 and 1820 (4); this permitted a lower mounting of the carronade and otherwise appeared generally suitable for the purpose. This type was therefore fitted. The guns themselves are fitted with screw elevating gear and the training tackles and breachings are also shown.

The pumps, just forward of the capstan, are shown with their operating gear dismantled, but its central pivot is in place.

The coach house, after companion, skylight, etc. call for no particular comment, as these fittings were generally common to this class of vessel. They are all made of boxwood, veneer and socket into holes cut in the deck. I may mention that this method has one great advantage, in that they do not need to be finally fitted until after the rigging has been completed and, thereby, considerable risk of damage may be avoided.

The steering of all these craft was by a tiller and in the model it is shown with the securing tackles in place.

After several experiments I found that the mast coats could best be made from wood blocks, shaped up with a file. The hole through which the mast passes was first drilled vertically and the correct rake was given after by shaping up the bottom of the block. It will be found that this method is much easier than attempting to fit the blocks square with the deck first and then to drill them at such an angle that will conform with the rake of the masts.

The matter of boat equipment presented another problem. On page 170 of the Baltimore Clipper there is the following statement:- "Privateers of about 85 feet carried three - cutter or whaler, gig and jolly boats. Some had two whalers, or one whaler and one launch. These had to be carried on deck; one small boat could be slung on davits over the stern.

Actually in the 'Shamrock' draughts there is no indication of any stern davits and, in any case, in view of the low freeboard of these craft, it is very doubtful whether a boat would ever be carried in this position when the vessel was at sea.

Regarding the remaining two that were carried on deck, an examination of contemporary prints shows that these were nested, one inside the other, with the lower one resting on chocks above the main hatch.

When constructing a model, it is a very good axiom to bear in mind that it is a mistake to overload it with detail. However good the actual work may be the final result gives an appearance of overcrowding and a generally muddled look. I therefore decided that the model should have one boat only.

In Chapman's "Architectura Navalis Mercatoria", plans are given of a "longboat or yawl" whose main dimensions are 17 feet, 7 inches by 6 feet, 6 inches. Experiment with various paper templates showed that this size was about suitable for the **Shamrock**. Although the time when Chapman's work was published (1768) predated the actual vessel by just on forty years, the general design of ship's boats had varied very slightly and I consequently used it as a pattern.

The boat probably carried a single standing lug (5) and is shown in the model fitted with four oars, mast and yard together with a boathook that could also be used a vargord. [Editor's note: s spar which pushed the fore leech of a sail forward]. The boat itself is carved from a piece of yellow pine.

"Old Ship Figureheads and Sterns" by L.G. Carr Laughton was the principal authority used in questions of painting; stone colour being used for inboard works and gun carriages instead of the universal red which was superseded very early in the XIX century.

By 1807, there is no doubt at all that the underwater body would have been coppered, certainly done in this case where the vessel was undoubtably intended for tropical service.

Unfortunately when working to an eighth inch scale, coppering is not a practical proposition; on the other hand I have no love at all for such expedients as a coat of verdigris paint or some other similar material. Certainly it may produce the right colour effect when looked at from a distance, but on closer examination it shows up as definitely "phoney". However there is a mention in Charles G. Davis's book, "The Ship Model Builder's Assistant", page 205, that the underwater body was not generally coppered until after the vessel had made a voyage or two. I do not know what his authority was for this assertion but I immediately grasped it with both hands as an easy excuse to get out of an impasse.

Having completed the hull, the next matter to be considered was the masting. As already mentioned, I was lucky in having the lengths of the various spars already worked out for me, but there was still the question of the diameters of the lower masts to be decided and on these depended all the rest.

In the main the proportion of the various spars and the ratio of their diameters, one to another are based on Steel's "Elements of Mastmaking, Sailmaking and Rigging" but the basic figure for the diameter of the foremast was found by trial and error. Actually this is about 0.73 inches to each yard of length; a figure decidedly less than quoted by Steel, but one found to be more suited to a three-masted rig which is not covered by his work.

Incidentally the same ratio was used for both fore and main masts, since it is probable that the **Shamrock** was intended to carry square sails on both, although it is very unlikely that she ever did so in practice.

The yards are not fitted with jack stays as these were not introduced until after the first decade of the XIXth century. (6)

In the model, the stunsail booms are shown but not the swing booms, nor has the ringtail boom been fitted, though the necessary iron for it has been provided on the mizzen boom.

Since on the scale used it is next to impossible to fit sails with all the details of their running rigging, these have have been omitted altogether but I have endeavoured, as far as possible, to indicate their presence by the fitting of certain pointers. For instance the sheet blocks of the main and mizzen topsails are fitted, as well as the brailing blocks for the foresail and, as will be noted, this system has been adopted in several other places.

In this model all masts and spars are made from Caspian boxwood. I have seen it stated that a hard wood should not be used, owing to the danger of twisting and that some straight-grained softwood, such as yellow pine is more suitable. Experience however has shown that, provided the boxwood used is thoroughly seasoned, this trouble need not arise, while the hardwood naturally permits of a much higher grade of finish being given to it.

Of suitable materials for rigging I have found 'ligature silk' to be the best; it is available from Surgical Instrument shops and while rather expensive, has the advantage in being made in all sizes from very fine up. The one material that should be avoided is cotton, as it will both stretch and shrink subject to the amount of humidity present in the atmosphere.

All blocks have been made from holly, by far the best wood for this purpose, while the dead-eyes are from composition knitting needles; these are marketed in various thicknesses and are then cut up into sections and trimmed as desired.

In carrying out the rigging, I find that most of the short cuts are anything but so in practice and usually end in a botched job. It is far better to follow the actual practice, starting with the lower shrouds, then the stays and gradually building up.

The following are a few practical hints that I have found of advantage and may prove useful to others.

Ratlines.

These must be clove-hitched, no short cut method produces anything but a poor effect. If a boot stain is used to colour the shrouds before fitting the ratlines may be put on white and to set them it is only necessary to touch with a little ‘cine-film’ cement. This not only holds them securely but at the same time acts as a solvent to the boot stain, which runs from the shroud and covers them automatically. If this method is adopted considerable eye strain will be avoided.

Splicing.

At a $^{1}/_{8}$ scale a good practical splice is very difficult to obtain, but if the end of the ‘rope’ is first threaded through a needle and then sewn through the standing part, quite a good effect can be obtained.

Footropes.

It is better here to depart from the correct practice and make the stirrups of wire instead of rope. This corrects the tendency that I have experienced in earlier models for them to buckle and twist up, instead of hanging down straight. The difference is hardly perceptible to the naked eye.

Topmasts.

In fitting these, they should be set up with a fid and wedge in the proper manner; this means very little additional labour and in the present model I had every reason to congratulate myself for having done so. After the whole of the standing rigging had been completed, I found that an error had been made in the design of the fore topmast and that this necessitated its scrapping and the fitting of a new one. All that was required was to remove the fid and wedge when the mast could be slipped out downwards, the various ropes being slid off over the top; this process was then reversed when the new mast was fitted, after which all that was necessary was to tighten up the ropes by the belaying tackles already fitted. If this method had not been possible, the whole of the standing rigging would have had to be removed.

Yards.

As far as is possible the fitting of these should be left to the last, since their lateral spread makes them a considerable potential source of damage when working on other items.

Deadeyes, blocks and hearts.

The dimensions of these have been based on Steel’s tables for brigs and ketches, but for the sake of simplicity only two types are fitted, common single and double, while the number of sizes has been reduced to five of each.

For general rigging details I have relied very largely on Darcy Lever’s ‘Young Sea Officer’s Sheet Anchor’, published in 1808, while the run of the ropes is

based on the study of a large number of contemporary engravings together with a few modern reconstructions. The principle authorities consulted being:-

The Baltimore Clippers	)	Howard I.
The History of American Sailing Ships	)	Chapelle
Cooke's Sixty-five Plates of Shipping and Craft		
Sailing Ships of War, 1800-1860		Sir Alan Moore
Sailing Ship Models		R. Morton Nance
Science Museum Handbook, Sailing Ships Parts 1 & 2		
The Ship Model Maker's Assistant		Captain A. McCann

While I shall make no attempt here to deal with rigging in detail, there are still a number of points to which I should like to draw attention.

First of all the topmast shrouds. These you will notice do not set up with deadeyes and a lanyard as is the customary ship practice. They lead through holes in the crosstrees and thimbles are seized to their ends; these in turn are set up by a seizing to eyebolts on the lower masts.

The next point concerns the main and mizzen stays. In the reconstructed rigging plan, the foresail is shown without a boom, the mainstay, therefore, set up in the usual manner and in the model is shown as double, passing down each side of the foremast. When the vessel went about the sail was brailed up to clear it. This practice was impossible in the case of the mainsail which is fitted with a boom and, to overcome the difficulty, the mizzenstay is brought down on either side of the sail, by long tackles leading to the waterways. When going about it was only necessary to haul taut the weather tackle while the lee one was slacked off.

For the same reason as that given in the preceding paragraph, certain of the back stays are similarly provided with tackles.

The main boom has been provided with only a single sheet tackle, as thereby there is less danger of its interfering with the free handing of the guns. In the case of the mizzen boom, this does not arise and it has therefore been given a double tackle.

The point may be raised that, as reconstructed, the fore topsail braces will just foul the extreme tip of the fore gaff. While I appreciate this difficulty, it is impossible to modify it without altering the whole of the masting proportions. It only occurs when the yard is lowered; in its normal raised position, the braces are well clear.

The dolphin striker is double and of the fixed type, since the single swinging pattern was not introduced until about 1820.

The runner pendents have been fitted to the foremast head and these blocks would also serve for the foresail and Jib.

The one remaining matter that I should like to mention is the run of the peak halliards. There are a large number of variants by which this tackle can be fitted, but the method adopted seems most likely in this class of vessel.

The wood blocks on which the model has been mounted have been so graded for height as to bring the waterlines parallel with the base board; this serves to indicate the pronounced keel drag, typical of all vessels of the Baltimore Clipper design.

The scale in feet is shown along the edge of the black base piece on which the blocks are mounted and, incidentally, this strip of blacked ivorine is also equal to the length of keel from the after edge of the stern post to the touch.

In conclusion may I say that these notes, for I can call them but little else, do not make any pretence of literary effort; they have been jotted down on odd intervals, in a hurry and in between other and more pressing work. They were made, however, immediately after the model was completed and while its details were still fresh in my mind. My only wish is that they prove of some use to other enthusiasts while, as I have already mentioned at the beginning, they may indicate to the more serious research workers, the particular class of information that is required by the model making fraternity.

NOTES

1. This note is a very good example of how careful it is necessary to be in checking up information. The authority I used for the anchors on my model was that of Capt. McCann, as mentioned above. In writing this paper I accepted this as correct and merely made a note for actual authority be inserted later. On looking the matter up recently I have discovered. the following:-

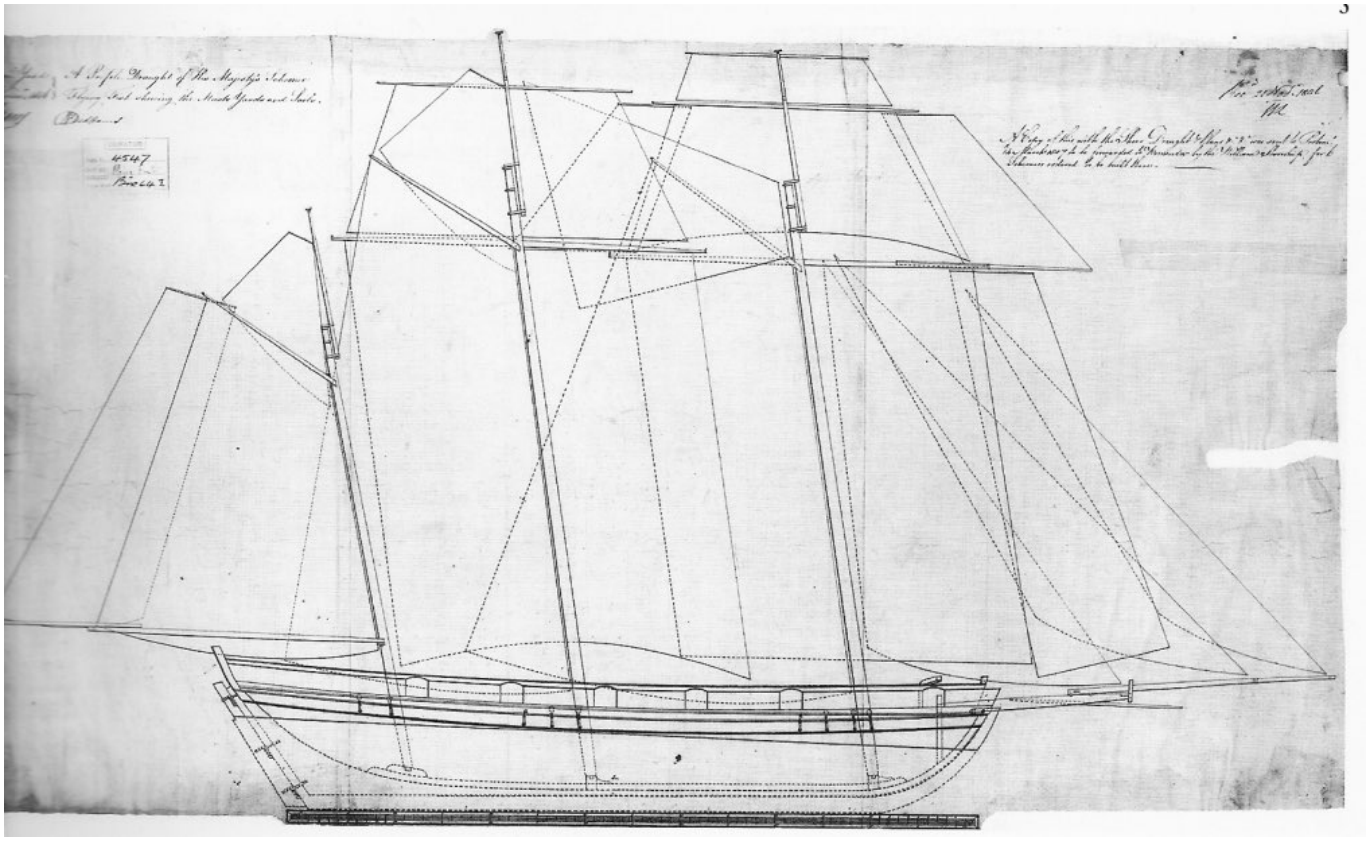
   Capt. Izard in ‘The Ship Model Builder’s Manual of Fittings and Guns’, page 58 states - ”It is on record that up to 1807 iron stocks were only used for anchors up to 15cwt. in the Royal Navy.”

   The ‘Mariners Mirror’, vol.14, page 89, note by L.G. Carr Laughton - “By order dated 14 Dec.,1805 iron stocks were given to anchors up to 15 cwt. The first reference I have to these small iron stocked anchors is of 1780 at which date they were apparently emerging from the experimental stage. Iron stocks for bowers and sheet anchors came very late, I believe not till after 1850 but I have not the date of the order.”

   The Mariner’s Mirror, vol. 14, page 89, note by Van Nouhuys - “Pieterss de Vries mentions that on the 20th May, 1622 an iron stocked anchor

was fished up by him on the road of Tampan at the mouth of the Rhone and that he considered this iron stocked anchor very curious - Iron anchors existed before the 16th century but were unknown at that date."
Science Museum, South Kensington, Cat. No. 208 - 'Rigged model of a Trading Schooner' - This has iron stocked anchors. From the above it will be seen that the wooden stocked anchors given to the **Shamrock** are obviously incorrect.

2. Sailing Ships of War, 1800-1860, plate 18.
3. The Baltimore Clipper, pages 74 7 75 (Admiralty draughts)
4. " " " " 57
5. Architectura Navalis Mercatoria, plate 62, No. 24
6. The Ship Model Builders Assistant, page 69, gives 1812.
   G.S. Laird Clowes in "Sailing Ships" part 1, page 99 gives 1811
   Sailing Ships of War, 1800 - 1860, page 20 states, "shortly after 1815."



Admiralty drawing of the clipper **Flying Fish** shows a mixture of square and gaff rigs.
From Wikimedia Commons

THREE EARLY LIVERPOOL SCREW STEAMERS

A paper read by Mr. A.C. Wardle

before the Liverpool Nautical Research Society

November, 1943

No. 11

In March, 1846, Liverpool newspapers announced the launch of an iron screw steamer from James Hodgson's shipbuilding yard. Designed by John Grantham and built for McTear and Hadfield, of Liverpool, as "the first of a line of steamers to Brazil", she was christened the **Antelope**. Various dimensions have been credited to her, but the firmest evidence is that of the Liverpool Registry of Shipping, which records her as a three-mast ship, of 459 tons register, 185.7 X 24.7 x 16.7. The Register, dated 29 August,1846, describes her as having one deck and a poop, standing bowsprit, square stern, sham galleries, a billet head, and as being clencher built. Engines of 100 horse power were supplied by Fawcett. The **Antelope** was placed on the Liverpool to Rio de Janeiro station and made several successful voyages under Captain H.H. O'Bryen, with a crew of forty. In 1848, most of her shares were transferred to J.K. Rounthwaite, City of Dublin Steam Packet Co., and a year later she was registered de novo. She is not noticed in local records afterwards until 30 January, 1852, when the Liverpool Mercury announced that "*The **Antelope**, an iron steamer, has arrived here from California after an absence of about three years. She is in such sound condition after her voyage to and from the Pacific and her service there that a little paint is all that is required to smarten her up for another trip"*. At Liverpool, however, she came under new ownership and during 1852 was lengthened and fitted with new engines by George Forrester & Co. On 3 December, Millers & Thompson advertised her to sail on their Golden Line of Australian Packets, describing her as of 1230 tons, 250 horse power engines, "built specially for the Australian trade" (which presumably referred to her lengthening) and as divided into six watertight compartments. She carried stewards, stewardesses and surgeon, and was armed and fitted with bullion safes. On 22 February, 1853, she ran a trial trip, making 12 knots under steam and canvas, and 10 knots under sail only. Five days later she was registered anew at Liverpool in the names of James Jack, John Bacon and James Grantham. Both Jack and Grantham were Liverpool engineers, while John Bacon was founder of the coastal steamship firm of that name. Shown as of 778 tons register, she cleared on 7 March for Melbourne with a crew of sixty men under Captain Henry C. Kean. The next record concerns her arrival at Sydney on 27 January, 1854, and I am thus not certain as to how many voyages she had meanwhile made to Australia, but she arrived back safely in the Mersey, for local newspapers of May, 1855, announced her as for sale, giving her dimensions as 223 x 25 x 15, with 150 horsepower engines by Forrester, and fitted for 120 first and second-class passengers. Her speed is modestly put at $8^{1}/_{2}$ knots and her cargo capacity as 700 tons. Two years later, she appeared on the Liverpool to Portland, Maine route, "to sail in direct communication with the Grand Trunk Railway", whose agents at Liverpool were Sabel & Searle.

In 1857, the **Antelope** was sold to Pearson and Coleman of Hull, after making several voyages to Quebec for the ill-fated Galway Line and, later, for Sabel & Searle's Washington Line to New York. Pearson and Coleman appear to have sold her in 1857 to a Grimsby firm, who fitted new engines and re-named her the **Coral Queen**. In 1866, she was purchased by Pile, Spence & Co. and given engines of 90 horsepower, and five years later she appears under the ownership of Christopher M. Webster, with her dimensions changed to 753 tons gross, 478 tons net, 236.9 x 26.4 x 16.6. Seven years later, she is shown under the ownership of the West Hartlepool Steam Navigation Co., her tonnage being then 856 tons gross. This stout little vessel lived until sunk by collision in the North Sea in 1890. The iron steamer **Sarah Sands** is given credit for the pioneer screw voyage to the Pacific, but as will be noticed from the foregoing, the **Antelope** holds the honour of being the first screw steamer to reach South America, the first to reach California and the North Pacific.

On 19 December, 1846, a larger iron screw vessel, the **Sarah Sands**, named after the wife of her owner, Thomas Sands, a Liverpool merchant, was registered at that port. This steamer, also, was built by James Hodgson, and her original measurement and tonnage has been variously shown. Fletcher, in "Steam Ships and their Story" gives the length as 182 feet b.p.p., while others state that she was 220 feet overall. But the Liverpool registry of 1846 shows her as 207.6 x 30.5, and on re-registry in 1860 the length is given as 218 feet. When completed in 1846 she was presumably a four-masted barque, fitted with engines of 300 H.P. by Berry, Curtis & Kennedy, but it is curious to note that in 1852, on a re-registry, she is shown as a two-mast schooner of 931 tons gross, with a scroll head. At that date, her owners are shown as Charles Oddie, W.C. Thompson (master) and John Grantham, engineer. The **Sarah Sands** made her first voyage to New York in 1847 under the house flag of the Red Cross Line of sailing packets, and remained on that service until 1849. In 1847 her best passage from the Mersey to New York was made in 20 days, but in 1849 she made several regular voyages between $16^{1}/_{2}$ and $18^{1}/_{2}$ days. Her North Atlantic career proved short, for she was transferred in 1849 to a coastal service from Panama to San Francisco, a trade which had been pioneered, from a screw standpoint, by the little **Antelope**. Discovery of gold in Australia, caused the **Sarah Sands** to cross the Pacific crowded with gold-seeking passengers, and she was thus the first screw vessel to cross that ocean. In 1852 she was back in the Mersey and, as above stated, then changed ownership. Later in the year she was advertised to sail under the command of Captain W.C. Thompson, for Melbourne and Sydney, for account of the Melbourne Gold & Mining Association. In 1853 she cleared on several successive voyages for Quebec and Portland for M'Kean & M'Larty, her tonnage being shown as 930 and her crew as sixty. Thus she can be noted as the first iron

screw steamer in the Canadian trade. On her last return voyage she struck the rocks in the Straights of Belle Isle and remained fast for four days and nights and, on returning to the Mersey, it was found that not a single rivet had been started! When leaving the graving dock, however, she capsized, but proved none the worse for this, nor from a previous grounding in the Mersey when carrying 1,000 tons deadweight. These incidents in her career did much to demonstrate the superiority of iron over wood in vessels.

The **Sarah Sands** also found much employment in trooping, and on 26 May, 1855, cleared from Liverpool for Balaclava with troops, and again on 5 March 1856, carried 250 officers and men 300 horses from Kingstown to the Crimea. At that date she was described as of 1259 tons register and 200 horse power. Then follows the episode which made her name historic. On 15 August, 1857, she embarked the headquarters company of the 54th (West Norfolk) Regiment, consisting of 369 officers and other ranks, and 11 women, for India. She sailed 22 August and arrived at Simons Bay on 15 October, with the crew in a state of mutiny. Here she stayed for five days. Continuing the voyage, she met a heavy squall on 7 November which carried away the foremast, and later in the same day fire was noticed coming from the after hold. Soon it was seen that she was well alight. Women were put into the boats and, with part of the crew, sent away from the ship, and the long struggle against odds commenced. The starboard magazine was soon cleared of its contents, but attempts to ease the port magazine proved unavailing, and men were overcome by smoke fumes at every effort. The captain set her sails to bring the ship's head to the wind. Flames then broke through the deck, and soon all rigging was ablaze. Pumps were vigorously worked, and one detachment of soldiers employed throwing overboard everything of an inflammable nature, while others busied themselves at making rafts. Then a terrible explosion shook the ship, and she appeared to be sinking, but a cursory examination caused some re-assurance, and fresh attempts were made to salvage her. Again, the men of the 54th Regiment laboured with great courage. If the wind had veered astern, nothing could have saved the ship. The boats were hailed to keep her head towed to the wind, but only one responded. And so the eventful night wore on. After sixteen hours, the fire was got under. The whole of the after part of the **Sarah Sands** was seen as a steaming wreck, with four great iron tanks rolling about and threatening to go through the ship's bent and weakened plates. A huge hole, however, had been blown in her stern, and only the unusual thickness of her iron generally saved the vessel. Charts, compasses and chronometers were all destroyed, and the last observation made had shown her 800 miles from Mauritius. Twelve days later, she arrived at Port Louis in Mauritius, where everyone made a great fuss of the soldiers, and soon the story

was all over the world and, on account of the bravery and discipline of the Norfolks, read out to every regiment in the British Army at home and abroad.

The **Sarah Sands** was eventually brought home to the Mersey, and on 7 December, 1860 was registered under the ownership of Edward Bates as an iron, screw, four-masted barque steamer of 150 horsepower, being then described as clencher-built, with a woman bust figure head, a square stern and no galleries. On 17 March, 1862, she cleared for Madras with a crew of 29, and again in September, 1864 for Bombay under command of Captain T. White. In 1864 she was registered anew as a converted sailing ship. Five years later she was wrecked on the Lacadive Islands.

So much has been written regarding the largest of our pioneer screw steamers as to cause the following notes to appear superfluous, but I have appended this note in order to commemorate, in the Society's records, the centenary of the launching of the **Great Britain**. Credit for her design seems to lie jointly with Brunel and Scott Russell. She was ordered by the Great Western Steamship Company from Patterson, who constructed her in a dry dock at Bristol, where the keel was laid in 1839. On 19 July, 1843, in the presence of Prince Albert and a great concourse of spectators, she was launched, or floated. For some reason, never satisfactorily explained, she proved unable to enter the river Avon because the dock entrance, according to some records, was slightly askew and thus did not permit her to turn, and also that there was insufficient depth of water over the sill. Another writer states that she was constructed with so much beam that the dock entrance merely proved too narrow. Whatever the cause, she remained fitting out in the Cumberland Dock until December, 1844, and left Bristol on 23 January 1845, arriving in London in 59 hours.

Her gross tonnage has been stated as 3270 tons by many writers, and as 3448 by others; while there are various estimates as to her dimensions, but we may regard the latter as being 322 feet length overall, 289 feet between perpendiculars, 50.5 feet breadth, 32.5 feet depth. She was originally intended as a paddle steamer, and tradition has it that from this fact sprang a most valuable invention. Owing to the difficulty of forging the huge iron shafts which would have been necessary for the paddles, Brunel, in this extremity consulted the North Country engineer Nasmyth, who eventually produced the steam hammer to meet the occasion, and thus our iron and steel industries are indebted for an invention which did so much to develop them.

But the **Great Britain** (or **Mammoth** as she was intended to be named) was not destined to become a paddler. Brunel had noticed the success of the little screw vessel **Archimedes**, and the great iron vessel was fitted with four diagonal cylinder engines by Gupp, 88" diameter, 72" stroke, with an indicated horse power of 1500. These worked a six-bladed propellor. The hull of the ship was constructed

of iron and modelled man o'war fashion, with tumbled-in or lop-sides, and she was fitted with six masts, known by her crew as "Monday to Saturday", all of which, except the second or mainmast, were hinged so as to permit them to be lowered to the deck. On 26 July, 1845, she left on her first voyage from Liverpool to New York, with 60 passengers and 800 tons cargo, and reached an average speed of 9.3 knots, making the return voyage in 14 days, with a best day's run of 287 miles. She made several good trips, not of any competitive importance to Cunard's vessels, and on one voyage broke two blades of the propellor, making her way to Liverpool under sail at better progress than under steam. Fitted with a new four-bladed screw, she continued on the station until stranding at Dundrum Bay, Co. Down, in 1846. Here, her sound construction stood up to a great test. Protected by a large breakwater of timber and faggots, she lay there for ten months until towed off by the ill-fated H.M.S. **Birkenhead**, and brought round to the Mersey. At this juncture her owners, Great Western Steamship Company, went into liquidation, for the **Great Britain** had cost about £100,000, a huge sum for those days. At Liverpool she was bought by Gibbs, Bright & Co. for £24,000. Meanwhile there had been some change in her rig, for the Nautical Magazine of June 1846, states that her rig had been reduced to five masts, each stepped onto the keel. The new owners of 1847 contracted with Penn, of Greenwich, for new engines, and a further change was made regarding funnels, her single funnel being replaced by two funnels fixed athwartships, while a three-bladed propellor was substituted for the four-blade screw. With these alterations, she reached a trial speed of 10 knots without sail. She had, in addition, a spread of canvas measuring 1700 square yards. In 1852, Gibbs Bright & Co. promoted the Liverpool and Australian Steam Navigation Company, of which Tindall Bright was secretary. The **Great Britain** made another voyage across the Atlantic and was then put into her owner's Australian trade, alongside the famous sailing clippers of the Eagle and Black Ball Lines and, under command of Captain B.R. Mathews, formerly of the **Great Western**, she arrived at Melbourne in 81 days. Again, under Mathews, she made another trip in August 1852, and returned to the Mersey in April 1853, via Algoa Bay and Simon's Bay, with 260 passengers and £500,000 in specie, in addition to much gold in the passengers' possession. The crew, on both voyages, spoke excellently of their captain. She had covered 13,458 miles in 70 sailing days, with an average speed of eight miles an hour.

According to the newspapers of 1853, she underwent another change. To make her resemble the **Royal Charter**, then building, her four masts were replaced by three taller ones, wooden masts being substituted for two of the iron masts, and she emerged as a three-masted ship, with one funnel - the prettiest of all her rigs. At lunch, on completion of these alterations, Captain Mathews stated that he first went to sea at ten years of age, and was now 50 years old, having

reached this age without shipwreck or accident. It was also stated at the luncheon that a coaling station had been specially fixed for the ship at the Falkland Islands. She sailed again in the following August, her passenger fares being: After saloon, 70 guineas; Midship berths, 65 guineas; Fore-saloon, second class, 42 guineas; Lower cabin 30 to 32 guineas and a few at 25 guineas. Before sailing, she lay in the Sandon Dock, taking in coals and preparing to bend sails, and the public were allowed aboard from noon to four o'clock each day at a shilling a head, the proceeds being applied to the establishment of an emigrant's home at Melbourne. Cargo was taken at £8 per ton plus 5% applied at Liverpool, the owners stipulating in the bills of lading that 40s/- would be forfeited by the ship if she failed to reach Melbourne in 65 days. She sailed on 11 August with 84 first, 119 second and 116 third class passengers, 600 tons cargo, and 1400 tons coal. Thousands being assembled at the pier-head to watch her departure, and she was accompanied as far as the Bar by Mr. Bright and Captain Shomberg, R.N., the Government Emigration officer. She made the voyage in 65 days.

In April, 1854, further alterations were made to the vessel, including the fitting of baths for the passengers. She was then under the command of Captain John Gray, who remained master for some years. On February 19th, 1855 the **Great Britain** was re-registered at Liverpool as an iron screw three-mast ship of 1794 net tons, measuring 274 feet in length, 48.2 breadth, by 31.5 feet depth, with standing bowsprit, square stern, shield head, sham galleries, carvel built. During the ensuing years she remained on the Australian station, except for a period of trooping. In official trooping records she is shown as of 2935 tons gross, and on 9 February, 1856, carried several military units from Liverpool to Kingstown. And on 5 March took out a full load of troops for Malta. In the following June, she returned from Malta to Liverpool with the 3rd Lancers and the 48th Regiment on board. She then resumed service to Australia under Captain Gray, and from Liverpool records appeared to have carried a crew of 138 men for these trips. On this trade she continued a popular vessel for 20 years, her yellow funnel and familiar house-flag being known by every sailorman. When reporting one of her arrivals in the Mersey, in 1871, the local newspaper stated that she had then made no less than seven consecutive voyages averaging $57^{1}/_{4}$ days, truly a creditable performance for such a venerable ship. But, the fuel cost of her voyages must have proved excessive, and in 1874 she was withdrawn from the service. Seven years later, her engines were taken out and she became a sailing ship, but her sailing career proved brief, and in 1883 the grand old vessel was condemned and hulked at Port Stanley, in the Falkland Islands, for use as a coal depot. In 1920 she was converted into a wool warehouse, and finally, in 1933, broken up, after ninety years of service.

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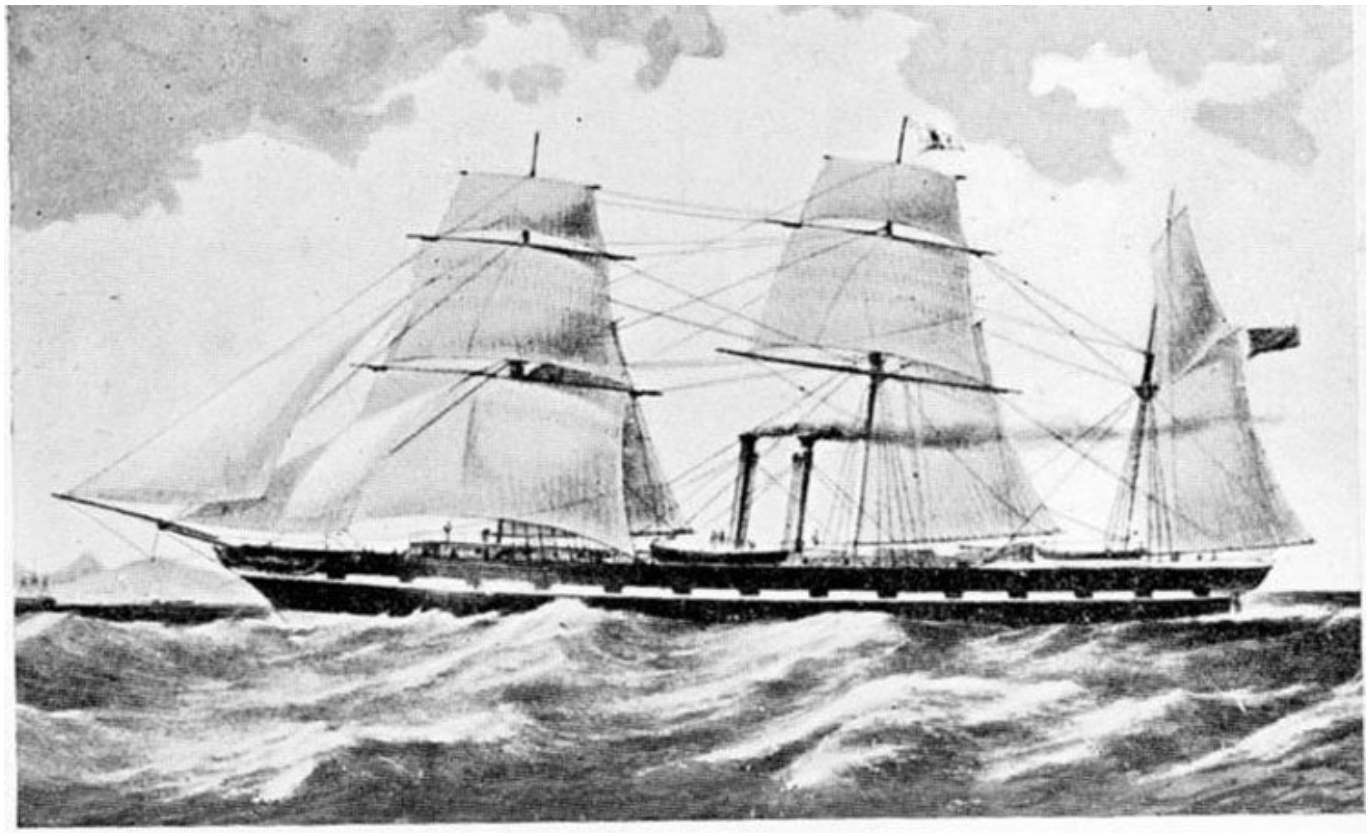


ss **Antelope** From Dickson Gregory's "Australian Steamships"

Last Voyage to Wewak by Simon J. Hall: Book Review

Whittles Publishing Ltd., Dunbeath, Caithness
193 pages ISBN 978-184995-253-8 Softback £16.99

Simon Hall began his merchant navy career as an officer cadet in 1970. By the time he qualified as a junior officer four years later, general cargo ships were already under severe threat from the impending container revolution. His love of these ships and their decline up to 1980 are charted in his first two books. This account deals with what became the final four years of his career to 1984, though he was not to know this as he lounged on Waikiki Beach Honolulu, in June 1980. Hall was convalescing before returning home to study and then sit his Master's Certificate. He had completed voyages on two general cargo ships in the Far East and South Pacific in " a final eighteen month fling to seek out the life that was disappearing fast all around me." He was 26 and still ambitious, worried about the technological revolution transforming international shipping, but hopeful a worthwhile career could still be carved out. As a single man without commitments, with a considerable unspent and untaxed salary and 15 months paid leave awaiting him, Hall was very content. "Life at sea had been good", he says. Cargo ships were 'civilised', congenial societies to live and work in and the camaraderie amongst such diverse personalities was crucial to its appeal. This was partly because of the size of the complement: 18 officers, plus six cadets and around 30 crew members; and partly the comfortable conditions UK shipping companies provided.

After passing a gruelling eight three-hour examinations over four days, plus a one hour grilling by a trio of experts, Hall finally qualified in May 1981. Only when he attempted to return to sea as a first officer before his leave was up, did his employer inform him they didn't have a vacancy! The decline in shipping was now tangible. Hall was obliged to join the P and O ship **Funing** as second officer, taking in West Africa, the Persian Gulf, Singapore and Japan.

It was whilst on the **Funing** on the 12-4 watch, alone on the bridge on a "warm Indian Ocean night" that the author experienced a very frightening paranormal experience. A cold wind strangely started to blow through the bridge and he closed both doors, but returning from the chart room again found them open. He again closed them. Suddenly, "...both of the big heavy bridge wing doors exploded open"; this time Simon became very frightened. "And then, the creeping cold slid in and wrapped itself round me in an icy blanket...". The whole episode lasted only minutes, but the author still finds the memory an unsettling one.

This was to be the last conventional cargo ship of his career. A telegram at Singapore informed the crew **Funing** had been sold and would be handed over to the Chinese after her final call at Yokohama.

Whilst on a two-month leave, a serious relationship developed with Annie, a girl he met whilst studying for his Masters' Examination in Bristol. This changed his outlook for good. "My past life started to appear as ragged and cheap, my values and pursuits worthless." She accepted his offer of marriage and their future plans were clear; it was the end of February 1982. He would join the **Coral Chief** in Sydney (his first container ship), would return home in August, sail on another voyage and aim to be back in Bristol in time to marry Annie on Grand National Day, 1983.

Simon was used to voyages lasting nine months. The **Coral Chief** was scheduled to take only 28 days to visit Melbourne, Sydney, Brisbane, then the Pacific and South-East Asian ports of Port Morseby, Lae, Madang, Wewak, Kimbe, Rebaul, Kevieng, and Kieta, though engineering problems sometimes extended this. The new shipboard culture on shorter container ship voyages was becoming a sobering contrast. The **Coral Chief** was half the size of the **Funing**, with a much smaller complement. The passages through the islands of South East Asia and the Pacific continued with another container ship (**Chengtu**), then following the author's marriage the company arranged a transfer to **Pacific Builder** in June 1983, a supply and anchor handling ship to Indonesian offshore oil rigs under the flag of Panama. Yet another change of shipping operations then occurred, with the switch to **Pacific Protector** at Singapore. As an oilfield safety ship this was in the same field of operations as his previous command.

It was September 1983. Simon was back on leave in the UK supporting his pregnant wife. In November, he received a telegram to again report to the **Chengtu** at Hong Kong as Chief Officer. Voyage number 29 meant Christmas in the Pacific. The couple agreed he would leave the sea on his return. He felt this was the end of a maritime era. "Mine was the end of a generation where wandering the world came with steamers and liners and the dark arts of navigation". Simon was only 30 but felt he had packed several lifetimes of unforgettable experience in his 14 years of service. The cadet's optimistic sense of adventure in looking for metaphorical dragons to slay had been superseded by a more mature and wiser mariner. "I found towards the end that all of the dragons were in my head and they were not to be slain, but instead just to be visited, just to be fed. And I visited them all."

In *Last Voyage to Wewak* Simon Hall is witness to a momentous changing of the guard, from a powerful and secure Merchant Navy of general cargo ships to a more mundane maritime world of brisk voyages in more anonymous flags of convenience. Hierarchy and a shared culture were replaced by a more democratic ethos in chastening conditions. Not that his earlier career was always amongst paragons of virtue. Hall recounts boorish, immature and frequently drunken behaviour amongst predominantly male crews, both onboard and ashore, during

the extended spells in port. He also vividly recreates the effective teamwork he enjoyed as an officer.

Most importantly, he recaptures lovingly "all my memories of the sea, all my kaleidoscope of thought, turning and re-forming, similar but never the same." The most valuable experiences were of the marine landscape: ..."when I look back, the things I want to remember are not of the shore but of the sea and my times at sea." Simon Hall deserves great credit for bringing this exotic landscape back to colourful life.

ss **Uganda** - the Falklands Bus

from the presentation to the Society on 17th May 2018
by Dr. Robert M. Bruce-Chwatt MBBS
Surgeon, P & O Steam Navigation Company

*News of the sale of the **Uganda** - last of the British India liners — after 12 months of idleness (1985-6) in the River Fal. The author recalls her service In the Falklands conflict, specifically that part of her service after the conflict.*

Following the conflict in the Falklands that ended with the surrender of Argentine Forces in Stanley on June 14 1982, there was, once the situation had stabilised, the requirement for the movement of troops rotating between duties in the Falklands and the UK.

This presented no problem as far as Ascension Island, which in Wideawake airfield has an excellent strategic runway some 5,800 feet long and thus capable of taking all large military and civilian aircraft. It is also a designated landing site for the American space shuttle, presumably only if all other alternatives have been rejected.

Of volcanic origin and 760 miles NW of St. Helena, Ascension Island is $7^{1}/_{2}$ miles long by six miles broad with an area of 34 square miles. Discovered on Ascension Day, 1501, by the Portuguese navigator, Joao da Nova, it was occupied by the British in 1815 in connection with the captivity of Napoleon at St. Helena and until 1922 it was under the supervision of the Admiralty, when it became a dependency of St. Helena and under Colonial Office control.

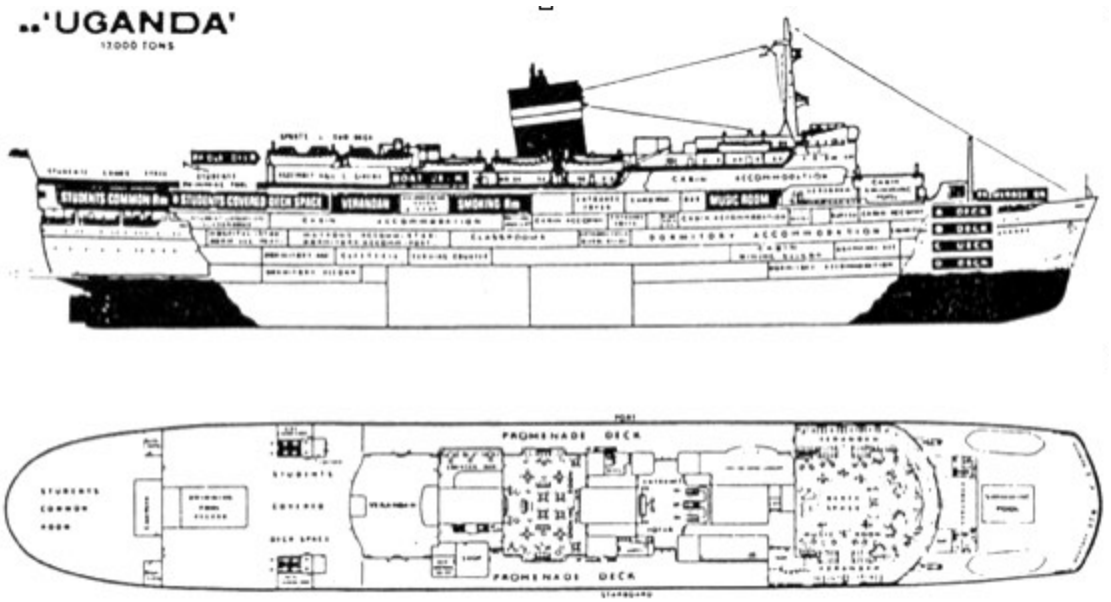
Barren and rocky, its lunar landscape has no vegetation, except at the highest elevation. Green turtles, land crabs and fish are abundant.

Until the new runway at Mount Pleasant was completed, the airfield at Stanley, although lengthened since the conflict, remained only capable of taking Hercules transports as the largest aircraft, which. as it is, require two in-flight refuelings by Victor tankers for the 13-hour flight, sometimes double, since RAF

Stanley is prone to fog and aircraft have on occasion had to turn back to Ascension without being able to land.

The new Falklands all-weather runway at Mount Pleasant was completed in April last year, but until that time the majority of troop movements as well as civilian have been by sea using the **Karen**, a former cross-Channel ferry now owned by the Ministry of Defence and the **Uganda**, a former British India ship, now sailing under the house flag of the P. & O., and contracted to the Ministry.

Well known on the East Africa mail route until 1967, the **Uganda** was withdrawn from the route due to competition from air travel and the changing political scene in East Africa. Converted to a schools cruise ship, she maintained this popular trade until her hasty conversion in H.M. Dockyard, Gibraltar to act as a hospital ship during the Falklands conflict. Following this the U**ganda** returned briefly to schools cruising before returning to the South Atlantic as a troopship.



The only major fabrication that remained from the conflict period was the flight deck aft on the students' sports deck, strong enough to take a fully laden Sea-King helicopter, although during the conflict a twin rotor Chinook managed to land safely on three occasions. An Inmarsat satellite communications facility remained as well, a welcome change from the variable quality of the radio link via Portishead, near Bristol.

Two reverse-osmosis plants capable of producing some 60 tonnes of fresh water each day were also installed at this time, working on the principle of a high pressure pump and a special glass micro-filter; during the conflict period they produced over half the total of 11,000 tonnes used.

From May 12 to July 14, 1982 a total of 730 cases were treated on board the **Uganda,** nearly 20 per cent of them Argentine personnel. Penetrating injuries were, as expected, the main cause for admission (46 per cent), the anatomical

distribution of injuries showed the classic pattern of the prevalence of limb injuries; burns accounted for 19 per cent of admissions.

Appointed surgeon to the Uganda, the nine—hour flight from RAF Brize Norton to Ascension Island via Dakar, Senegal was my first experience of flying backwards RAF style, and although safer in a crash I can't say that I liked it.

All movements shore-to-ship-to-shore were by Wessex V helicopter in 10 man "sticks", a five-minute flight to the ship anchored half-a-mile offshore. The weather was glorious and there was time to sunbathe before heading down South to a Falklands winter. Ascension is a place of vivid contrasts none more so than Green Mountain; a visit to the top is one of the highlights for any sailor after the bleakness of the Falklands and the days at sea.

Rising some 2,000 ft., one passes through a series of ecosystems, from the lunar landscapes at sea level, through scrub, then Australian bush scenes with gum trees, up to tropical Africa with flame trees, rainforest with the unique Ascension lilies and finally at the peak to a view quite like the mist shrouded South Downs, even with sheep grazing, the result of their experimental introduction earlier this century.

At the top there is a tour de-ronde built by the Marines in the early 1830s called Elliot's Pass and commemorated with an obelisk; below groups of Norfolk pines planted to provide masts for ships are seen. The walk round through tunnels and defiles takes nearly two hours, but is superb.

On the day that the **Uganda** left, heading South on the “motorway” back to the Falklands, it was a perfect evening without a single cloud on the horizon. As I watched the sunset for the nth time, I saw the green flash in all its glory.

In the time that l had been at sea and had often watched for the fabled green flash, I had only seen it once before, in the Pacific, and even then had wondered if I had merely been willing myself to see it. I had been convinced that it was just a retinal image, a fleeting vision after gazing at the sinking orange disc, that, when it disappeared below the horizon some 10 miles distant, left a brief retinal image, which due to the fixity of the gaze had some colour aberration that registered green.

It isn't really a flash; it develops over a period of about two seconds, there is just a hint of shimmering brilliant green at the edges of the disc as it cuts the horizon, which then develops as the sun sinks further so that the two green auras at the edges spread up and around the disc to join at the top of it, giving a corona effect around the sliver of orange sun that is left. That goes below the horizon, the green halo is all that is left and in a flash it is gone.

It could certainly be photographed, as I believe it has been, the sequence of the spectrum following orange, yellow, green in the support of the scientific

explanation of this brief phenomenon as the light from the sun is refracted through a thicker layer of the atmosphere to give this superb display of colour.

The medical problems on board were dealt with by myself and a nursing sister, who also acted as dispenser. The facilities included a well-equipped consulting room, operating theatre and treatment room, with a standard Boyle's anaesthetic machine with a Goldmann halothane vaporiser, ECG, cardiac monitor, defibrillator, mobile X-ray machine, a portable resuscitator/ventilator, a lab with strains, slides and a microscope and a small darkroom.

There were three main wards with a total of 16 beds and a crew hospital one deck up and aft on the same starboard side with a further six beds. The pharmacy was well stocked with all the standard drugs that one would use in a busy general practice with many other less common ones besides.

Numbers on board tor the 10-day voyage South totalled some 700, made up of 177 crew, a permanent military staff of 12, including the helicopter flight deck crew, some 450 troops, 100 civilian contracted labourers of the Laing-Mowlem-Arc (LMA) construction consortium for the airfield and 20-30 Falkland Islanders returning home with their children.

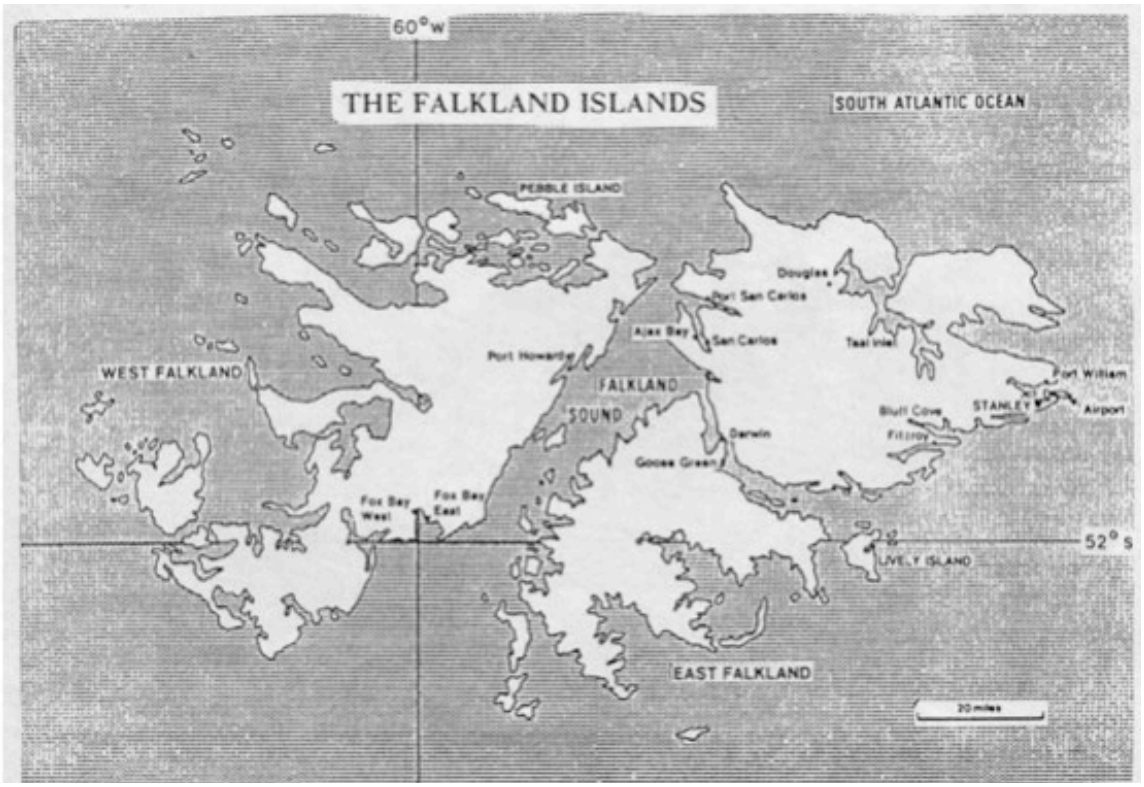
With such a mixed group of potential patients, surgeries were seldom dull. The crew came first at 8.30 a.m. until 9.00 a.m. — usually genuine, then captain's conference on alternate days at 9.15 until 9.45 with all heads of departments, Troop surgery from 10.00 to 11.00 then civilian 11.00-11.30. There was a mixed evening surgery from 5.00-6.00 p.m.

Between times there were rounds and inspections of the galleys and all other aspects of health and hygiene, including responsibility for the chlorination of the potable water, some 200 tonnes of it, obtained either from the sea using the reverse-osmosis plant on board or from the motorship **Skeldergate**, in San Carlos, again obtained from the sea by reverse osmosis.

The medical and surgical problems were mixed, initially mainly sunburn and sports injuries while still in the tropics, but also a fair deal of sea-sickness which usually settled on Avomine or a combination of intra-muscular Phenergan 50mg and Avornina tablets. There were three cases of scabies in the LMA contracted labourers.

The stop-over in Dakar on the flight out raised the possibility of malaria and all personnel were issued with 56 tablets of Paludrine — how many took them and for how long I wouldn't like to say. We did in fact have one case of malaria five days out of Ascension which responded rapidly to quinine phosphate.

The Falklanders seemed unusually prone to upper respiratory tract infections and sea-sickness, but were otherwise healthy. In general the health of the civilian contracted labourers was poor and screening prior to departure in the UK failed to



detect a number of conditions such as diabetes and hypertension, factors that should have automatically precluded their employment in such a remote place.

One man who passed muster occluded his popliteal artery graft in his left leg on a homeward-bound five days out of Stanley. He had been invalided out of the army some 12 years previously following reconstructive surgery of a high-velocity gun-shot wound while serving in Northern Ireland. Due to some collateral circulation that had developed over the years the leg remained just viable on a regime of anti-coagulants, bedrest, cooling, gravity and rheomacrodex (Dextran-40). He was flown home from Ascension to the UK with an RAF medical team for re-operation.

Alcohol, rationed and restricted to beer for the troops, gave few problems and although spirits also were available to the civilians and crew there were no real problems here either.

During the 10-day voyage, Sea-King helicopter operations would be possible, weather permitting, up to a day’s sailing either end, about 300 miles should an emergency arise; for the remaining eight days you were very much on your own.

On the outward-bound passage minor ailments increased consultations by some 30 per cent in both troops and LMA contracted labourers. The Falklanders on the other hand were going home. On the homeward "gozzome" trip the reverse held true.

Psychologically the major problem of the 10 day voyage was boredom. This was countered by the provision of football, hockey, darts, ping-pong and again, weather permitting, swimming and sunbathing. In the evenings films, videos, race nights and a “sod's opera" occupied minds. For the crew, the Marine Society

provided a resident artist, a splendid man who encouraged all to try their hand and brought to light some surprising talent. That and the libraries, again courtesy of the Marine Society, was an imaginative and invaluable contribution to their health and morale.

I never knew that ships could sail through green pastures until the day someone on board came to me with his version of the Revelation. Further research revealed the name of this strange syndrome, a delirium affecting sailors in the tropics when the sea around them has the appearance of green fields. It may result in the sailor throwing himself overboard.

This syndrome may occur after a week's sailing without sight of land, the predisposing conditions being cloudless, calm tropical days with a horizon devoid of other ships or marine life. There is a hypnotic attraction, a siren-like-lure, a feeling of supreme infallibility, an impulse to jump, soar or fly from the deck. The name given to this syndrome is calenture.

Nicholas Montserrat in his book “The Master Mariner" first published in 1978 gives a description of what may well have been calenture: “

“*In the delirium of this he would imagine the sea to be a green pasture, and to try to walk out on it*”.

Some 4 per cent of the total deaths at sea are due to unexplained disappearances of which some may have been due to calenture. Other figures quoted by Macleod suggest that the urge to jump off the ship at some time or other can be as high as 50 per cent.

The weather in the South Atlantic in August, winter for the southern hemisphere, was on occasions quite unpleasant and the wind chill factor something to be reckoned with. High seas as we steamed south became more frequent, but fortunately we avoided a repetition of the weather in July with hurricane (Force l2) conditions.

We arrived in the Falklands at San Carlos Water where we bunkered and were disappointed that no one thought to put our mail on the Sea-King that came out from Stanley. We steamed out of San Carlos Water and down the Falkland Sound and through the Eagle Channel to Mare harbour, the disembarkation point for the civilian contracted labourers working on the Mount Pleasant Airfield project. From there we continued round East Falkland to our anchorage off Stanley in the waters of Port William. Disembarkation was by harbour tender, the **Cawsand**, or for those with either influence or luck, a ride in a CSB — Commando Support Boat - twin diesel engines and no propellors, instead water pumps with twin directional nozzles giving a very high speed, and exhilarating experience.

Stanley was very much as the newsreels had shown us, the surrounding area bleak and uninviting. Roads smashed to bits by heavy lorries, mud, biting winds, the huge floating coastels near the Canache, coastels being large square floating

rabbit-warrens offering rather cramped, but warm accommodation to both officers and men.

Some of us went to the police station in Stanley to collect minefield maps, but more as souvenirs than to use. Acronyms abounded, usually with the initials Fl (Falkland Islands) somewhere in them; BFFI, FlLog, FlPass FlAC, SNOFI. but my favourite was the ubiquitous DSM-SMR (Don't see me, see my replacement).

The equipment dumps and rows of hundreds, or so it seemed, of containers and portacabins. The huge effort, both civilian and military, was quite staggering, but for all that the civilian hospital in Stanley, burnt out in 1983, remained a twisted jumble of rusting girders and neatly rusting beds, the War Memorial unfinished. The UK was 8,500 miles away, the closest of the 100 islands that make up the Crown Colony of the Falklands lying just 260 miles from the Argentine coast.

Visiting the battlefields around Mount Kent and Mount Longden with minefields clearly fenced off and marked, seeing the personal effects lying among the empty cartridge cases, a white plastic rosary tucked away in the rocks, brought home to all of us the tragedy of war for all concerned: even more it seemed in this windswept moorland place.

On a lighter note, a seven-months pregnant passenger coming back to the UK from the Falklands to have her first baby, told me that she was sure she would be all right as she had "a doctor's letter" . . . as I told her somewhat wryly; so did Neville Chamberlain when he flew from Munich to Croydon in 1939!

For myself the eight weeks that I spent in the South Atlantic turned out to be an interesting and rewarding experience, one of the best aspects being the teaming wildlife; seabirds, whales, seals and penguins, but riddling rubbish bags with fire from an automatic weapon from the back of the flight deck was certainly very therapeutic...

How the Smack **Inverlyon** sank a U-boat

by L.N.R.S. member W.G. Williamson

This rather unusual story was given to me by Michael Howley who has an interest in the history of rifles. The story begins early in WW1 when Charles Wilson, Baron Nunburnholme, of the shipping family Thomas Wilson Sons and Co. of Hull, raised two battalions of "pals" from the Humber area.

At that time the British Army did not have sufficient Lee Enfield rifles to arm the men it was recruiting in vast numbers so Charles Wilson purchased 1,000 Winchester 1892 rifles out of his own pocket to arm his battalions. The War Office looked at these Winchester '92s and it was immediately apparent that they were

totally unsuitable for use in the muddy conditions of trench warfare. However it was realised that they were ideal for Royal Naval use, both for boarding parties and for arming Royal Marines on capital ships, so they ordered 20,000 from Winchester.

An account of an action in which a fishing vessel sank a German U-boat, the success of which depended on Winchester '92 rifles, is of particular interest. The converted fishing vessel known as His Majesty's Armed Smack **Inverlyon** was a sail-powered trawler equipped with a concealed naval 3 pounder gun under the command of a Petty Officer, Mr. Ernest Martin Jehan, an RN regular. Jeham was assisted by two other RN gunners to man the 3 pounder. The **Inverlyon**'s regular crew of three and the skipper Mr. Philips, were enlisted as RNR personel for the duration of the war. When out "fishing" in the vicinity of Smith's Knoll Buoy in 1915 the **Inverlyon** sighted a surfacing U-boat. Skipper Philips wrote up an account of this action against the German submarine **UB 4**.

“The I**nverlyon** can hardly be referred to as a "Q ship". She was a two masted sailing smack without an engine, and cannot have looked in any way threatening with her nets down as the **UB 4** surfaced and came towards her, intent on placing an explosive charge on the vessel. When the sub's bow was just 30 yards away, PO Jehan gave the order for the White Ensign to be broken out. As the three gunners uncovered the 3 pounder gun and got it ready to fire, the fishing boat crew opened up with Winchester 92 rifles, killing the captain of the **UB 4** and first officer in the sub's conning tower and killing the sub's gun crew who were running forward. By that time the RN gunners had got the 3 pounder into action and pumped seven rounds into the **UB 4**. The sub still had way on her and by this time had closed to within ten yards from the I**nverlyon**. The **UB 4** went down nearly vertically, her stern sticking out of the water and her bow caught in the I**nverlyon**'s fishing nets (which were only deployed as a decoy). The nets had to be cut free to allow the **UB 4** to go to the bottom and the **Inverlyon** to get to port.”

Surely this must be the only time a sail powered fishing smack sank a high tech U-boat. As the U-boat began her final plunge, three bodies floated to the surface and one was shouting for help. Skipper Phillips discarded his sea-boots and jacket, and grabbing a lifebuoy dived into the sea. He was unable to rescue the submariner, who drowned. Phillips was dragged back onboard the smack by his crew. For their efforts the reservist crew members were given an immediate cash gratuity. They also received Admiralty bounty money, but not until long after the war, in April, 1923.

For his part in the action Gunner Jehan was awarded a well deserved Distinguished Service Cross. In January, 1916, Mr. Jehan was promoted to lieutenant. He survived the war and retired with the rank of lieutenant commander.

Incidentally, Winchester 1892 rifles were used on some warships in WW2.

LIVERPOOL
NAUTICAL RESEARCH SOCIETY

80TH ANNIVERSARY COMMEMORATION: 1938-2018

PART FOUR OF FOUR

H.M.S. **Ark Royal** (pictured in late 1938) was built by Cammell Laird at Birkenhead, launched on 13th April, 1937 and commissioned on 16th December 1938

THE BULLETIN

Volume 62 No. 3 December, 2018

80TH ANNIVERSARY COMMEMORATION: 1938-2018

This is the fourth and final of our special commemorative editions of the Bulletin which, in addition to the routine contents, will also contain a share of the original papers presented to the Society between May, 1938 and March, 1944.

These fascinating articles contain a wide range of well researched subject matter and it has been decided that they should, for the first time, be re-published to mark this special occasion. Accommodating them requires that these be "bumper" editions of 60 pages, rather than the normal 44. Full details of the origins of the Society are published on our web site.

This 80th Anniversary Initiative has been generously supported by our President Mr. William J. Pape II, and I'm sure all members would wish to join in expressing our thanks to him for enabling this occasion to be marked in such an appropriate manner.

(www.liverpoolnauticalresearchsociety.org).

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The Late H.M.(Harry) Hignett - Vice President

A personal tribute by Chairman John Stokoe

The are three membership aspects to our Society and, as I am about to reveal, Harry Hignett played an important part in each of these.

The vast majority of you will undoubtedly take great pleasure in receiving and reading each quarterly copy of the Bulletin, and regularly you would very likely come across interesting articles attributed to Harry. He remained a prolific contributor to many maritime journals including our own Bulletin, and Editor Bill Ogle has identified at least 100 of these submissions all of which were well researched. Also worthy of note I should mention his book entitled '*21 Centuries of Marine Pilotage'* which was published in this country just a few years ago. It must have been of significance as he subsequently discovered that it been translated into the Korean language and published there.

Those Members who live within reasonable travelling distance of Liverpool will know of Harry through personal contact. He had been a regular attendee at our monthly meetings and from time to time we were able to enjoy his presentations. If he wasn't the guest speaker on the day then rest assured Harry would on occasions be one of the first in the audience to add some informed rapport with many a guest speaker and these contributions were always welcomed.

A further group of Members whom, as well as receiving their Bulletin and joining the monthly talks, participate in regular Monday group meetings in the Maritime Museum Archive Library either pursuing their own personal research endeavours or assisting with some of the project work that is undertaken in conjunction with Archive staff. Harry would always be involved in whatever was going on. Many of our members recall that he was the person who introduced them to LNRS and Harry didn't just leave it at that. He was always on hand and happy to induct any new Members in the mysteries of library cataloguing and as such where and how to find almost anything, which I can verify through my own personal experience. He seemed to know where everything was and I have to say that one of the most frequent phrases that one might hear amongst the quiet banter was 'Why not ask Harry, he is bound to know!' Harry would be seated in his

regular position surrounded by reams of reference paperwork to aid his own research and, without exception, would always find time for others…… there and then, I might add. I sometimes wonder whether we could be as accommodating as he always demonstrated.

As you know, we are currently celebrating our 80th Anniversary but it hasn't always been plain sailing. During the 1980's there was much concern at the rapid decline in LNRS membership. Records show that Harry exercised a major role in holding together the administration of the Society, ably halting this slide. Perhaps it should be said that it was an initiative without which the Society may not have survived to the present day. This also demonstrated that Harry actively contributed to LNRS for well in excess of 40 years and for this we remain extremely grateful

But what of the man himself? His first linkage with the sea and dockland came through his employment as a young Telegraph Boy dressed in uniform which included one of those little round caps, and riding his bicycle during those early and difficult years in Liverpool at the start of the Second World War. In many instances those telegrams were very likely to inform grave news of family losses in the armed or merchant services. This obviously attracted him to join the Merchant Navy as a Deck Apprentice rising to become a Chief Officer and all of his sea-going career was conducted with Shaw Savill and Albion Line, a company with which Harry retained close links through annual reunions right up until this past year.

The young Harry as Second Officer

Probably most Members who had the pleasure of knowing Harry will associate him with his subsequent long-standing career with the Manchester Ship Canal beginning as a Trainee Helmsman until eventually becoming a Senior Pilot during the heyday of maritime traffic to the Port of Manchester.

Although a nonagenarian Harry was renowned for and continued his travel exploits to Australia, New Zealand and Northern Europe and also equally enjoyed cruising - most recently just last year!

Harry Hignett was not just a good friend to everyone, he was sincere and true gentleman in every respect schooled in the values and principles that I believe we all subscribe to. Just as a footnote, Harry sent Christmas cards to many of his friends including myself. *'Best Wishes from Harry'* these would say. Then, at the bottom of the card he would write in capitals **HIGNETT**. There really was no need for him to add this because to everyone, myself included, there was only one Harry.

Society Notices

Maritime Museum Archives. - we are delighted to advise that, as the new Sea Galleries development nears completion, the Archives and Library at Merseyside Maritime museum will re-open on Monday 3rd December 2018. As was previously the case public access is available only on Mondays and Tuesdays, with Monday being the preferred day for Society members. We can now resume publication of opening dates:

MONDAY MEETINGS

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

December	Mondays	3rd., 17th.,
January		7th., 14th., 21st., 28th
February		4th., 11th., 18th., 25th.
March		4th., 11th., 18th., 25th.

Bulletins - there are still some commemorative sets of all four copies of our special Bulletins available on a 'first come first served' basis at the attractive price of £10 for all four, or just £3 per single copy, inclusive of U.K. postage. Please contact the Secretary.

Society ties - special offer, just in time for Christmas - several years ago the Society sourced special ties in navy blue polyester which incorporated our logo. That stock has now been exhausted and we now have a new logo. So you can now purchase upgraded ties, see below:

The price is only £10.00 on collection, or you can order from the usual address (see earlier page) at just £11.50 to include post & packing (U.K. only). If you have any query please call 07724 002 584

Help mv **Balmoral** to Sail Again

by LNRS Member Dick Clague

As mv **Balmoral** approaches her 70th Birthday in 2019 a critical challenge is facing the charity which owns the Bristol registered classic coastal excursion vessel. With the best summer operating weather for many years now behind her, she remains tied up in Bristol until funds are raised to undertake major upgrade work on the hull, deck and crew accommodation, as well as other work now required to meet tightening standards being applied across the shipping industry. This is likely to cost around £3 million when capital expenditure for future operation is taken into account – well beyond the funds available to the charity.

That is only part of the challenge – if the Heritage Lottery Fund were to offer further funding – and there is no guarantee they would - they would require the Charity to substantially develop its embryonic educational and community work before they would make any grant of funds for work on the ship. The trustees are keen to see the charity embrace this approach, so these vital components need to be put in place:

- An agreement with Bristol Harbour for year round publicly accessible berthing, so that these activities can be developed on and around mv **Balmoral** until she can return to sea-going service – and continue outside the sailing season when she returns to Bristol.
- People with the appropriate experience and enthusiasm to share their expertise and develop other Community and Educational links.
- A fundraising team with the expertise to raise at least £3 million through grant applications, sponsorship and major fundraising events.
- Volunteers with ship or engineering project management experience to lead this work.

The charity and the ship are therefore at a cross-roads.There are many things to be done before serious fundraising can even begin. If these cannot be done, the chances of her ever going to sea again are in serious doubt.

See web site at www.mvbalmoral.org.uk

Editor's Note : following this introductory article about H.M.S. **Ark Royal** we are pleased to re-issue the final edition of a series where, during this commemorative year, we will reprint all of the original presentations given to the Society between 1938 and 1944. They have only recently become available because they are archived separately at the Liverpool Records Office, not the Merseyside Maritime Museum where the rest of our records are kept.

The year 1938 saw a number of notable maritime events, one such being the commissioning of H.M.S. **Ark Royal**, see frontispiece.

H.M.S. **Ark Royal**

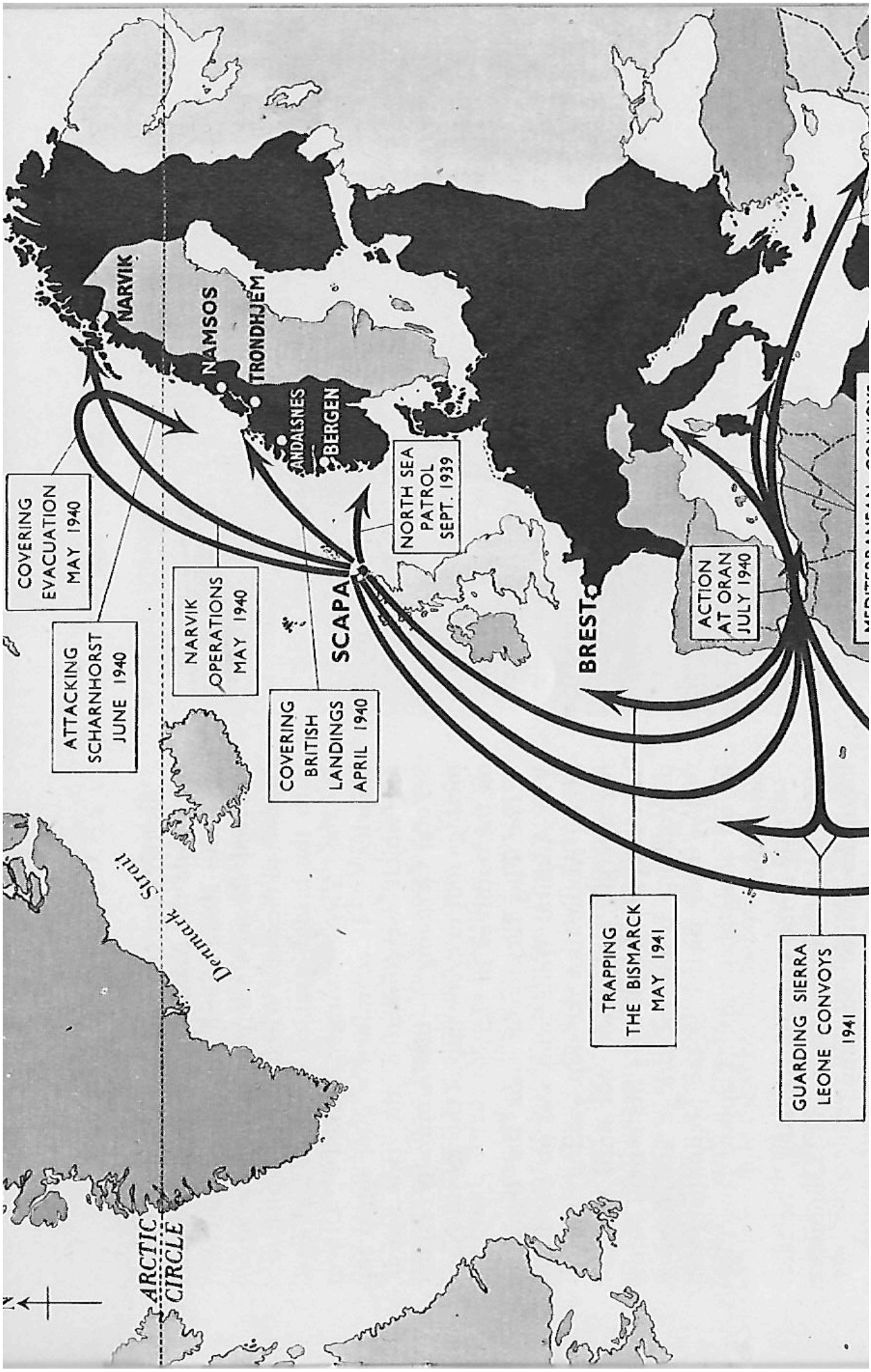
by L.N.R.S. member W.A. Ogle

The economic downturn following the First World War caused construction of a new aircraft carrier to be postponed, and in 1930 the Admiralty began to update the plans for the carrier by incorporating recently developed technology, with the aim of increasing the number of aircraft carried by using arrestor gear and compressed steam catapults, thus making more deck space available for storage and aircraft preparation. This allowed **Ark Royal** to carry between 50 and 60 aircraft. The hangar decks were placed inside the hull, thus benefiting from the protection of the 4.5-inch (11.4 cm) belt armour. Three lifts moved aircraft between the hangars and the flight deck. The ship was to be fitted with six boilers, powering three sets of Parsons geared turbines, with three propellers to produce a maximum theoretical speed of 30 knots.

The plans were finished by November 1934 and tendered in February 1935 to Cammell Laird and Company Ltd., Birkenhead. The overall cost was estimated to be more than £3 million, making her the most expensive ship ordered by the Royal Navy. Construction began on Job No. 1012 when **Ark Royal**'s keel was laid down on 16 September 1935.

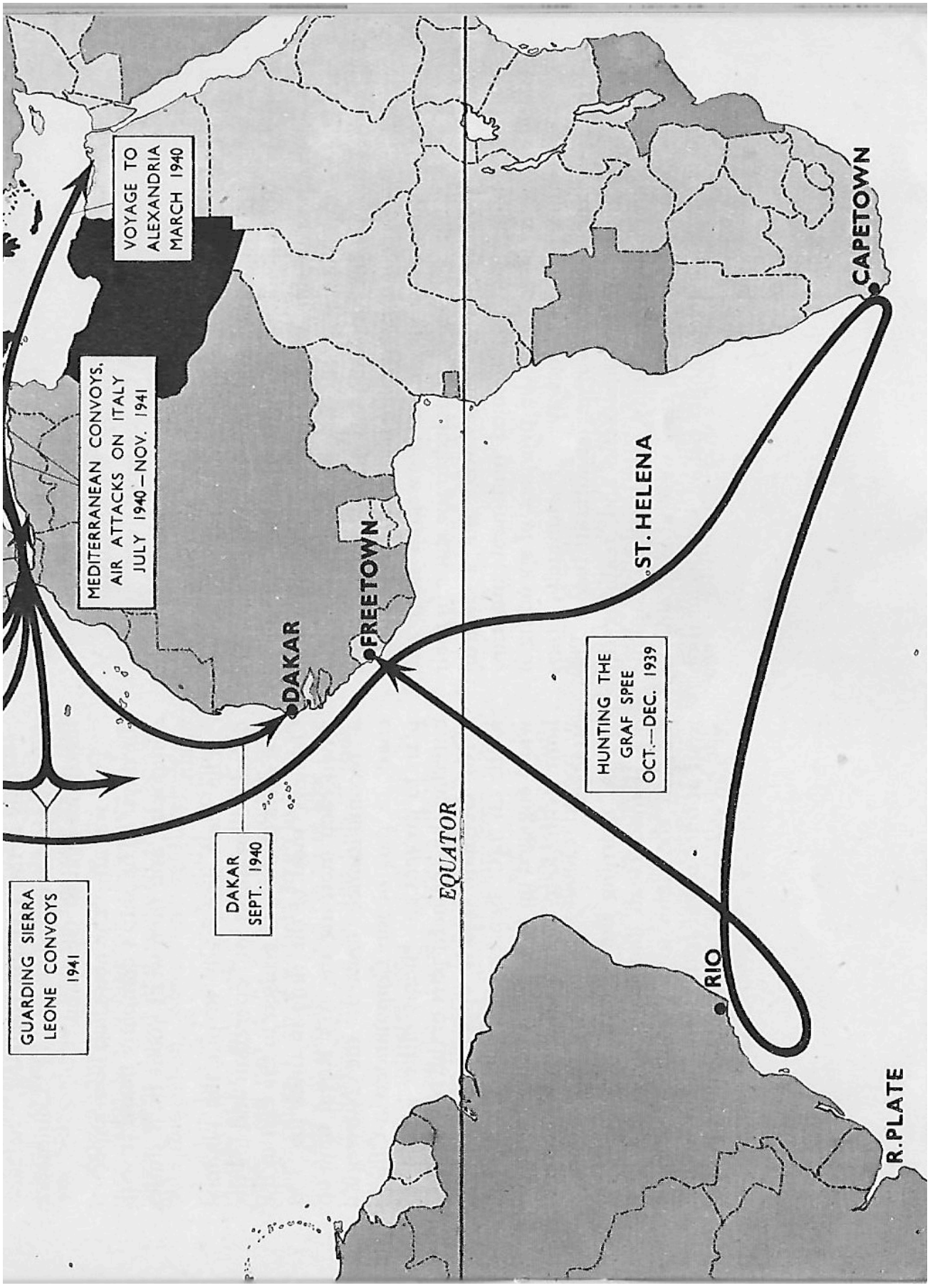
After nearly two years in the builder's yard she was launched on 13 April 1937, the bottle of champagne thrown against her bows did not smash until the fourth attempt. After a further year spent fitting out, she was handed over to her first commander, Captain Arthur Power, on 16 November 1938, and was commissioned on 16 December. During sea trials she reached 31.2 knots with 103,012 shaft horsepower at a displacement of 27,525 tons.

On outbreak of the Second World War **Ark Royal** was deployed with the Home Fleet in the North Western Approaches as part of a "hunter-killer" group, consisting of a flotilla of destroyers and other anti-submarine vessels grouped around an aircraft carrier; either **Courageous, Hermes** or **Ark Royal**. On 14 September, a distress call was received from SS **Fanad Head**, which was 200 nautical miles away from **Ark Royal** and under pursuit from the surfaced **U-30**. **Ark Royal** launched aircraft to aid the merchant ship, but was



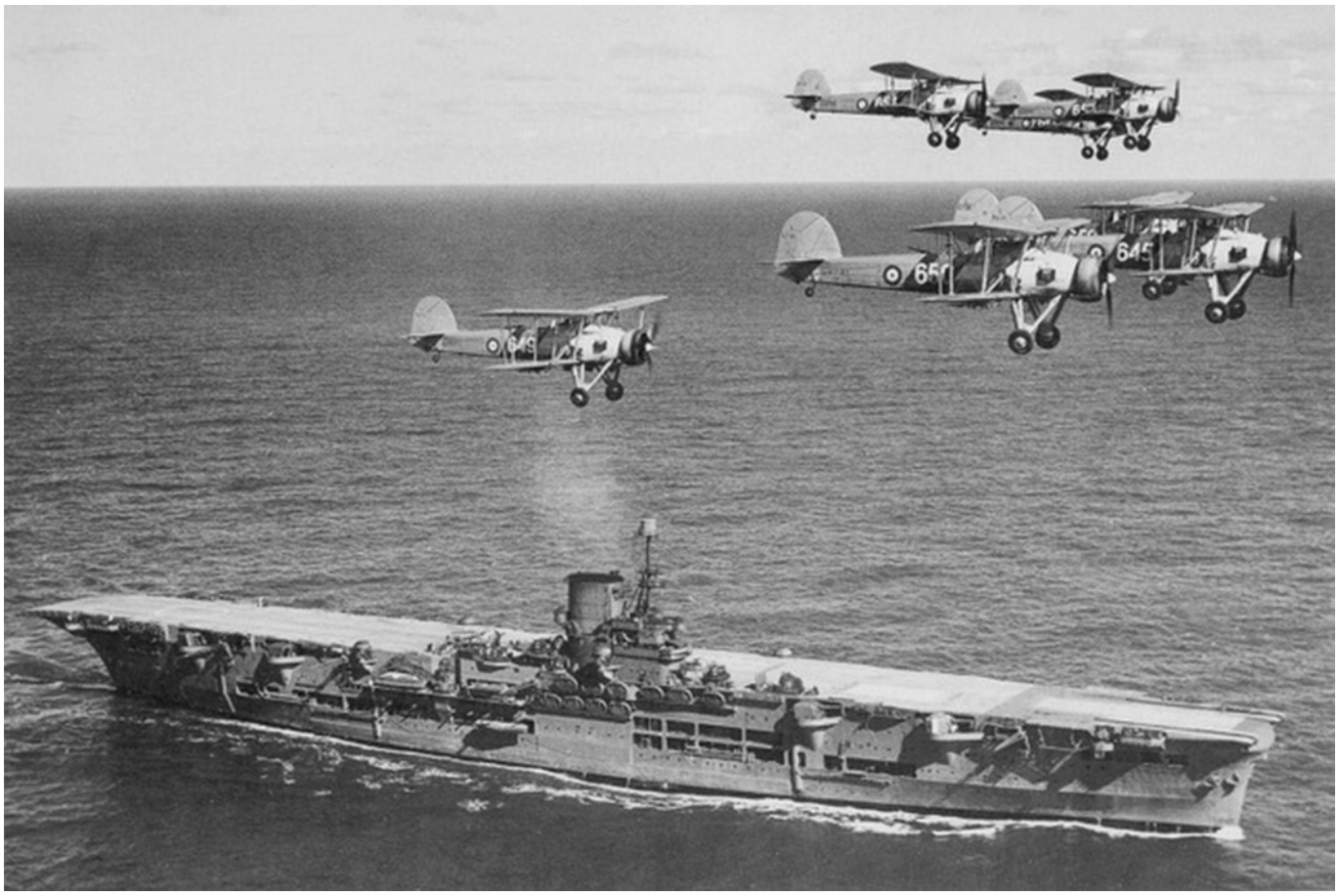
H.M.S **Ark Royal** Operations- Northern Sector

From the 1942 Ministry of Information booklet "**Ark Royal**, an account of her achievement "



H.M.S Ark Royal Operations– Southern Sector

herself spotted by **U-39**, which launched two torpedoes. Spotted by lookouts the **Ark** turned towards the attack, causing the torpedoes to miss and explode harmlessly astern. Three destroyers escorting the carrier began to depth charge **U-39**, and forced her to the surface, the crew abandoned ship before she sank—the first U-boat lost during the war. Meanwhile **Ark Royal**'s aircraft reached the **Fanad Head,** which was now in the hands of a German boarding party. The Skuas unsuccessfully attacked **U-30**: two of them crashed when caught by the blast of their own bombs. The U-boat escaped after rescuing the boarding party and the pilots of the downed aircraft (both observers had drowned), and torpedoing the **Fanad Head**.



HMS **Ark Roya**l in 1939, with Swordfish of 820 Naval Air Squadron passing overhead.
Picture from Wikimedia

After further operations in the North Sea and Norway the **Ark Royal** was deployed to Gibraltar, where she arrived on 23 June to join Force H, under Sir James Somerville. After the capitulation of France there was concern that a French fleet at Mers-el-Kébir might fall under Axis control and tip the balance of power in the Mediterranean, affecting the whole war. **Ark Royal'**s captain, Cedric Holland, had been the British naval attaché in Paris, and was sent to negotiate the surrender or scuttling of the French fleet. Force H was deployed outside the harbour, and when the French admirals refused to agree to the offered terms,

opened fire on the French ships. During the attack on Mers-el-Kébir, **Ark Royal**'s aircraft provided targeting information for the British ships.

In conjunction with various members of Force H, **Ark Royal** carried out a number of tasks which included attacks on Italian targets, escorting supply convoys to Malta and then went to West Africa where she took part in the unsuccessful attempt to capture the strategic port of Dakar in French West Africa. At the end of September she returned to the U.K., arriving in Liverpool on 8 October for drydocking and refit.

She returned to Gibraltar on 6 November to rejoin Force H and resume a similar pattern of operations within the Mediterranean.

On 8 March,1941, Force H and **Ark Royal** were ordered to the Canary Islands to search for the battleships **Scharnhorst** and **Gneisenau. Ark Royal** used her aircraft to search for captured ships returning to Germany under the control of prize crews. Three such ships were located on 19 March: two scuttled themselves, while the third—SS **Polykarp**—was recaptured. On the evening of 21 March 1941 a Fairey Fulmar from **Ark Royal** stumbled across **Scharnhorst** and **Gneisenau** at sea, but because of a radio malfunction, the crew had to return to **Ark Royal** to report, by which time the German ships had escaped under fog. Further air patrols failed to re-locate the raiders which safely reached Brest without British harassment. During the day, a catapult malfunction destroyed a Fairey Swordfish; flinging the fuselage into the sea ahead of the carrier. Unable to stop, **Ark Royal** ran over the Swordfish and was overhead when the aircraft's depth charges detonated, necessitating a return to Gibraltar for repairs.

Ark Royal's war continued with no respite alternating between covering convoys, delivering aircraft to Malta and forays into the Atlantic to hunt commerce raiders.

On 18 May 1941, the German battleship **Bismarck** and heavy cruiser **Prinz Eugen** successfully broke into the Atlantic. After sinking the battlecruiser **Hood** and damaging the battleship **Prince of Wales** during the Battle of the Denmark Strait, **Bismarck** shook off her pursuers and headed for the French Atlantic coast. **Ark Royal, Renown,** and **Sheffield**—accompanied by a screen of six destroyers—were despatched to the Atlantic on 23 May to search for the battleship. Three days later a Swordfish from **Ark Royal** located **Bismarck** and began to shadow her, while the Home Fleet was mobilised to pursue.

After an abortive attack the Swordfish were re-armed with contact-detonator warhead torpedoes, and launched at 19:15 for a second attack; locating and attacking **Bismarck** just before sunset. Three torpedoes hit the battleship: two detonated forward of the engine rooms, while the third struck the starboard

H.M.S. **Legion** moving alongside the damaged and listing Ark Royal shortly after the strike.
Picture from Wikimedia

steering compartment and jammed her rudder in a 15° port turn. **Bismarck** was forced to sail towards the British warships with almost no manoeuvring capability. The German battleship suffered heavy attack during the night of 26–27 May, and sank at 10:39 hours on 27 May.

Ark Royal was again pressed into service, delivering aircraft to Malta during several supply runs throughout June and July, and escorting the convoys of Operation Substance in July and Operation Halberd in September. Despite some losses, the convoys succeeded in keeping Malta supplied and fighting. The continued Allied presence in Malta was a considerable problem for Rommel in Africa, who was losing as much as ⅓ of his supplies from Italy to submarines and bombers based there. Adolf Hitler decided to send a flotilla of U-boats into the Mediterranean to attack Allied shipping, against the advice of Großadmiral Raeder.

On 10 November 1941, **Ark Royal** ferried more aircraft to Malta before returning to Gibraltar. Admiral Somerville had been warned of U-boats off the Spanish coast, and reminded Force H to be vigilant. Also at sea was Friedrich

Guggenberger's **U-81**, which had received a report that Force H was returning to Gibraltar.

On 13 November, at 15:40, the sonar operator aboard the destroyer H.M.S. **Legion** detected an unidentified sound, but assumed it was the propellers of a nearby destroyer. One minute later, **Ark Royal** was struck amidships by a torpedo, between the fuel bunkers and bomb store, and directly below the bridge island. The explosion caused **Ark Royal** to shake, hurled loaded torpedo-bombers into the air, and a 130-by-30-foot hole was created on the ship's bottom and on the starboard side below the water-line. The hit caused flooding of the starboard boiler room, main switchboard, oil tanks, and over 106 feet (32 m) of the ship's starboard bilge. The starboard power train was knocked out, causing the rear half of the ship to lose power, while communications were severed shipwide. The ship's continued motion enlarged the hole in the hull, and by the time **Ark Royal** stopped she had taken on a great deal of water and begun to list to starboard, reaching 18° within 20 minutes.The crew were assembled on the flight deck to determine who would remain on board to try to save the ship. When **Legion** came alongside she took off about 1,520 of the crew, leaving 250 to be finally evacuated. The flooding spread unchecked, exacerbated by covers and hatches left open during evacuation of the lower decks. Water spread to the centreline boiler room, which started to flood from below, and power was lost shipwide when the boiler uptakes became choked. **Ark Royal** had no backup diesel generators.

When 'abandon ship' was declared at 04:00, the list had reached 27°. The officers and crew, less the sole casualty who had been killed by the initial explosion, were transported to Gibraltar. Meanwhile the list reached 45° before **Ark Royal** capsized and sank at 06:19 on 14 November.

Following the sinking, a Board of Inquiry was established to investigate the loss. Based on its findings, Captain Loben Maund was court-martialled in February 1942 for negligence. He was found guilty on two counts of negligence: one of failing to ensure that properly constituted damage control parties had remained on board after the general evacuation, and one of failing to ensure the ship was in a sufficient state of readiness to deal with possible damage. The board tempered their judgement with an acknowledgement that a high standard was being expected of Maund, and that he was primarily concerned with the welfare of his crew. Subsequently demonstrated by his promotion to Rear Admiral.

The Bucknill Committee, set up to investigate the loss of major warships, also reported that the lack of backup power sources was a major design failure, and recommended the design of the bulkheads and boiler intakes be improved to reduce flooding in boiler rooms and machine spaces, while the uninterrupted boiler room flat was criticised.

CAPTAIN JAMES NICOL (BULLY) FORBES

A paper read by Capt. E.A. Woods
before the
Liverpool Nautical Research Society.

December, 1943

No. 12

James Nicol Forbes was born in Aberdeen in 1821, where his father was a distinguished advocate and public man. As a youngster, Forbes attended the navigation school of Mr. Milne, in Marischal Street, learning the rudiments of the profession in which he later rose to be a master known throughout the whole shipping world. For a number of years he served in the trade between Aberdeen and Canadian ports and, whilst still a young man was persuaded to come to Liverpool. In Quebec one voyage, he was appointed to take command of the new ship **Wilson Kennedy**, of 1129 tons, built there in 1849, for Martin Brothers of Liverpool. He made a fast passage from Quebec to Liverpool and, through this, came under the notice of James Baines.

He was appointed to command of the barque **Cleopatra**, of 421 tons which Baines had just bought. In 1851, Forbes bought the **Maria**, of 1,014 tons, and immediately resold her to Baines and Thomas Miller Mackay, who at this time were launching out their Black Ball Line of Australian packets. In 1852 he obtained his Certificate of Competency at Liverpool - No. 6,449. It is interesting to note that the first newspaper printed on board a Black Ball ship was published on the **Maria**, whilst under the command of Captain Jackson, who relieved Forbes. This was in August, 1852. They issued two papers, ‘The Maria Times’, and ‘The Maria Weekly Chronicle’, the first being published on Tuesday, and the latter on Saturday. The first was written by the intermediate passengers, and the second by the cabin. This was very likely the first time a newspaper had been published on board any vessel at sea.

On being relieved by Captain Jackson, Forbes was appointed to command the **Marco Polo**, in which he held eight shares. Already known as a fast passage maker, the **Marco Polo** gave him the chance of making not only his own, but the Black Ball Line’s reputation for fast passages. On 4th July, 1852, the **Marco Polo** left Liverpool for Melbourne under contract to the Government, and arrived out there in 60 days. She had a crew of 60 and carried 930 emigrants. Her best day’s run on the passage out was 364 miles. On 11th October, she sailed from Melbourne and arrived in the Mersey in 76 days, thus making the round voyage in five months and twenty-one days, the quickest ever made up to that time. At the commencement of the voyage Baines gave a luncheon on board, whilst the ship lay at anchor in the river. Mr. Baines, in replying to the toast: “Success to the Black Ball Line of Emigrant Ships,” said, “I rise with great diffidence to return you my best thanks for having this day honoured myself and co-owners of the **Marco Polo** with your company, and I may perhaps be excused in feeling some degree of pride in being one of the principal owners of this, the largest vessel, and carrying the greatest number of passengers, ever chartered by Government or despatched to Australia with passengers. That we shall endeavour to carry out our contracts with the Commissioners with satisfaction to them and the passengers

and with credit to ourselves, I think I need not say, in which I am sure we shall be aided to the greatest extent by my friend, Captain Forbes, and all the officers of the ship, and I shall be much mistaken if the **Marco Polo** does not earn for herself such a reputation for speed that, when on her return she takes her place as one of the Black Ball Line she will receive for herself a bumper return'.

On three successive days she ran 316, 318 and 306 miles and, made 17 knots for several hours together. She succeeded in coming up to Baines' expectations and took her place, on her second voyage, as one of the Black Ball Clippers.

On her first voyage she had 53 deaths on the passage out. She left Liverpool with 350 married couples, 114 single men, 139 single women, 157 boys under 14 years of age, 136 girls under 14, and 34 children under the age of one. A splendid entertainment was given on board on the eve of her departure for Melbourne. There were 80 guests, which number included several ladies. Mr. James Baines presided, and Mr. MacKay, one of the owners, and Captain Forbes, were vice-chairmen. Mr. Baines proposed the "Town of Liverpool", to which Mr. Harrison, an African merchant responded. Mr. Samuel Booth gave "Success to the Black Ball Line of emigrant ships". Mr. Baines responded on behalf of himself and the co-owners of the **Marco Polo** and spoke of her sailing qualities. Various toasts having been honoured, Captain Forbes in conclusion said he hoped to be in the Mersey again in a little more that six months. He beat that "hope" by nine days.

On 13 March, 1853, Forbes again sailed with 648 passengers on board, arriving in Melbourne on 29 May after a passage of 75 days. He left Melbourne on 10 June with 40 passengers and £280,000 of gold dust, arriving in the Mersey on September 13th - a passage of 95 days. His best day's run homeward was 324 miles on 19th June.

On 8 April, on his outward passage, Forbes wrote to Baines from Latitude 1.30 North and Longitude 20.30 West:

> *Dear Sir, We have got so far on towards our destination. We have had nothing but calms and adverse winds since we left Liverpool. I was four days in the Channel and from 5 North to 2 North I have had 6 days, nothing but calm and light airs from the southward. All our passengers are well and in good spirits. We have boarded several vessels from London, with passengers, but my passengers say they would rather be on the* ***Marco Polo*** *than any of them. My passage will be made when I get South of the Line, which I expect will be tomorrow. I will get wind, which I have not had North of the Line. We have had one death, a child seven months old, and one birth, which makes our number good. I have got about 40 of the expertest thieves on board from London and, which is worse, two or three of them are in the*

first cabin. I will only add that I have not had one word of complaint against ship, provisions, master or officers, which is a great thing to say, and they are all going to write home to their friends to come out in your new ship, Last voyage we had 20 deaths before these number of days out, but then we were under Government orders. The jib made by Messrs Dixon & Co. is the finest cut sail and standing one I ever saw. James Forbes."

After this voyage, Forbes was relieved by his chief officer, Charles Macdonnell, and Baines sent him to Boston, Mass., to superintend the fitting out of his new ship, the **Lightning**. She was launched on 3 January, 1854, and Forbes saw her fitted out and then took command. Loaded at Constitution Wharf in Boston for Enoch Train's White Diamond Line, she sailed on February 18th and made the run from Boston Light to the Rock Light at the mouth of the Mersey, in 13 days, 20 hours. Forbes, as usual, drove her out to Melbourne in 77 days. Her homeward run was made in 63 days 16 hours. Only making one voyage in her, he was transferred to the new Aberdeen-built ship **Schomberg**, named after Captain Schomberg R.N., the Chief Government Emigration Agent at Liverpool. Sailing from Aberdeen, Forbes brought her into the Mersey on 11th July, 1855, in 10 days, and sailed from Liverpool for Melbourne on 6 October.

During the early part of the voyage they met with light, baffling winds, and they did not cross the Line until the 28th day after sailing. After that they had a detention of ten days from calms. On Christmas day she first made land at Cape Bridgewater about 1 p.m., the wind blowing fresh from the E.S.E. During that night and the following day the wind continued from the same direction, compelling them to frequently tack ship. On Wednesday, then being about 4 miles offshore, they stood in again for land at 6 p.m., and at about half past 10 the land became faintly visible and the wind fell off to a dead calm. Shortly before 11 p.m., orders were given to " 'bout ship" but after partly coming round, the ship refused to answer her helm. They then tried to wear ship, but a current running westward from 3 to 4 knots made their attempts unsuccessful, and the ship was carried onto a sandspit about 35 miles west of Cape Otway. Forbes kept very cool and collected, according to two of his passengers; all sail was taken in and rockets let off and guns fired. The passengers generally behaved well, and officers and crew carried out all orders given promptly. Smoke was seen in the distance and Forbes ordered the Second Mate, Mr. Laurie to pick out his best boat's crew and intercept the steamer. The steamer **Queen** was stopped and Captain Doran took all the passengers off. She was a regular trader between Melbourne and Warrnambool.

At the subsequent enquiry into the disaster a few of the passengers sided with Forbes and said that he conducted himself as a thorough seaman and he was always up night and day when in the neighbourhood of land. They said that

the catastrophe arose from anxiety to bring his ship in a reasonable time into port. The “Melbourne Age” of 2nd. Jany. said that “the sensation created in the public mind by the first intelligence of the wreck of the **Schomberg** has not been allayed by the reports of the passengers. These reports are rather calculated to create suspicions wherever they have not already existed, and to deepen them wherever they have.” On Friday and Saturday after the stranding, the steamers **Ada, Lioness and Keera** were employed attempting to save a portion of the cargo, but it was found impracticable, to salve anything from her with the exception of passengers’ luggage and a few small parcels. Forty of the crew, headed by bosun Hodhe, went ashore, erected a hut and refused to return aboard when ordered to do so. They later went on board at the request of Mr. Mathews, Lloyd’s Agent at Melbourne, and remained in her until she was finally abandoned and helped to save the passengers’ luggage.

Although Capt. Forbes was acquitted at the inquiry, a number of sarcastic remarks were passed by various shipping papers of the day. One correspondent wrote: “I have always been at a loss to see what the **Schomberg** had to do so close inshore as to have the baffling winds off the cliffs. You will observe that Capt. Forbes has been acquitted for the loss of that vessel. I apprehend, if the case had taken place with a vessel of the Royal Navy, the result would have been very different. But it is said that the **Schomberg** was insured, so no doubt it was all right and shipshape.” By January 2nd, the **Schomberg** had gone to pieces and about two-thirds of the passengers’ baggage had been salved. In a letter to the “Melbourne Age”, in trying to clear himself of charges made, Capt. Forbes wrote: “Until arrival at 130 East Longitude, we had fine steady breezes from S.W. to N.W. the ship averaging six degrees of Easterly daily, and her greatest speed during the distance being $15^{1}/_{2}$ knots. On Wednesday, at 10.30 p.m. the wind fell to a dead calm. Tried to wear ship but a current running westward of 3 to 4 knots, of which we were ignorant and of which no mention is made in any existing chart, rendered the attempt unsuccessful and the ship was carried into a sandspit 35 miles west of Cape Otway, not laid down in any of the charts. A cast of the lead just before showed 17 fathoms. The vessel immediately after struck in 4 fathoms. The starboard anchor was immediately let go.” (This was denied by a passenger in a letter to the Press the next day, in which he stated that 35 minutes elapsed).

The “Age” of 7 January had a very strong sub-leader regarding Capt. Forbes and his officers’ nautical manners and morals. At a meeting of the passengers one Mr. Melville moved “That the conduct of the captain, surgeon and officers of the **Schomberg** was ungentlemanly, discourteous, tyrannical and grossly immoral.” During discussion one passenger said that he had seen the surgeon in bed with a certain female. Another said the soup stank, the meat was tainted, and the food was unfit to be eaten. One passenger claimed that they had killed the pigs after

they had died! The latter was a rather impossible thing to do, but that would not trouble the minds of passengers who were definitely out to injure Forbes and his officers as much as possible. Mr. Johnson, a mariner, and also one of the passengers, said that if the anchor had been dropped in time, after she missed stays, the vessel might have been saved. The chains had been up for four or five days but they had not been bent on. Had the anchor been ready for dropping and had been dropped in time after the ship missed stays she would easily have been saved. Many such slanderous accusations were made about Forbes and his officers. Naturally one could expect that the emigrant passengers had lost many of their effects and were angry and sore about the dangers they had gone through. But the saloon passengers supported Forbes. At the inquiry the charge was “That the defendant had omitted to have anchor and chains clear.” Forbes was acquitted. He booked his passage home in the **Ocean Chief**, another Black Baller, and she arrived off St. Ives on May 10th, 1856. The **Beemah**, owned by Willis & Co., L’pool, was chartered to take home the passengers and gold destined for the **Schomberg**’s homeward passage. On his arrival home, Forbes wrote a letter to the Liverpool “Daily News”, dated May 13:-

*“I learned on my arrival here on Saturday night by the **Ocean Chief** that the report of an indignation meeting held in Melbourne on January 13th last by some of the passengers who went out in the ill-fated **Schomberg** appeared in your columns. As that report was entirely one-sided and did me a grievous wrong, I am sure you will have no objection to inserting the report of my trial and acquittal in the Supreme Court of Victoria. You will see that the Court and jury did not require to hear my defence, and you will see by the letter I enclose that all the cabin passengers but one expressed their sympathy for me and were pleased to testify to my conduct during the passage. There were two charges against me - one for immoral conduct and one for bad seamanship. There was also a charge against the ship for providing bad provisions. The first charge against myself and the charge against the vessel were dismissed instantly by the Court and in the report of the trial you will see that my character as a sailor remains unaffected. My moral character is still more dear to me than even my professional career and, unfortunately for me, my accusers coupled me in iniquity with the surgeon of the ship. That gentleman, as you will see by the report of the “Fifeshire Advertiser” of Saturday last, has been tried in an Ecclesiastical Court and, as might have been expected from his character and years, has been fully exonerated from the infamous accusation. I enclose a letter from the Rev. Mr. Ross, a Wesleyan minister, who was a passenger in the **Schomberg** and who, I might say, would not have tolerated the gross immorality so vilely alleged against me. I confess to a large amount of mental affliction at the sad interruption to a voyage that so far I took pride in, but perhaps you will not refuse the consolation afforded me by*

reminding you that I was the first captain of a vessel that made a rapid passage from Australia to England, having on that occasion sailed around the world in 4 months and 13 days."

To end this sad episode in Forbes' life it is interesting to note that on January 14 the wreck of the **Schomberg** with boats and all that had been washed ashore was sold on January 12 at Warrambool by McDonald & Lascelles for £447 18s 0d

Remaining ashore for some time, Forbes was appointed by Baines to the command of the **Hastings** in 1857. She had been bought by Baines the year before. In 1857 Forbes appears in the Register as being her sole owner. On a passage from Moreton Bay to Bombay the following year, the **Hastings** had to put back to Sydney in a sinking condition. She was finally lost off the Cape of Good Hope on December 28, 1859. This seems to have finished his career in the Black Ball Line, as we next hear of him in 1862 in charge of the **Earl of Derby**, owned by Stuart & Co. of Glasgow. She had been wrecked on the Irish Coast and Forbes was sent there by her owners to superintend salvage operations. From 1863 to 1866 he commanded the **General Windham**, owned by Matthew Issac Wilson, of Liverpool. In her he still kept up his reputation for speedy passages as, on February 5th, 1866, she arrived in the Mersey from Charleston after a passage of 18 days. Her passage outwards to Charleston was made in 23 days, against other vessels' 70 to 75 days. In 1867 Baines gave Forbes the **Marco Polo** again; though she was now getting old and ready for the sale room. He retained her until Baines sold her in 1871, and then retired to 78 Westbourne Street, Liverpool, where he died on June 14th., 1874, at the age of 52 years.

It was stated by the Liverpool papers, after his death, that he was the first mercantile captain to use Maury's great circle sailing. "Aberdeen Forbes", as he was familiarly called, was lauded as the founder of a new school of navigation. This is hardly correct, though, as this system had been treated by Sebastien Cabot as early as 1495. In 1561 Cortez advocated the adoption of great circle sailing, but it was not brought into successful practice until Capt. Godfrey of the **Constance** made a voyage from Plymouth to Adelaide in 77 days. After him came McKay, of the **Sovereign of the Seas**, and Boyce of the **Eagle** making shorter passages, until Forbes beat the lot by his astonishing runs in the **Marco Polo**.

Both Forbes and his famous owner Baines had the natural instinct for theatrical effects which invariably appealed to the public fancy. The term "publicity agent" had not been heard of in their time, being quite a modern innovation in shipping circles, but they both loved the limelight and were always well forward when there was any chance of being heard or of showing themselves. Numerous stories of Forbes have been related of his hoisting a canvas banner with "The fastest ship in the world" painted on it, and his announcements that he had astonished the world and now intended to astonish God Almighty. But none of

these tales can be found in the Liverpool shipping papers of the day, and surely such a performance would have been noted at the time. “Hell or Melbourne” in 60 days is another fancy story told about him, but these may be put down to the fertile imagination of writers who did not look on Forbes with a kindly eye, and their stories have been copied and handed down. A letter appeared in the “Liverpool Weekly Post” on 5 August, 1939 from Professor J. Glyn Davies, formerly Professor of Celtic at the Liverpool University, in which he said he had heard the same story of “Hell or Melbourne” related about Captain Henry Jones of the **Lightning**. The story was told to him by Edward Ellis, the overlooker for Thomas Williams & Co., Liverpool. Captain Thos. Williams was formerly overlooker for Baines. As Professor Davies remarked in his letter “No sailor in sail would have made so foolish a remark unless he was within a day’s sail of Melbourne with a steady wind to count on.” The nearest remark that can be found in the papers of the time of Forbes’ alleged boastfulness is one he made at the reception given before the **Marco Polo** sailed on her first voyage. He then said that he hoped to be back in the Mersey in a little over six months. As we know he arrived back in 5 months and 21 days, a record to be proud of, but hardly one that which suggest to Forbes the idea of astonishing God Almighty as he had astonished the world. There is no doubt that the reputation of the Black Ball Line for fast and safe passages was founded by Forbes, and he was very highly thought of by James Baines, insomuch that he was godfather to Baines’ second daughter, Annie, born in 1855. In the advertisements of the Black Ball Line the usual additions to Forbes’ name, after the ship he commanded was “had great experience in the trade.” Naturally, Forbes would be envied by other men who made slower passages and his attitude to his crew and passengers was disapproved of by many. But the man who could please all his passengers and drive his ship to make fast passages at the same time, would have had to have been an archangel. Forbes was a strict disciplinarian and no doubt trod on the toes of many of his officers a lot harder than they thought necessary. But he kept his ship in first class condition and made fast passages which pleased his owners and, in those days, that was the main idea of the Australian trade. Forbes was buried in Smithdown Road Cemetery, Liverpool, and his tombstone of Yorkshire stone near the Nonconformist Chapel, still stands as a monument to:-

“THE LATE COMMANDER OF THE CELEBRATED
CLIPPER SHIP MARCO POLO.”

LIVERPOOL NAUTICAL RESEARCH SOCIETY

Paper: “AN OUTLINE OF NAUTICAL BIBLIOGRAPHY”

Read to the Society

by Mr. B.W BATHE,

15th January 1944

In this short paper I am attempting to outline some books and manuscripts written on Shipbuilding and Rigging, in the sailing-ship era, and to give some information about their authors; dealing more particularly with books useful to the ship model-maker.

An interesting early book printed in Latin, and later in German is “Breydenbach’s Travels”, published in 1846; this is not a book on shipbuilding, but the story of a pilgrimage to the Holy Land by Breydenbach in 1483. It is, however, illustrated by coloured woodcuts of Mediterranean craft, both galleys and sailing vessels, with views of shipbuilding by the artist Erhard Reuwick, publisher of the book who accompanied the author. It is also of interest to note that the book contains the first folding plates to be found in any book. Bayfius, a French writer and diplomat, a Councillor of Francis I and ambassador to Germany and Venice, wrote his 1536 “Annotations.....de re Naval,” published in Paris. This is a history of early navigation and contains woodcuts of early galleys. The Pepsyian Library at Magdalene College, Cambridge, possesses a manuscript described by Samuel Pepys as “Fragments of Ancient English ship-wrightry”, which gives most valuable data on the exact form of Elizabethan ships. Although it is unsigned and undated there is some evidence to show it to have been the work of Matthew Baker, a master shipwright, and to have been written about 1586. The manuscript contains elevations, plans, and sections of number of ships of the period. A book printed in 1587, Palaciu’s “Instrucion Nautica", was one of the first books published to describe how ships were built and rigged at the time he wrote, and ends with a vocabulary of nautical terms.

In 1607 there was published in Rome, B. Crescentio’s “Nautica Mediterranea”, which describes very fully the building and rigging of galleys, galleases and ships; it consists of about 690 pages and contains many diagrams and plates. Joseph Furttenbach published at Ulm in 1629, his “Architectura Navilis”, based on Italian practice, which deals with the building of galleys and ships, and also describes the Battle of Lepanto. Furttenbach wrote on many other subjects connected with architecture and gunnery, and a collection of his works which included “Architectura Navilis” was published in 1663.

We now come to an English work, in Captain John Smith’s “An Accidence . ..for all Young Seamen”, published in 1627, together with other editions under the title “The Seaman's Grammar” which appeared in 1627, 1636, 1653 and 1691. John Smith, adventurer and colonist, was Governor of Virginia, and in 1614 explored and mapped the New England coast. His early editions were mainly a list of technical terms but the title page of the 1691 edition describes the book as Explaining all the difficult terms and the Practical Navigator and Gunner "in two parts and containing most plain and easy directions, to Build, Rig, Yard and Mast any Ship whatsoever.” With the manner of working a ship in all weathers

- and how to manage a fight at sea - also the charge and duty of every Officer of the Ship and their Shares - and the use of the Petty Tally - and abstract of the act of Gunnery (or shooting in great ordnance and mortar-pieces) - wherein the principles of the art are plainly taught both by arithmetical calculation and by Tables ready calculated - with the compositions for the making of several Fire-works useful in war, both at sea and on land - and an appendix how by several Geometrical ways to take Heights, Depths and distances, accessible or inaccessible.

This book was followed in 1644 by Sir Henry Mainwaring's "The Seaman's Dictionary or Exposition and Demonstration of all the Parts and Things belonging to a Ship". Among the sea adventurers of that time there was perhaps no more striking a character than Henry Mainwaring, whose strange and chequered career equals that of many a hero of fiction. He sailed in 1612 as a privateer later as a pirate but reserved his attention for the ships of Spain. In 1615 he was offered a pardon by James I, returned to England and wrote his "Discourse on Pirates." Now followed a period of employment as Lieutenant of the Cinque Ports. From 1623 onwards, Mainwaring was employed on naval matters and was responsible to a large extent for the development of Portsmouth as a Naval Dockyard and harbour. In 1640, he was deprived of command in the Navy because of his strong Royalist sympathies, but for a time continued to serve at Trinity House, until in 1642 he lost this position, too. He later accompanied Prince Charles to Jersey but eventually made his peace with Parliament, paid a fine, and returned to England, where he died two years later. His Seaman's Dictionary was republished in 1922 by the Naval Record's Society in Vol. II of "The Life and Works of Sir Henry Mainwaring."

A "Treatise on Rigging," circa 1640 was published by the Society of Nautical Research in 1921, from a manuscript formerly in Petworth House and now in the Science Museum, describes very fully the rigging of early 17th century ships. The **Sovereign of the Seas**, launched in 1637, is described in a small book by Thomas Heywood, published in London, 1637, and the frontispiece is an engraving of this ship. "The Boat- Swains Art or the Complete Boat-Swain" by Henry Bond, first printed in 1642 was reprinted many times, sold with a scale in brass or wood for scaling the sizes of masts. Another book on rigging, "The Complete Modelist," by Thomas Miller, of Great Yarmouth, "Seaman and Master in the art of raising the model" was printed in 1664. It has two plates and tables of sizes and proportions of ropes etc. The first printed work in English dealing only with naval architecture appeared in 1669, written by a shipwright, Edmund Bushnell, entitled "A Complete Shipwright." It contains designs for a ship of 60 feet on the keel, giving a sheer draught and midship section. Two more manuscripts from the Pepys Collection must now be mentioned, the first: Sir Anthony Dean's

“Doctrine Of Naval Architecture,” of 1670. Deane, a close friend of Pepys, was a very successful shipwright, appointed as Master Shipwright at Portsmouth 1661 and promoted to Naval Commissioner in 1672. He was responsible for the building of at least three First-rates and many smaller craft including yachts.

When Peter the Great of Russia visited England in 1698, he was instructed in the art of shipbuilding by Deane. The manuscript contains a series of body plans, with mast and rigging plans for each of the six rates of ships which then made up the Royal fleet. A second manuscript is “Mr. Dummer’s Draughts of the Body of an English Man-of War” which contains a number of sectional views of a First-rate of about 1680. Edmund Dummer was Assistant Master Shipwright at Chatham and later appointed Surveyor to the Navy in 1692; He was suspended from duty in December, 1698 and appeared before the Board of Admiralty in 1699. The Admiralty seemed eager to get rid of him and represented to the King that Dummer was a person not fit to be employed as a Surveyor of the Navy. This recommendation received approval and Dummer was discharged. In 1702, he inaugurated the first transatlantic mail and passenger service between England and the West Indies. He received Government contracts for carrying the mail and, though a financial failure, Dummer’s West India Mail Line was a land mark in maritime history. Incidentally a descriptive catalogue of the Pepys Collection preserved at Magdalene College, Cambridge, has been published by the Naval Records Society.

I now come to the 18th century, when several well known and important books on naval architecture of the period were published. The first is a book by William Sutherland, who styles himself Shipwright and Mariner. He held the position of master caulker at Sheerness from 1717 until his death in 1740. This book, entitled “The Ship-builders’ Assistant,” published in 1711, ran to many editions, and was one of the most famous works on the subject during the 18th century. It is a small book of 165 pages, full of practical information, with 12 plates, two of which are rigging plans. In the edition of 1704 the following items are included: ‘The method of extracting the square and cube roots’, ‘Observations on the Nature and Value of Timber’, ‘The Method of Drawing the Plans of Ships’, ‘Directions for making the masts and yards and the Boatswains art.....with some Directions for cutting out Sails.’ A second book by the same author, “Britain’s Glory, or Ship Building Unveiled” was published in 1717. It is divided into two parts: Part I goes into sizes and proportions and includes a specification for a new ship; Part II deals with prices of labour and material.

In 1737 a most remarkable book was published, written by an inventor Jonathan Hulls. He calls it “A Description and Draught of a new invented Machine for Carrying Vessels or Ships out of or in to any Harbour, Ford or River against wind or tide or in a calm.” Hulls was the first who attempted practically to employ

steam in propelling a vessel in the water, and his very primitive steam propelled vessel was primarily intended to be used as a tug. His experiment proved a failure and only excited derision. Thomas Blanckley published in 1750 his “Naval Expositor” which, according to the title-page, explained ‘the words and terms of art belong to the Parts, Qualities and Proportions of Building, Rigging, Furnishing and Fitting a ship for sea.’ It contained several small marginal engravings of various parts of a ship. Mungo Murray, a shipwright in H.M. Dockyard at Deptford, wrote in 1754 his treatise on “Shipbuilding and Navigation.” Murray also served as carpenter on H.M.S. **Weymouth** and as a sort of teacher of navigation in several warships under Lord Howe. He had published in 1768 another book giving the description of a 60 gun ship. In 1744 William Mountaine a teacher of Mathematics and navigation published the ”Seaman’s Vade Mecum and Defensive War by Sea,” reprinted in 1780 and in 1783. (In the preface of the 1756 book Mountaine states: ‘it is a Third Edition’, but I have not been able to trace dates of the earlier copies). This small book of 270 pages is packed with information on the Royal Navy and Merchant Service, as is shown by the title page which reads as follows:

The Seaman's Vade-Mecum and Defensive War by Sea: Containing the Proportions of Rigging, Masts, and Yards, Weight of Anchors, Sizes and Weight of Cables and Cordage, List of the Navy, The Exercise of the small Arms, Bayonet, Granadoes, and Great Guns, Duty of Officers, &c. also Shewing how to prepare a Merchant-Ship for a close fight, by disposing their Bulk-heads, Leaves, Coamings, Look-holes, &c. Chacing; the Advantages to be taken by the Chace considered, under all Positions in respect to Wind and Tide. Defensive Fighting; shewing how Merchant Ships are to act, whether single or in Fleets, when Cannonaded or Boarded by Enemy, &c. Naval Fortification; the Advantages of Mooring considered, in respect to Wind and Tide; and how to lay Booms in strait and crooked Rivers, &c. An Essay on Naval Book-keeping; as well in respect to the Purser; as to the Captain’s Clerk and Steward. The Method of forming Signals for the Regulation of Merchant—Ships sailing in Company, under the Direction of a Commodore in Time of War; with many other Particulars relating to the Navy and Merchant Service. By William Mountaine, Mathematical Examiner to the Honourable Corporation of Trinity-House of Deptford-Strond, and F.R.S.

That part of the book dealing with Defensive Fighting for Merchant Service is a reprint of a work by Captain Robert Parker of Ipswich, published in 1704.

There was published at Stockholm in 1768, one of the most important works of the century - Frederick Hendrick Chapman's “Architecture Navalis Mercatoria”. Chapman was born 1721 and came of an old English family from Deptford, from whom he inherited his skill and enthusiasm for naval architecture. After experience in various classes of ships, in 1757 he became a shipwright at the Swedish Naval Dockyard, Karlstrona, and later rose to Chief Constructor and Admiral

Superintendent. On his death in 1808, a medal was struck by the Swedish authorities showing the head of the Admiral, and on the reverse a hull under construction. The work measures approximately 3 feet by 2 ft and consists of an atlas of drawings of plans of ships of all types, showing sheer, body, and half-breadths, ships boats, rigs, methods of launching, and a number of perspective views. The plans mainly consist of European types but a number of English vessels are included, i.e. H.M.S. **Unicorn**, 32-gun frigate, the Royal Yacht **Caroline**, and East and West Indiamen, also what are probably the earliest plans of English fishing boats, namely a herring-buss and a smack with live-well. The exact date of these is unknown but they are about 1740-1755. Other English small craft are shown, such as a chalk barge, English Hoy, Thames Wherry and Ballast Hoy. A half-size of Chapman's work was published by a German firm in 1937. Chapman wrote a number of other books, including, in 1775, a "Treatise on Shipbuilding" which is an amplification of his "Architectura Navalis". The importance of this work (and the slow progress of naval designers in the wooden ship period) is shewn by the fact that it is quoted freely in the official report of the Chatham Committee of Naval Architects 1842-1844.

Falconer's "Universal Dictionary of the Marine" was first published in 1769, and reprinted over and over again, editions modernised and enlarged by William Burney being published in 1815 and 1830. William Falconer, born at Edinburgh in 1732, served his apprenticeship on a merchant ship, later entered the Royal Navy, which he left about 1760 to serve as 2nd mate of the **Britannia**, a merchantman in the Levant trade, which was shipwrecked at Cape Colonna on a voyage from Alexandria to Venice, with only four survivors. From this incident Falconer drew the outline and characters of his well-known poem 'The Shipwreck'. In 1762, he re-entered the Navy and served in several ships until 1769 when he was appointed to H.M.S. **Aurora**, which sailed from Portsmouth in Sept. 1769 and after touching at Good Hope was lost with all hands. The earlier edition of his Dictionary was described as 'copious explanation of the Technical Terms and Phrases employed in the Construction, Equipment, Furniture, Machinery, Movement and Military Operations of a Ship' and contained 12 folding plates, some of which were copied from Chapman's Architectura Navalis. The later editions were enlarged and brought up to date, with the addition of articles on Astronomy and Navigation, they were illustrated with 35 plates. An American edition of Falconer was published at Washington City in 1805 under the title "The Mariner's Dictionary, or American Seaman's Vocabulary of Technical Terms and Sea Phrases." In 1930, a modern abridged edition was issued, entitled The Old Wooden Walls, edited by C.S. Gill, based mainly on the 1815 edition.

Marmaduke Stalkratt, of Deptford, published in 1781, a treatise on Naval Architecture and Ship Building, together with an atlas of 14 large draughts and

plans of various vessels; including a long-boat, yacht, cutter, sloop, 44 gun ship and a 74 gun ship. A second edition of this work was published in 1787. About 1785, William Hutchinson, Dock Master at Liverpool, published a book on Seamanship and Shipbuilding, giving form and proportional dimensions in length, breadth and depth of merchant ships in general. Other editions are dated 1787 and 1794. Nicolas Ozanne, a great French marine architect of his day, and teacher of naval construction to Louis XVI, published about 1790 his “Marine Militaire" which contains 50 engraved plates of various kinds of vessels. He had published other books of a nautical nature, including, in 1777, one containing 60 very fine engraved views of the principal French harbours and maritime towns. David Steel, compiler and publisher of numerous nautical works and an Admiralty agent for charts, issued in 1794 his “Elements and Practice of Rigging and Seamanship” in two volumes, the first containing mast-making, rope-making, anchor-making, sail-making, block making and Rigging, with 65 engraved plates. The second comprised Seamanship, Naval Tactics and tables of sizes of rigging for ships of every class, with 27 plates. In 1795 to 1797, the work was reprinted in four volumes entitled “The Art of Making Masts, Yards, Gaffs, Booms, Blocks and Oars”; “The Art of Rigging”; “The Art of Sail Making”; and “Seamanship both in Theory and Practice”. Other editions appeared in 1800, 1806, 1818 and in 1932 Messrs. W. & G. Foyle Ltd. published the work, arranged by C.S. Gill from the 1794 edition with the rigging tables of 1806. Steel published in 1804 “The Elements and Practice of Naval Architecture”. In this work, among other important data, are tables of dimensions for ships of each class of the Royal Navy, types of Merchant Vessels and numerous small craft, illustrated by 39 plates in a separate volume. The plates are on a large scale and show many details of shipbuilding practice. Included in the draughts are plans for ships, boats, for a collier brig, bomb-vessel, 18 gun brig, 40 gun frigate, 80 gun ship and an East Indiaman. Another book, “The Ship Master’s Assistant and Owner’s Manual” containing complete information as well to Merchants, Masters of ships and persons employed in the Merchant Service, as well as to Officers and others in the Royal Navy relative to Mercantile and Maritime Laws and Customs was published by Steel in 1801. It contains plates showing section and rigging of a First Rate Ship of War while another edition, in 1808, has one plate showing the rigging of a merchant ship of 550 tons.

In 1800-2 was published what has been called an English shipbuilding classic, John Charnock’s “History of Naval Architecture” which, in three volumes, describes the history of shipbuilding from the earliest period to 1800 and is illustrated by 97 plates, with views of all kinds of craft.

First published in 1808, Darcy Lever’s “The Young Sea Officer’s Sheet Anchor, or Key to the Leading of Rigging and to Practical Seamanship” was for

forty years the textbook on rigging both in the Navy and Merchant service. The book was reprinted many times, with an American edition published at Philadelphia in 1819 and a Spanish one published at Madrid in 1842. Darcy Lever was born about 1760, and as a young man went to India, where he acquired his nautical knowledge; he returned to England while still quite young, and died at Edinburgh in 1837. The original edition contained 55 plates and was published at Leeds. John Goldie, shipwright and mariner, published at South Shields in 1817, “A New Treatise on Ship-building”, improved also the Mast-makers Guide, and the Mast-maker Explained, together with the terms used in Ship Building. “The Ship-Wright’s Vade Mecum” by Norie, was published in 1822, with an atlas of four folding plates, shewing plans of a 74 gun ship, a 330 tons merchantman, planking and inboard works of a merchantman. “A Treatise of Masting Ships”, by John Fincham was published in 1829. This represents an attempt to codify and simplify details of masts and spars on the many men of war. The title-page of the first edition reads ‘On Masting Ships and Mast-making, giving some of the Principals on which the masting of ships depends; with the practical operations of Mast Making: Intended for Use of the Students of the Royal Naval College and School of Naval Architecture.’ This edition was illustrated with four folding plates, a second larger edition published in 1843 had a separate folio atlas of four plates of various types of craft, spars and sail. A third edition was published 1854. Fincham was the author of several other books, including in 1851 “A History of Naval Architecture” illustrated with 58 plates of early sailing vessels, ship construction and early steam ships. In 1830, at Edinburgh, was published a “Treatise on Marine Architecture” by Peter Hadderwick with a portfolio of plates. This contained the theory and practice of shipbuilding, with rules for proportions of masts, rigging and weights of anchors. Much information on the merchant ships of this period is obtained from the work, and among the plates are: a plan of a 250 tons steam packet; draft and Sail plan of a 173 tons smack; draught and sail plan of a 151 tons schooner; draught and sail plan of a 500 tons ship. The two books “Archeologie Navale" and “Glossaire Nautique" both by Auguste Jal, were published in Paris in 1840 and 1848 respectively. These are important works, although some of Jals’ comments and surmises have proved incorrect in the light of more recent research.

“Masting, Mast-making and Rigging of Ships”, published in 1854 and “The Elements of Sail-making” published in 1857, were both written by Robert Kipping. The second book is a complete treatise on cutting out sails, with full and accurate dimensions and is illustrated by 17 plates. There may be earlier editions of both. First published 1854, “The Sailing Boat”, by H.C. Folkard, ran to six editions, the last published in 1906. The later editions are described as a Treatise on Sailing Boats and Small Yachts: Their Varieties of Type, Sail and Rig. It is interesting to

note that in the 5th edition of 1901, the small yachts of the West Lancashire, Southport, Corinthian, Hoylake, and New Brighton Yacht Clubs are fully described with lines and sail plans. Published 1861, “The Elementary and Practical Principles of the Construction of Ships” by H.A. Sommerfeldt, contained among its illustrations a Clipper Ship, a Schooner, and an East Indiaman, with sail-plans. “Souvenirs de Marine” by E. Paris, published 1908-10, is probably the finest collection of plans of all types of vessels in existence. Its six volumes contain 360 engraved plates. An idea of this work can be gained by the titles of a few of the plates, i.e. fishing vessels 1873, **Xebec** of 22 cannons 1787, Venetian Man-of-war of 16th century, French Slave Ships 1788, Danish Coaster and Dutch ship 1689.

The large number of books written during the past 30 years on wooden shipbuilding and rigging practice, makes it impossible to deal fully with them here. Such books as:- “The Rigging of Ships in the days of the Spritsail Topmast”, by R. C. Anderson: “History of American Sailing Ships”, by H.I. Chappelle: “Fore and Aft Craft”, “Sailing Ships and their Story”, “Ships, Their History and Development”, “Ships and Ways of other Days”, and “Old Ships, Figureheads and Sterns”, by such writers as E.K. Chatterton, Laird Clowes, L.G.C. Laughton, to quote but few, are interesting and useful works. G.W. Munro has written several excellent articles in Marine Models, including “Practical Wooden Shipbuilding for Model Makers”, Vol 10., “A Series of Notes on Ships and Boats 1750-1822”, with designs based on plates from Stalkratt, Falconer, Steel etc., Vol 8., and “Wooden Merchant Ship-building, circa 1800”, Vol 12, which includes a useful glossary of terms used in theory and practice of shipbuilding. “Ship and Ship Models” (Vols 1-8) also contain such useful data on rigging etc. Lastly, the Mariners Mirror, the journal of the Society of Nautical Research, has since its commencement in 1911, contained many articles on shipbuilding and rigging, for example Italian Naval Architecture circa 1445, Vol II., The History of Wood Preserving in Ship-building, VoL.12. Construction of Galleys, Vol 13., Dutch Shipbuilding in 1664 and Venetian Naval Architecture Vol. 20.

LIVERPOOL NAUTICAL RESEARCH SOCIETY

Paper : "SOME MERSEYSIDE SHIPBUILDERS"

Read to the Society

by Mr. W. Stewart Rees

on 12th February, 1944.

Before dealing with individual shipbuilders, it seems desirable to take a general view of the position at Liverpool.

The south shore on the Lancashire coast was the site of practically all the yards, and shipbuilding in the days of oak and hemp was more picturesque and interesting than it is today; then on the stocks could be seen vessels in various stages of construction, some only in frame, others with their hulls partly planked; occasionally a craft would be almost completed and fully rigged, with masts and yards in position, ready for launching.

Very noticeable would be the fragrance of new cut timber, also the odours of tar, pitch and oakum. Then the grinding of the saws would be heard cutting the huge baulks of timber into the requisite sizes, while the carpenters would be seen swinging their adzes and shaping the wood, chop - chop - chop. The rhythmic blows of the caulking hammers would echo again and again, all adding to the exhilarating throb and feeling of life as the ship took form; and it is not surprising that the men were proud of their work as they gazed on the beautiful lines of the vessel before she took her plunge into the broad waters of the Mersey, thence possibly to sail on all the oceans of the globe.

In addition to the men actually employed building the vessels, a considerable number were busy as block and spar makers; then there were sailmakers, carvers (who produced such wonderful figureheads), ropemakers, painters and chandlers, all of whose services were needed before the ship was ready for sea.

These British-built oak vessels were very strongly constructed and some of them lasted a very long time, in fact there are instances of them sailing the seas for over 100 years.

Unfortunately, most of the builders‘ records of the early vessels constructed at this port have disappeared, so we have only got the names of a comparatively few ships and their builders. It should be remembered, however, that most of the craft in the old days were small, while the larger ones of 300/500 tons often took the best part of a year to build. Actually, the average size of the vessels entering and leaving this port 100 years ago was about 100 tons.

Originally below the water line, extra planking, or sheathing, as it was called, was fitted, then copper sheets were provided, but eventually yellow metal sheets were produced, which were cheaper.

In order to preserve the timber, salt was laid between the beams, and it may be mentioned that the builders preferred to have their yards close to the water's edge as they considered the salt spray beneficial to the vessels while they were under construction.

It may be noted that early last century oak was beginning to get scarce, then in the 1830’s iron vessels began to make their appearance, but at the start

shippers were not enthusiastic as they were afraid the metal would sweat and cause damage to the cargoes.

Ten years later iron ships were coming into demand, and about 1860 steel was being employed in their construction, as it was lighter than iron, thus enabling vessels so built to carry more weight.

Between 1815 — 1820, only a limited number of small wooden paddle steamers were built, principally for ferry services, but from 1820 to 1830, larger wooden paddle steamers were constructed for the coasting trades to Ireland and Scotland, etc. Screw propellers came into use during the next decade; on the other hand, paddles continued in favour for many years.

It might be observed that when steamers first came into use the shipowners made two contracts, one with the shipbuilders for the vessel and another with the engineers for her machinery, and one of the earliest firms to make marine engines was Fawcett Preston & Co., of this town, who are still in existence.

When the Americans and Canadians commenced building their large and fast soft wood ships they were much cheaper than the British vessels, but they did not last so long; thus between the competition from the other side of the Atlantic and iron ships coming into use, the wooden ship builders gradually went out of business and only a few of the Liverpool yards were converted for the production of iron vessels.

It appears the Liverpool Dock Trust (which originally belonged to the Town, and was not a separate Authority as now) would only grant an annual tenancy of the land for the yards to the shipbuilders, as with the rapid expansion of the shipping using the Port, more docks were needed, so the yards were gradually taken away. Consequently about the middle of last century, a number of firms secured sites on the Birkenhead side of the Mersey and transferred their activities across the water.

Grayson’s family are said to originally come from Whitehaven, and according to the late Mr. R. Stewart Brown, Edward Grayson was a Freeman of Liverpool in 1747, and three years later, when St. Thomas’ Church, Park Lane, was consecrated, he was one of the first seat holders.

Edward Grayson is stated to have commenced business on his own account in 1758; in fact he was associated with John Okill in the building of H.M.S. **Venus**, of 718 tons, completed that year.

At that time Liverpool only possessed two docks - the Old Dock (constructed in 1715 and filled up in 1826) and the South Dock (now known as Salthouse Dock). The latter was completed in 1753. These were the dividing line, as one portion of the beach was called the North Shore and the other the South Shore, and the shipbuilding yards were situated on the latter.

The Roll Book of 1761 describes Edward as a carpenter (the equivalent of a shipbuilder in those days), living in Mersey Street, while the Directory of 1774 shows him as a shipwright, in Mersey Street, with a yard on the South Shore.

By 1781 the firm was Grayson & Ross, and continued as such for some six years. However, in 1785 the founder died and was succeeded by his son, Edward. From 1790 to 1796 the title of the firm was Grayson & Fearon, and it may be mentioned that according to the Liverpool paper of November 17, 1791, they launched a beautiful packet called the **Marquis of Kildare**, for the Dublin trade. “She is a most complete model of a vessel, is upon a large scale, and we are informed unites every convenience with great elegance in her accomodation.” Actually she was 135 tons register!

When the large ship **Watt**, of 564 tons, was built in 1797, Edward appears to have been on his own account, and next year he was associated with Michael Humble in the construction of the very big ships **Charlton** and **Asia**, each of 800 tons, for the East India Company.

Amongst other vessels Grayson launched was the **Tiger**, of 386 tons, in 1800, and next year the **General Abercromby**, of 328 tons.

You will be sorry to learn this Edward Grayson met a tragic end at the early age of 45 years, in March 1804, when in a duel with Lieutenant Sparling he received fatal injuries.

The business was then carried on by his executors, Messrs. Renshaw, who besides building other vessels, launched the ship **Falmouth**, of 434 tons, in 1806, and in the interval Charles Grayson, son of Edward, started as a shipwright, and a rather unusual launch was made by him on October 31, 1817, when the cutter **Lady Patroness**, of 40 tons, was drawn by 10 horses from his Norfolk Street yard and entered the water in the Queen‘s Dock at 11 o'clock at night!

From 1824 - 1827 the firm was Grayson and Leadley, while in 1825 a branch was established at Holyhead under the name of Grayson and Howson. In 1825 on the Mersey they launched the large paddle steamer **Commerce**, of 340 tons reg., and also the paddle steamer **Bolivar** for service abroad, and in the following year at Holyhead they placed in the water the paddle steamer **City of Carlisle**, of 300 tons, the first of the kind ever built in North Wales.

Charles Grayson died in 1836, aged 50 years, and for a time his sons, Charles and John Dorlin Grayson, carried on separate businesses, which they merged in 1841, and two years later the firm was Grayson and Bannister, but the latter died in 1844, aged 46, and in 1847 John Dorlin Grayson passed away at the early age of 40 years.

In 1850 we find Charles had gone into partnership with Michael Humble, under the name of Humble & Grayson. Humble’s ancestor, another Michael, started the business in 1790 under the title of Smallshaw and Humble, as

shipbuilders, but the latter was on his own in 1798 when he built the **Charlton** and **Asia** for the East India Company, and as Humble & Hurry in 1804, at the west side of the King's Dock, they were the largest shipbuilders in Liverpool, employing 80 shipwrights and 14 apprentices. They constructed a large number of sailing craft, and apparently their first paddle steamer was the **Lusitano**, built for owners in Portugal in 1822. Thereafter they produced a number of steamers for the coasting trades.

Seven years later Thomas Milcrest became a partner and the firm's title was Humble, Hurry & Milcrest. Michael Humble, senior, died in 1830, aged 79, and in 1837, as, Humble & Milcrest, the firm built the largest paddle steamer constructed in Liverpool, named the **Liverpool**, of 559 tons register and 1,150 tons burthen. Her length was 212.9; breadth 28.5; depth in hold 19.3, with engines of 464 hp. She was built for Sir John Tobin at a cost of £45,000 but he sold her to the Transatlantic Company and she ran between Liverpool and New York for a couple of years, when she was purchased by the Peninsular & Oriental Company.

By the way, in 1865 Michael Humble, jun., married Bridget Tobin, daughter of Thomas Tobin, so she was a niece of Sir John. William Hurry, who had retired from the firm some years previously, died in 1849 at the age of 77.

In 1853 Humble & Grayson obtained the contract for fitting out the ship **Shooting Star** with gaslight.

Evidently in 1859 Humble retired and went to live in Denbighshire, when the firm became Charles & Henry Grayson; the latter was Henry Holdridge Grayson, son of John Dorlin.

Charles retired about 1870, but it was not until four years later that the title was altered to Henry & Charles Grayson, the latter being the son of Charles.

Many of the old steamers, when they became unsuitable for the trade in which they were employed, were converted into sailing vessels, and in 1881 Graysons secured the contract for removing the machinery and boilers from the celebrated iron screw steamer **Great Britain**, of 3,400 tons, and rigging her as a "ship". She had been built in Bristol in 1843.

Grayson's eventually became a limited company under the title of H. & C, Grayson, Ltd., and about 1901 they formed the Garston Shipbuilding & Drydock Company at Garston, where they launched some 120 steel vessels, but shipbuilding there was given-up in 1922.

Going back to 1907, in that year Grayson's further extended their operations by taking over the ship-repairing business of W.H. Potter & Company, also their works at Queen Dock. Potter, who came from Hull, served his apprenticeship with Humble & Milcrest, and in 1850 started in business as a shipwright and was under the name of Mills & Potter in 1853, while two years later Potter was a partner in the firm of T.M. Mackay & Company, but in 1860 W.H. Potter & Company was the

style of the concern at Baffin Street, and in 1863 they launched their first vessel, the **Bedfordshire**, an iron ship of 1,200 tons. Altogether Potters built some 170 ships and steamers, including the four-masted steel barque **Wanderer**, of 2,700 tons, made famous by our sailor Poet Laureate, John Masefield. Their yard was given up in 1894, while Potter died in 1904 at the age of 77.

Grayson‘s next expansion took place in 1911 when the firm of Clover, Clayton & Company, with their drydocks at Birkenhead, came under their control.

Mathew Clover commenced shipbuilding at Gower Street, Cornhill in 1824, probably in association with his brother Robert, the firm being Mathew Clover & Co. In 1834 appears the name of John Clover, Berkeley Street, a master-mariner, described later as shipowner and finally as shipbuilder and shipowner, which suggests his interest in the business. Robert died in 1839, aged 56, and in 1845 John passed away at the age of 54, while Mathew died in the same year, aged 60. George Robert Clover, nephew of the latter and son of Robert then carried on the business until 1850, when Joseph Royle joined and the firm became Clover & Royle. After building several wooden vessels on the Liverpool side, they obtained a lease of land in 1853, for a new yard at Birkenhead, and on retirement of Royle in 1857 the firm became George R. Clover & Co. In 1863, they completed their first iron ship, and in 1870 built the iron screw steamer **St. Louis**, 1,800 tons - the first to fly the Dominion Line flag. Three years later the adjoining yard and drydocks belonging to W.A. Clayton came into the business, which was now known as Clover Clayton & Co. The first trace of Clayton appears in 1843, when he was associated with Russell as Russell & Clayton, at Blundell Street, Liverpool. Unfortunately his partner Wilton Wood Russell (previously connected with Robert Russell & Sons of Birkenhead) died December 1842, aged 36. The firm then changed its name to W.A. Clayton & Co. and took a lease of land at Birkenhead where they constructed a drydock. For several years they traded as Clayton & McKeverigan, and then as Clayton, Bayley & Co., finally becoming the Woodside Graving Dock Co. In 1875 the new firm of Clover Clayton & Co. lost their shipbuilding yard owing to land being required by the railway company for a new station, but the drydocks were retained. In 1868 George Robert, junior, and Mathew Clover became partners, while their father retired in 1870 and died in 1881. Clayton retired in 1879.

This is not the end of the Grayson extensions, as in 1918 David Rollo & Sons, engineers, of Sandhills, were taken over. David Rollo first appears in the directories as an engineer in 1862, and in 1865 was a partner in the firm of James Jack, Rollo & Co., going into business on his own account in 1880 as David Rollo & Co., later to be David Rollo & Sons. These interests were merged in 1928 as Grayson, Rollo & Clover Drydocks Ltd., shiprepairers and engineers, with yards at Sandhills, Wapping, Garston and Birkenhead. Today, Sir Henry Grayson, Bart. is

chairman, while his son Denys, and grandson Ronald Grayson are Directors, being the sixth, seventh and eighth generation of the family to be connected with the Firm, which has now been in existence about 186 years.

Another notable local shipbuilding family is the Laird family, William Laird was a Liverpool merchant in 1810, and in 1824 started an iron foundry at Birkenhead. It was his son John, however, who became the great shipbuilder. With a yard on the Wallasey Pool they launched their first iron vessel, a lighter of 50 tons and were soon building iron paddle steamers. Lairds are credited with having constructed the first iron vessels employed in Germany, India, China and U.S.A. Liverpool had built a number of naval ships during the latter half of the 18th century, the last being H.M.S. **Havannah** in 1811, but it was Lairds who secured the first order thereafter, i.e. H.M.S. **Dover**, 224 tons in 1839, said to have been the first iron vessel built for H.M. services. When H.M.S. **Guadeloupe** was launched in 1842, she was the forty second vessel launched from Lairds. Three years later they built H.M. Frigate **Birkenhead**, 1400 tons. Her wreck off the Cape of Good Hope in 1852 stands out in British history as an epic story of courage and discipline. In 1852, Lairds took over Vernon's yard at the Dingle, Liverpool, and thus were launching vessels on both sides of the river. In the following year they leased land for a new yard at Woodside, and in 1855 took over Thomas Wilson's yard at Birkenhead. Three years later they gave up their site at Wallasey Pool, transferred their activities to both banks of the Mersey and about that period commenced constructing machinery for their steamers. John Laird was a strong advocate of docks on both sides of the Mersey being under one control, which resulted in formation of the Mersey Docks and Harbour Board in 1858. Three years later he became Birkenhead's first M.P., and handed over the business to his sons, the firm becoming William & John Laird, when they built a wooden screw vessel of about 1,000 tons (Yard No. 290) engined by Fawcett, Preston & Co., she became notorious as the Confederate armed raider **Alabama**, which cost Britain some millions of pounds in compensation. By 1864 the firm had become Laird Brothers, and in the following year they completed the ironclad H.M.S. **Agincourt**, 6,680 tons, 1350 horse power. The firm of Cammels was founded in 1837, and in 1903 amalgamated with Lairds and at the same time took over the Tranmere Bay Development Co. which was founded by John Jones, a Liverpool engineer and boiler maker, in 1855. The firm became John Jones and Son and about 1880 commenced building ships at the Brunswick Dock, and in 1899 moved over to Tranmere, taking the name of the Tranmere Bay Development Co. They built some 300 vessels and were the last shipbuilders to have a yard on the Liverpool side of the Mersey.

Lairds, during their long career, have completed over 1,000 vessels for Royal Navy and merchant navy, thus establishing a great reputation.

One of the most respected Liverpool family names is that of Royden. The first Thomas Royden commenced apprenticeship with Charles Grayson in 1808, completed the last two years of same with Melling and Watson. He then opened a yard at Baffin Street, trading as Royden and Ward, shipwrights. Five years later they built their first vessel, a wooden schooner **Rydland Castle**, 83 tons. In 1824 James Ward retired, and Royden continued the business. With so much timber, tar, pitch etc. lying about, shipyard fires were not uncommon in those days, and in 1825 a fire started in Roydens yard, destroying a nearly completed vessel and one other in frame. It then spread to John Wilson's adjoining yard, and to Clarke and Nickson's, eventually reaching Dawson and Pearson's premises, in each of which various ships were being constructed and the damage thus proved extensive, From 1828 to 1835 the firm was styled Thomas Royden and Co., John Watson then became a partner. Then it again became Thomas Royden and eventually the founder's sons, Thomas Bland Royden and Joseph Royden joined the firm, which became Thomas Royden and Sons. Up to 1862, wooden vessels were built, the largest being the **Anne Royden**, 1175 tons, In 1835 iron was used and four years later they launched the National liner **France**, 3,572 tons. Thomas Royden died 1868, at 76 years of age. In 1881 they built the steamer **Aristides**, 1563 tons, their first steel ship, and continued in the business until 1893 when they completed their 263rd vessel, the barque **Prince Robert,** and the yard was given up. Their building rate had averaged four vessels a year. Thomas Bland Royden was Mayor of Liverpool in 1878-9 and in 1905 a baronetcy was conferred upon him, He died 1917, at the advanced age of 86 years.

John Wilson commenced shipbuilding at Cornhill Liverpool in 1807, and four years later built the frigate **Havannah**, 949 tons, which gave him the name of "Frigate John." His sons William and Thomas became partners. John died in 1835 at 64 years of age. The Wilson firm built sailing ships and many of the early steamers, and in 1836 they launched the wooden paddle steamer **Royal William** for the Dublin Company, 403 tons with engines of 276 h.p. from Fawcett, Preston & Co. She made history in 1838, while under charter by the Transatlantic Co., sailing from the Mersey on 5th July - the first steamer to cross from Liverpool to New York - making the passage in 19 days. This was two years before the Cunarder **Britannia** made her maiden voyage. In 1840 Wilson's launched the paddle steamer **United States**, 1400 tons, for the American trade, but she was purchased by the P. & O. Line and renamed **Oriental**. Two years later Thomas Wilson (whose brother William had just died) built the wooden paddler **Hindostan**, 2000 tons, and in 1843 the **Bentinck** a similar vessel, both for the P. & O. His yard was then at the North Shore, but in 1850 he transferred his operations to Birkenhead, where he built some iron vessels. In 1853, however, Wilson gave up business and died in 1885, aged 79.

Thomas Vernon started as a boilermaker in 1829 at St. Anne Street, and in 1841 the firm became Thomas Vernon & Co., iron shipbuilders etc., on the North Shore, where, in 1843, they launched the paddle steamer **Nimrod**, 700 tons, for the Irish trade, being the 30th iron vessel they had constructed. The firm also had a yard at Dingle which they transferred to Lairds in 1852, but continued building at Brunswick Dock. Thomas Vernon died in 1861 aged 63, and his son John carried on, opening a yard four years later at Seacombe, but ten years later they were out of the business.

Robert and John Evans, still in existence as shiprepairers etc., were once well-known shipbuilders, founded about 1840, first as shipwrights and then as boatbuilders etc. Their first vessel was launched about 1857, and within a year or two they were turning out iron ships. They have to their credit some of the finest sailers which ever left the Mersey, in addition to steamers. The 132nd and last craft to be launched was the four-mast barque **Lynton**, 2351 tons, in 1895.

The Liverpool Shipbuilding Co's. career started in 1841 by Henry Jordan as a shipwright. Six years later they became Tucker & Jordan with a yard at Baffin Street, and about 1849 Jordan & Finlay. In 1850 they built the schooner **Excelsior**, a composite vessel of iron and wood, under a system known as Jordan's patent. Other and larger vessels of this construction followed. Jordan & Getty was their title in 1853, and two years later they became Jones Getty & Co., while from 1857 Josiah Jones junior continued the business.

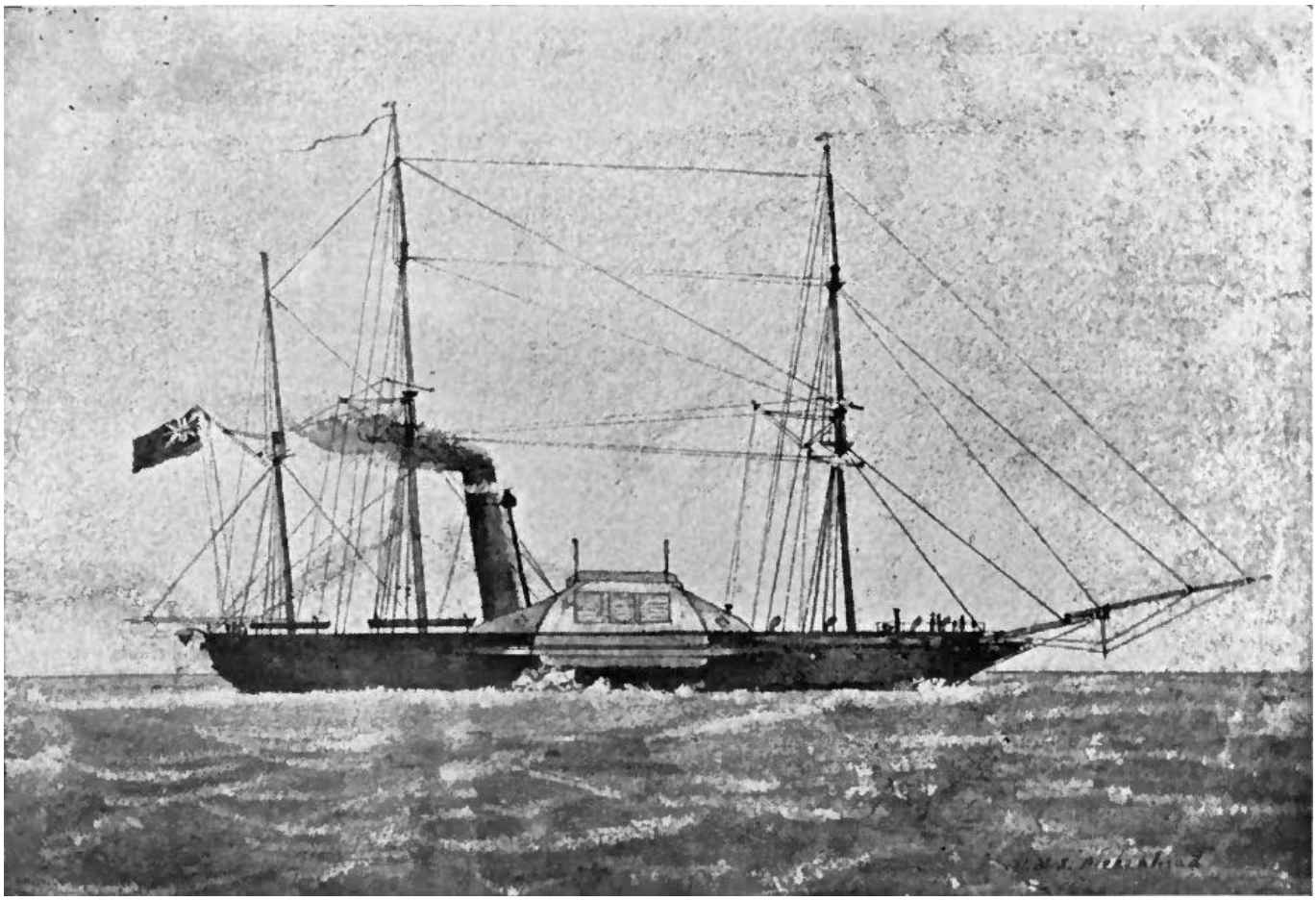
About the same time William Quiggin, who served his time under Vernon and had been manager for Cram, the Chester shipbuilder, became manager and draughtsman for Jones, and in 1860 the firm became Jones, Quiggin & Co. They are said to have been the first to build steel vessels here, i.e. the **Donitila**, 266 tons in 1863, and they launched numerous swift steel paddle steamers for blockade running purposes in the early 'sixties. With a capital of £300,000 they formed the Liverpool Shipbuilding Co. in 1865, in February of that year launching no less than five steamers on one tide.

In 1871 their largest vessel was built, the National liner **Egypt**, 4769 tons, but about 1875 they discontinued building, finally going out of business about 1880. William Quiggin died at Blundellsands in 1892, aged 71. Altogether, the firm had built over 150 ships and steamers.

Mottershead & Hayes who built the first steamer at Liverpool, should be mentioned. They started at the New Quay in 1803 as Mottershead & Hutchinson, but ten years later Edward Hutchinson died, aged 55, and Mottershead then took in Christopher Hayes as partner, the firm becoming Mottershead & Hayes, with a yard on the South Shore. In July 1816 they completed the wooded paddler **Princess Charlotte** for the Liverpool - Eastham ferry service. Full details of this vessel are not available, but contemporary newspapers stated that she had a

flush deck apart from her paddles and boiler, with a very tall thin funnel, as tall as her single mast. The firm built numerous other ferry craft and larger paddle steamers for the coastal trade, in addition to sailing craft. In 1827, Hayes' son Christopher joined the firm, then styled Mottershead, Hayes & Son, in 1834 John Mottershead senior died, aged 69. In the following year Hayes retired, and John Mottershead, son of the founder, carried on on his own account until 1843, when he retired.

There have been more than 100 firms, large and small, building ships on the Lancashire and Cheshire sides of the Mersey at one time or another, but today only one remains, i.e. Cammell Laird & Co., at Birkenhead.



H.M.S. **Birkenhead**, see page 29.The only known picture of the ship as built. Owned by the late Mr. Barber, Chief Engineer, R.N., a survivor, and the work of a brother officer.

Picture courtesyWikimedia

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Saturday, April 1, 1944

SAILORS ARE SUPERSTITIOUS

Extracts from a Paper read by

B.J. Herrington

- before -

The Liverpool Nautical Research Society

on March 25th, 1944

No. 1

This title for to-day's talk is not intentionally provocative and should there be anyone in the audience who questions the taste of a mere landlubber in drawing attention to the ancient traditions, beliefs and peculiarities of seamen, let it be admitted that in some degree everyone is superstitious.

Which of us has not said " Touch wood," and promptly proceeded to do so, when making some bold statement as to his good fortune, or to his avoidance of ill-luck? If there be one here who has not given a coin in exchange for the gift of a knife or other steel instrument, will he please stand up? Of course, we always accompany the handing over of the coin with a superior smile at the utter nonsense of it all, but for all that it smacks of the dear old lady, who at any rate was honest, and who, when reprimanded by her vicar for bowing whenever the name of the devil was mentioned in church simply said:- " Well, courtesy costs nothing, and *you never can tell*."

Reason Falls Sort.

It may be interesting at this point to explain that the word superstition comes from the Latin "super" = above; "stare" to stand.

Those who escaped in the old hand to hand battles were called Superstites that is, they were "standing above the slain." It is, therefore, a very appropriate word for those primitive beliefs that still stand in the great battle that is being waged by reason.

Charles Darwin, an advocate for reason, used to tell a story against himself. He was arguing with a friend on the question of reason versus instinct and maintained that reason should always control instinct.

Unfortunately for the great Charles, they were in the London Zoological Gardens at the time, and Darwin went to the Serpent House and pressed his face against the glass partition that shuts off the poisonous snakes.

One of these objected to the apparent intrusion and struck sharply with outstretched tongue at Darwin's cheek. In spite of himself the great scientist jerked his head back out of a danger that he knew did not exist, just as you and I laughingly walk around ladders rather than pass beneath them.

Superstition is defined as "Credulity regarding the supernatural, the occult or the mysterious; ignorant or unreasoning dread of the unknown; a belief in omens, charms, &c."

Some superstitions are common to landsmen and sailors, and mainly spring from very ancient myths but those in which we will interest ourselves are peculiar to the seaman. They fall into several classes:

(1) Lucky and unlucky numbers, days. incidents, and persons
(2) Belief in the influence of certain forces of nature.
(3) Manifestations of the occult
(4) Customs and practices which originated in mythology.

To deal with luck first. The word itself derives from an old Saxon verb “to catch,” and is analogous to the German word glück, indicating “ a good catch.”

It would appear that the seaman has been concerned with avoiding ill-luck rather than with promoting the good variety.

For protection from malign influences or accidents he carried certain articles - or wore charms. A very popular one was a child’s caul, very much esteemed as a protection from drowning.

A few years ago it was common to see advertisements of cauls in the “Articles for Sale" columns of even such papers as “The Times,” and prices ranged from £10 to £30.

It would be difficult to trace the origin of this belief, but I suggest that this caul - the covering of the child’s head at birth - was regarded as a gift of protection from the spirit world which would protect its wearer from the evil power associated with the sea.

Sea Mother Myth.

It must be remembered that in many mythologies physical life was recognised as originating in the sea - the Sea Mother myth .

Even physical love and passion are associated, and are seen in the myths of Venus or Aphrodite - the goddesses who arose from the foam.

In many languages a name, some variant of mare or mer, was given to the Sea Mother. Mer is, of course, the actual word for sea in the French language, and in English we have Mary, Martha, Miriam, &c. In fact, even today, when we are troubled with a specially horrible dream we are, according to the Norse myth, visited by the spirit of this terrifying mother, which appropriately we call nightmare.

Then there were certain numbers, or sequences of numbers which were considered as significant. A full lecture might be given on this subject of numbers alone, but I may only make brief reference to it now. The ancients regarded numbers as something much more important than merely arithmetic; numbers had sex - even numbers, feminine; odd numbers, masculine; and aggregations represented aspects of “Ultimate Truth.”

For instance, number one, male - and, as there is no number before it, one was the number of God - Source - Life - and the Sun. His symbol was number one also, and God was a father.

Number two, even, feminine - the moon for symbol associated with human love, because two was two ones “united”; in fact they became one

Three, male again - was the product of the male and female, so new life was always associated with number three, and all the ancient trinities - Isis, Osisis and Horus, Brahma, Vishna and Siva have this significance.

There were other triads - the Three Graces, the Three Fates, the Three Furies, alas the Three Wishes of our fairy tales, even the exploded theory that a drowning person sinks three times.

Anything feminine is regarded as unlucky by the ancients, and in this matter of number it is interesting to note that even today all naval warship salutes are given in odd numbers.

The exception in this matter of odds and evens was 13. There are several explanations of this. Very early counting was based on the fingers of the hand.

In Roman numerals you will observe they show I., II., III., IIII. as the up-pointing fingers; five was indicated by closing the fingers and holding up the hand with the thumb at an angle making V or 5; in fact, two V's are set point to point making X. = 10.

The Unknown.

The ancients made a marvellous stride when they invented words for something beyond the product of two fives - 11 and 12 - but beyond this they would not go. There were, of course, 12 houses in the Zodiac, and anything beyond twelve was "to-be-feared," therefore unlucky. You will note that we restrict our multiplication tables to our "twelve times." There are other important numbers, notably 7 and 10, but I must not dally.

The Scandinavian myth regarding 13 is interesting. There are 12 Æsir, or demi-gods, and the legend has it that Loki came among them, making the 13th. This Loki was what we would colloquially call "a nasty bit of work" - he promoted all the misfortunes that befell men. Very much later in the Christian tradition, Loki was replaced by Judas, regarded as making the thirteenth at the Paschal meal. This was rather unreasonable, as the party of that same number had many previous sessions together.

It is noteworthy that the poet Hesiod, 1000 B.C., in his poem, "Works and Days," declares that the thirteenth is an unlucky day for sowing, but is favourable for planting.

Particular dates regarded as unlucky were the first Monday in April, assumed to be the birthday of Cain, and the day on which he murdered his brother Abel; the second Monday in August, said to be the anniversary of the destruction of Sodom and Gomorrah; and December 31, the day on which Judas hanged himself. Fishermen were warned that if they ventured out on that day they would not catch any fish, but instead would find a corpse and shroud. Of days, Friday was the unlucky one.

It was customary to dedicate days of the week and the months of the year to real or mythical beings - Sunday to the Sun, Monday to the moon, and so on. Friday was dedicated to the Frigga or Freyr, the wife of Woden, for whom Wednesday is named.

Friday.

Frigga personified femininity, and apparently, in every primitive race, and age, anything feminine was not only unlucky - it was something to be feared. All the savages' taboos have this peculiarity, and some have not quite outgrown this fear and mistrust of woman - this survival of the savage in man.

On Friday then, a woman's day, no new enterprise should be launched or voyage begun.

There is an amazing story - which I have not confirmed from official records - that the British Admiralty, desirous of putting an end to this superstition, caused the keel of a ship to be laid on a Friday, launched her on a Friday, gave command to a man named Friday, and although it was a well appointed vessel when it left port, neither ship nor crew were ever heard of.

The Americans, on the other hand, remember that it was on Friday, August 3, 1492, that Columbus set sail from Port of Palos, Spain; on Friday, October 12, land was sighted. On Friday, November 10, 1620, the **Mayflower** reached the harbour of Provincetown; on Friday, December 20, 1620, the Pilgrim Fathers landed on Plymouth Rock; finally, on Friday, February 22, 1732, George Washington was born, and if any of you suggest that this disposes of the alleged ill-luck of Friday I would reply that the Nazis and the Japanese will not agree with you.

We may note that the Romans marked their unlucky days on their calendars (there were 54 such in the year) with charcoal, and we refer to our good days as our "red letter days."

Right and Left.

Not only number and days had sex, but we find that as there are two sexes, the two sides right and left similarly had sex. Right, masculine; left, feminine. Nothing on the left side was lucky to the ancient mariners. In Spain it was considered unlucky to step on board left foot first, or to step back ashore in that careless fashion.

It is significant that in the earliest craft, before the invention of the rudder, the steering was performed by means of a large sweep run out aft just to the right of the sternpost. The steersman stood on a raised platform or board, and I submit that this was not only for convenience in conning the ship, but that it was symbolic also. Height was good, depth was bad.

The familiar passage in the Psalms "I will lift up my eyes unto the hills from whence cometh my help," has this significance, and this steerboard of the ancient was starboard - the right side of the ship, masculine, and you will note that the opposite side was first called lower-board, then larboard - now port, but to this day the place, or side of authority, is the starboard. Moreover, starboard is green - the safe colour, and the port, feminine, is the danger colour, red, and so one could go

on. Poor woman! The elevated part, the poop or quarterdeck, was regarded as sacred; it was recognised that intelligence ultimately steered and controlled the ship, and God was intelligence, and to this day, although the steering and control has passed to the bridge, usually well forward of amidships, everyone on approaching the quarterdeck of any of H.M. ships must salute.

You will note, too, that obeisance is paid to the sun by hoisting the ensign as it rises, everyone on board being required to face towards the quarterdeck.

Objects and Symbols.

The motion of the sun is the correct direction to be followed for everything on board, and woe betide anyone who attempted to coil a rope in the opposite direction - or, as we might say, anti-clockwise.

In my native East Anglia, in olden days, a fisherman would not go afloat in a boat that had been launched with its bow turned against the sun. The daily issue of rum on H.M. ships is made at eight bells, high noon - the sun god in his zenith, and after the messes have drawn their quotas, some residue - no matter how small the quantity - must be poured down the scuppers - the old libation to the gods.

The impressive ceremony at the launching of a new vessel illustrates how the traditions of our forefathers are observed by us - very little affected by the passing of time and the advancement of civilisation.

Students of ancient religions and cults know what abstract ideas were represented by specific material, objects and symbols, e.g., blood symbolising life; wine, inspiration; oil, gladness and appointment; ashes, grief and contrition; salt, substance, and so on.

When the ancients had built a craft - when it was assumed to be an entity - the lifeblood of the sun, wine was poured over its bow or head, the seat of intelligence; a name was bestowed on it, an invocation was breathed, and a blessing, after which it was launched down the slipway over the bodies of sacrificial victims, so that literally bathed in blood it entered the sea - the fearsome element.

You will note also how parts of the human body have their counterparts in the ship - the head; the waist; the eyes; even the yard arms - in fact the Chinese and Japanese still paint the eyes on each side of the stem to enable the craft to see, and avoid any unpleasant spirits of the deep.Today we have dispensed with blood, but it is customary to appoint a lady to name the ship, to break wine over its bow and to commit it to the deep with a prayer and a blessing.

As the sun was the god of spirit, the moon was the influence on the sea, the material life. The ancients obviously had observed the connection between the phases of the moon and the tides of the ocean. The Norse myth had it that the moon had two children, Juki and Bill. These drew the water up and down, Juki, the

boy, was the flood; Bill, the girl, was the ebb. Incidentally, flood tide was regarded as good and ebb tide as evil.

We perpetuate the Norseman's myth in our nursery rhyme of Jack and Jill and tell how, after Jack has broken his crown, or reached high water - down the hill came Jill - the ebb - tumbling after.

Unwelcome Signs.

We will now consider other unwelcome or unlucky signs and maybe trace their origin and significance. Here I would say that none is qualified to criticise the ancients' lore and legends who has not acquainted himself with the peculiar method they had of expressing their mental conceptions. It may be safely said that they used allegory and symbolism to convey the ideas for which concrete terms could not conveniently be found.

Even the Biblical stories of the Old Testament become perfectly intelligible and scientifically correct when one turns "things into thoughts, and objects of sense into ideas of the mind," to quote Mary Baker Eddy.

The next example will show my meaning. To loose a bucket overboard was considered to be very unlucky, and one who has lost his life has, in Jack's language "kicked the bucket."

Let us apply the method I have mentioned. Our word 'kick' derives from the Egyptian word 'khekh', the meaning of which was "to recoil or to send back." The ancients described life as contained in a vessel - symbol of the human body - and a bucket, pitcher or other receptacle represented the body. Consider the otherwise enigmatic description of advancing decline, death, and resurrection of the spirit in Ecclesiastes, chapter 12, "When the keepers of the house shall tremble" - the hands here symbolise the keepers of the house, they tremble in old age - "and the strong men shall bow themselves" - the knees here are the strong men which bow "and the grinders cease because they be few" - here the teeth are the grinders which become few with advancing years -"and those that look out of the windows be darkened" - the eyes certainly become dim, or darkened - and the pitcher be broken at the fountain (here is the illustration of life spilling from the body, the pitcher or bucket) for "then shall the dust return to the earth as it was, and the spirit shall return unto God who gave it." Could any more graphic description be given today? So to "kick the bucket" was the recoil or return of the spirit to the Creator when the receptacle was broken.

The ocean tides also were considered to have some effect and correspondence with physical life. Literature provides many examples of this theory. You will remember that Dickens in "David Copperfield "makes Peggotty, the old East Anglian fisherman, say at the passing of Barkis: "People can't die along the coast except when the tide's pretty nigh out. They can't be born unless it's pretty nigh in - not properly born till flood."

Similarly, Shakespeare in Henry V, act 2, scene 3, makes Falstaff die “even just between 12 and 1 - even at the turning of the tide.”

In Scotland, the influence of the turning of the tide has given rise to many theories, or superstitions if you will.

Interesting Survival.

Here again the flood was deemed to be health-giving to animals as well as to man. Lugworm, not used as bait immediately, which were required to be kept alive, had to be preserved in water drawn from the sea on the flood tide.

A fairly general superstition among fisherman was that it was unlucky to meet a woman on the way to one’s boat, especially so if she spoke. This appears to be associated with the influence of Frigga.

On this subject it is interesting to find that in the very early days it was believed that if you beat your wife you would be lucky in your fishing. I don’t think women thought much of this superstition.

One interesting survival is the term “strapping”, which used to indicate one properly brought up by beating with a strap, and we often refer to well-formed and proper young girls as “strapping.” Almost equally unpopular were a cross-eyed person, a lawyer and a black cat.

Most superstitions were held in common, but this of the black cat had two schools of thought; with some the black cat was the emblem of good luck, and that seems to be the more common belief today. Originally the cat was held to be the invariable familiar of witches, and black has always been unlucky - it was associated with death.

One wonders if the truth of the matter was that poor souls who had the doubtful blessing of psychic faculties in those days were shunned by their own kind and consequently had to turn to animals for love and companionship.

It is interesting to find that the great Blackstone, on whose teaching English law is based, declared his belief in the possession by certain people of occult powers. Today, of course, more prosaically we would say they are clairvoyant, or clairandient, as in the case of Joan of Arc - the possession of that faculty brought her to the stake - and in this day of scientific inquiry she has won canonisation for the same qualities which in an earlier day brought an agonising death.

The cross-eyed person was out of favour because the eye was the most feared member of the body. In many lands women protected their new-born children from sight of any stranger lest the Evil Eye saw the child, and from the earliest recorded times the cross was the symbol of death.

Protective Power.

The parson - well, his normal dress of black may have had something to do with it, but possibly the legend of Jonah - an evangelist whose presence in the ship bound from Joppa to Tarshish caused a great storm which was only allayed

when the sailors threw the parson overboard - had a share in bringing parsons into disfavour.

The lawyer - Jack describes one such as at “landshark,” and our mariner hates sharks.

However, it was early found that the best method of catching and of holding many fish was to grasp the tail, and that may be why many sailors swear by the protective power of a shark's tail.

I was recently assured by a respected friend, retired master mariner, of Liverpool, that his immunity from destruction during a bad enemy attack on his vessel at Tobruk was due to his talisman, the shark’s tail, securely nailed to a part of the superstructure.

Moreover, the same captain remembered that on the only occasion he had some black kittens - inadvertently poisoned on board as they were passing through the Red Sea - Jerry got him with a torpedo - as he himself had gloomily foretold would happen when he heard of the death of the black kittens.

Certain words also are held to be unlucky, notably pig, minister, and salmon. Some superstitions appear to be more prevalent in particular parts of the world, Ireland, the Isle of Man, Northumbria, the Orkneys, and Shetlands having many not generally held.

Objection to the *utterance* of the word pig is most strongly held in Holy Island, Northumberland, and on Tyneside generally.

It is probable that animals were associated with certain qualities and characteristics, e.g., lion with courage, serpent with cunning, dove with peace, cat with mysticism, pig with uncleanliness, and so on.

I am tempted to narrate a humorous story related to the dislike of the Geordie for hearing the word “pig.”

Some years ago when I was serving on the Tyne, a colleague who had to board a new arrival from foreign, thought he would tease the captain, a Tynesider.

After he had asked the customary “health” questions, my colleague solemnly went on “and have you any live animals on board, captain - any dogs, cats or pigs?”

At the sound of the hated word the Old Man jumped up with an oath - and grasped the metal flue pipe leading from the slow combustion stove. I should say that touching cold iron was the antidote to the evil influence of the sound of the word pig.

Unfortunately, as is usual in these vessels, the little saloon fire was fierce - the vent pipe nearly red hot - and the poor skipper no sooner touched it than he hopped round the saloon, nursing his burnt hand - cursing his luck.

Magical Powers.

My humorous, if somewhat unfeeling colleague, calmly went on, “dear me, captain, up to now you’ve only thought that the word pig was unlucky. Now of course, you know it is?”

The beneficent influence of iron and steel has a long tradition. The horseshoe has been universally regarded as the emblem of protection. It originated as the feminine symbol in Phallic worship, in fact, it is found as the Yoni in all Hindu temples.

The Romans were accustomed to drive nails into their cottage walls as a protection against plague. By some, it is said that the nailing up of a horseshoe commemorated the Feast of the Passover, of the Jews. Blood sprinkled upon the doorposts, and lintel at the time of the feast formed the chief points of an arch-shaped talisman.

A variant is the magical powers held to be possessed by the blacksmith. In Russia, notably, a blacksmith was a magician and oaths were taken over his anvil as we take them over a Bible. The special power and authority of the blacksmith are shown in our old custom at the Gretna Green weddings.

Before passing on it might be mentioned that the two prongs of the horseshoe were represented by the pointing of the first and fourth fingers with the intervening ones closed towards anybody believed to have the evil eye.

Next comes the objection to the killing of certain birds, notably the seagull, the albatross and the stormy petrel - Mother Carey’s chickens.

These last were held to be animated by the spirits of seamen who had been drowned. Coleridge, in his poem, “The Ancient Mariner,” tells of the calamity which befell the ship when the old salt shot the albatross with a crossbow.

A variant of the Mother Carey’s chicken theory on human reincarnation is held in the Customs Service. It is held that seagulls are reincarnated Customs Rummage Preventive Officers - note the ring and curl of his uniformed rank.

Some years ago when running down the Tyne one day in a Customs launch with a rummage crew of three, and a probationer with us for training. I observed a beautiful specimen of this gull standing on a buoy in the stream - which we would have to pass closely. I told the youngster of the legend - he was duly impressed and amazed.

As we drew close to the buoy I gave the signal to the three members of the crew and they who were well acquainted with the legend, fell into the spirit of the occasion - and at the appropriate moment we sprang to attention and solemnly saluted the gull, our probationer hesitatingly following suit.

Sneezing.

The old bird, quite unafraid, with equal solemnity opened wide his wings - slowly refolded them, gave a most impressive bow, and let out a deep “caw.” How

we suppressed our mirth I don't know, but that youngster is now, 14 years later, doubtless handing on the legend to a newer generation.

Another strong superstition is connected with sneezing; if vented to the right - good luck, if to the left, ill luck.

You will note how the association of good with the right side and bad with the left is maintained. The Greeks, Romans and Egyptians regarded the sneeze as a kind of divinity which foretold good or evil.

For instance, in the Odyssey of Homer, 1000 B.C., we read that Princess Penelope, unhappy at the importunities of her suitors, prayed that her husband, Ulysses, be returned to her. As she ended the prayer, her son Telemachus sneezed, whereupon Penelope felt vastly relieved, accepting it as an omen that her prayer would be answered. Romans believed the sneeze expelled evil spirits - and those present would say "good luck to you."

There is an old legend that before the time of Jacob, men sneezed once only and expired. But the Patriarch interceded on behalf of man and obtained a relaxation of the law on condition that a prayer or benediction follow every sneeze - thus today in many parts of these islands it is customary for those present to say to the sneezer, "God bless you."

Next come the ill-luck of whistling, except during a storm. An old volume of "The Gentleman's Magazine" for January, 1763, vol. 33, page 14, has an article by one Dr. Pegge (under the signature of T. Row) in which is written:- "Our sailors, I am told, to this very day - I mean the vulgar sort of them - have a strange opinion of the devil's power and agency in stirring up winds, and that is the reason why they so seldom whistle on shipboard, esteeming that to be a mocking and consequently an enraging of the devil, and it appears now that even Zoroaster himself imagined there was an evil spirit called Vato that would excite violent storms of wind."

The ill luck attending "raising the wind" is told in many legends of many races.

In the Odyssey, for instance, where Eolus is said to have imprisoned the winds in a leather bottle which he handed to Ulysses, one of the sailors opened the bottle from curiosity and paid for it with his life.

It is my view that wind, and the whistling, and hissing noises associated with it, conveyed the idea of evil - passion, turbulence - to the ancients; in fact, was associated with mortal existence, or time. Tempus, the root of time, is also the root for tempest.

Apparitions.

There is a German work, "Testament of Solomon," by F.F. Fleek, which tells of the legendary power of Solomon over the wind. It concludes in this way: *"King Solomon asked the spirit who had come up from the depth of the Red Sea to tell him who he was and what was his business, and the spirit replied: 'I, O King*

Solomon, am called Abezithibod and I once sat in the first heaven, being the descendant of an Archangel. Fierce and winged l was, but I plotted against every spirit in heaven.' "

" 'It was I who hardened the heart of Pharaoh, when Moses appeared before him and also in the time of the exodus of the children of Israel it was I who excited the heart of Pharaoh and caused him and all the Egyptians to pursue the children of Israel through the waves of the Red Sea.' " Associated with evil is fear - and the slang expression "getting the wind up" is our way of describing being overcome with fear - a striking adaptation of the ancient superstition.

The final class, legends of apparitions and queer appearances appear in the lore of every known literature, and, what is most remarkable, there is, similarity in the accounts.

We are all familiar with the passages in Psalm 107, verses 23 and 24: "They that go down to the sea in ships, that do business in great waters, these see the works of the Lord and His wonders in the deep."

Many are dismissed as sailors' yarns, but with others there is a weight of evidence by persons whose testimony, if given on any commonplace matters, would be accepted without question.

Why one should dismiss the evidence of these people because it relates to matters outside the experience of the landsman. I do not know.

There are stories of phantom ships such as the French **Concordia** and the **La Belle Rosalie**, but the best known is, of course, The Flying Dutchman or **Voltigeur**.

The full story is told in J.E. Lockhart's "Mysteries of the Sea," but Dr. Angelo S. Rappoport in his work cites two amazing instances relating to this Wanderer of the Sea. He refers the reader to W. Basset's "Wanderships," page 57. Here we have the testimony of English and American sailors whose logs as recently as 1835 and 1881 contain references to this apparition.

In one case in particular the second officer declared he saw the Dutchman. The captain sent for his nightglass and observed, "Very strange, but there is a ship bearing down on us with all sail set, while we dare scarcely show a pocket handkerchief to this breeze.

<u>All Aglow</u>.

"*In a few minutes the stranger was visible to all on deck, her rig plainly discernible and people on her poop. She seemed to near us with the rapidity of lightning, and apparently wished to pass under our quarter for the purpose of speaking.*

"The captain, a resolute mariner, said it was quite incomprehensible and sent for the trumpet to hail an answer when, in an instant, and while we were all on the

qui vive, the stranger totally disappeared and was seen no more." - See English log entry by R.M. Martin, 1835.

Another entry was made in 1881 in the **Bacchante**. It runs as follows: - *"At four a.m. The Flying Dutchman crossed our bows. A strange red light, as of a phantom ship all aglow, in the midst of which light the masts, spars and sails of a brig two hundred yards distant stood out in strong relief as she came up.*

"The lookout man on the fore-castle reported her as close on the port bow, where also the officer of the watch from the bridge clearly saw her, as did also the quarterdeck midshipman, who was sent forward at once to the forecastle, but on arriving there no vestige nor any sign whatever of any material ship was to be seen either near or right away to the horizon.

"Thirteen people altogether saw her, but whether it was van Diemen or The Flying Dutchman or who, she must remain unknown. The ***Tourmaline*** *and* ***Cleopatra****, who were sailing on our starboard bow, flashed to ask whether we had seen the strange red light."*

Sir Walter Scott tells a queer story of a Liverpool lad who became a mate on a slave vessel. Bill Jones, an old sailor, to whom the captain had taken a violent dislike, was one of the crew. In a fit of temper one day the master abused Jones when the sailor was aloft on one of the yards, and Jones, giving an impertinent and saucy reply, which the master regarded as amounting to mutiny, was shot by a blunderbuss loaded with slugs.

Bill was carried down, mortally wounded, and, fixing his eyes on the captain, he said: "Sir, you have done for me, but I will never leave you." The captain, by way of reply swore at him for a fat lubber. He threatened to have him thrown into the slave kettle, where they made food for the negroes.

Bill Jones died, and he was actually thrown into the slave kettle. Strangely enough, the crew swore that Bill repeatedly appeared on the yards with them. However, the master scorned the yarns. He later invited the mate to his cabin to have a glass of grog. He was very grave and anxious, and then said: "Jack, I need not tell you what sort of hands we have got on board with us. He told me that he would never leave me - and he has kept his Word. You only see him now and again, but he is always with me, aways by my side, and never out of sight. I am determined to bear it no longer."

Salt.

When the mate was called away he heard a splash—the captain had jumped overboard, and when about to sink he made a last exertion, sprang half out of the water and explained, "Bill is with me now," and sank, to be seen no more.

I mentioned earlier that salt symbolised substance, and so many superstitions are connected with salt that I should refer to some of them. Because of the saltness of sea water many legends told of the dispensation of God in putting

substance or salt into the water as a punishment The Moslems have one such legend, and the Jews had the story of Lot's wife being punished by being turned into a pillar of salt.

Material substance, salt was the opposite of spiritual reality, which was of God. You all know the custom of throwing salt over the left shoulder if one accidentally spills a quantity.

You will notice it has to be over the left shoulder where the evil spirits are. Apropos, one may mention that in Burma the natives at certain festivals throw food over the left shoulder to propitiate the Evil One.

The subject of superstitions is vast and it has only been possible to refer to a few of the best known, and those which in some modified form are perpetuated by us in our present conventions and ceremonial.

I was recently struck by a statement made by W.J. Fielding: "The caveman within us declares that man is still chained within him - still chained to primitive levels. Beginning with the age of one year, the mind of the civilised child is a crude but unmistakeable outline of the prehistoric evolution of the race.

"We know, of course, that the young child is savage. He has all the emotional reactions peculiar to the savage. He likes to tie tins to the tail of a cat, to tear the legs from a frog, and the wings from a fly; to paint his face and to pretend that he is a strong and fearsome Indian, and even as an infant he likes to wield a stick, banging away in the manner of his club-using ancestor. Consider the rattle! Is it not necessary to the child's emotional instincts."

Dr. James Harvey Robinson in his work "Mind and the Making" says *"There are four historical layers underlying the brain of civilised man. They are the animal mind, the child mind, the savage mind, and the traditional civilised mind."*

Ultimate Wisdom.

"In an instant a man can become an animal, a child, a savage. Sometimes the child mind is always predominate, and we have an imbecile. Sometimes the savage mind is always predominate and we have a criminal. But, on the whole, it is the traditional civilised mind that predominates, a mind rich in a heritage of age-old tradition, a mind that still accepts without reasons, that still is tradition bound and custom bound."

In conclusion I would say that the sailor, whose calling brings him into close touch with the elements and forces of nature, compared with which the strength and importance of mortal man seems puny, has developed an attitude of mind which in the deepest sense is religious, even if certain manifestations of this attitude can be regarded as merely superstitious.

Those of you who listened to the postscript to the Home Service news on Sunday, March 5 last, and heard the simple and eloquent confession of faith by a gunner of the Merchant Navy must have recognised the fact that in the true sense

Jack’s attitude is one of reverence and humility coupled with a child-like faith in the ultimate goodness of the Creator. Those of us whose ways in life are more sheltered; or as Jack would say, “serve on a stonewall brig that ships no water," should not be condescending to these simple and great-hearted men. Faith and childlikeness - as distinct from childishness - are the ultimate wisdom, and one may quote the Founder of Christianity in reference to children - and, I submit, also to the childlike mind, - “Of such is the Kingdom of Heaven."

Request for Information

My name is Simon Hill - a Lecturer in History at Liverpool John Moores University. I am currently researching Liverpool's ties to the whaling industry, and scheduled to give a talk to the L.N.R.S in the 2019 - 2020 season. Most of the research I have done so far relates to the period 1750-1823. However, I am also interested in Liverpool's ties to whaling since 1945 - which you may be able to help me with.

I understand that after WW2 there was increased demand for oils – so presumably there was increased demand for whale oil too. Equally, I know from my own family history that Liverpool dockers were responsible for clearing out whale ships around the late-1950s / early-1960s. Salvesen's large factory ship, **Southern Harvester**, was at one time moored in Gladstone Dock too.

So, if you have any insights or first hand experiences of Liverpool's ties to whaling after 1945 I would love to hear from you.

Please feel free to email me at s.j.hill1@ljmu.ac.uk or call 07557 271825 (if I do not answer, please leave a message on the answer phone - I will get back to you).

Paddy phones for an ambulance as Murphy's been hit by a car.
The operator asks where he is.
He says outside 28 Eucalyptus Road.
The operator asks, "How do you spell that?"
The line goes quiet for 5 minutes and the operator gets a bit worried.
Then Paddy says, "Sorry about that, I've just dragged him round to Oak Street"

Kriegsmarine Trommel-Sextant 6058

Prüfungsshein 8215, Hamburg, 1942

by Robert Bruce-Chwatt

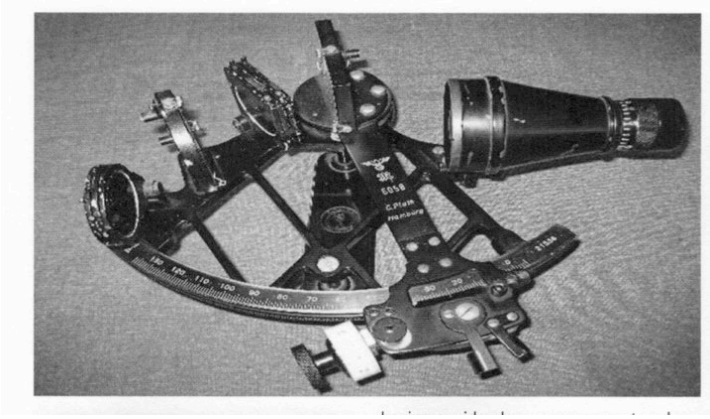
The navigational instrument company that eventually became C. Plath was originally founded in 1837 at Hamburg by David Filby [born in 1825], who traded in books, maps, charts and instruments imported from England. Born in the same year as Filby, Carl Christian Plath served his apprenticeship to an instrument maker at Hamburg after which he set himself up in 1857 as a maker of surveying instruments This prospered and in 1862 he bought Filby's company, selling his own to Herr J.C. Dennert, a former employee. In 1882, three years after buying Filby's, Plath sold off the charts and books business to Eekardt Et Messtorff, concentrating on producing only navigational instruments under his own name. These included sextants, magnetic compasses and barographs, becoming very successful, winning several awards and the silver medal at the World Exhibition, Paris in 1900.

On the 23"‘ October 1905, the stick figure sun-shooter trade mark was registered at the German Imperial Patent office and Plath's headquarters at Stubbenhuk 25, Hamburg would be named: *KompaBhaus*, a very clever bit of advertising. C Plath as a company was robust enough to survive the First World War, the Weimar Government’s currency crisis of 1923, the Wall Street crash of 1929, the Great Depression and a further German currency crisis in 1931. Plath sextants were even used for navigation in the Graf Zeppelin airships.

The outbreak in 1939 of the Second World War brought a huge increase in the demand for all types of navigational instruments. A ladder-pattern Plath sextant frame appears in *Das Boot*, the double Oscar winning 1981 film written and directed by Wolfgang Petersen and based on the 1973 novel by Lothar-Gunther Buchheim, who served in a U-boat. Buchheim is portrayed in both as Leutenant Werner.The novel itself came from the single patrol that Buchheim, then a German war correspondent, made when he joined **U-96**, a Type VIIC, in the autumn of 1941 as a Leutenant-zur-See during what became known as the Battle of the Atlantic. By then it was **U-96**'s seventh patrol from her home port of Saint Nazaire in France and lasted from the 27th of October to the 6th of December 1941. She was destroyed whilst moored up right at the end of the war by USAAF bombers in a raid on the Wilhelmshaven submarine pens on the 30th March 1945.

During her wartime career **U-96** sank 27 allied ships totalling 180,000 GRT and damaged another four ships to a total of 30,000 GRT. A far more unusual statistic might be the fact that her crews suffered no casualties during the whole of the war. At the time when the U-boat wolf packs were at their most successful they were. not unnaturally, used for propaganda purposes and appeared in various wartime publications intended for the masses. The grey Wolves, ‘die grouen Wolfe", were portrayed as heroic figures fighting the silent, highly dangerous war under the cold, dark waters of the Atlantic. This adulation would be quietly shelved, the U-boat losses rising as the war progressed and allied anti-submarine warfare improved. In 1939 only nine U—boats were lost, in 1940 it was 24, but in 1941 it increased to 35 with 87 lost in 1942. In May 1943 alone 41 boats were lost with overall loses that year of 244. Growing steadily worse 249 were sunk in 1944 and in the last five months of the war until May 1945 120 U-boats were lost; including U-96.

Fregatten Kapitan Lehmann-Willenbrock (centre) was the commander of **U-96** at the time that Buchheim was on board



The sextant frame shown here is the wartime pattern, the instrument is a wartime drum-sextant made in 1942 and certified on the 21st of November of that year which I bought in 1987 for £300 at an instrument sale at London. The pine wooden case is still in reasonable condition and has the matching number 6058 to that on the sextant, stamped on the label under the aluminium carrying handle with two metal clasps either side to hold it shut. The Gothic script letter "M“ is probably the designation for Marine.

This standard wartime sextant has a triangulated wartime frame, as a vW or double V, and is cast in aluminium alloy with alloy brackets and only weighs 1.2 kg (2.65 lbs]. It weighs 0.7 kg less than the pre—war bronze cast instrument which made it less tiring to use, but no less stable in bad weather than the bronze one or more prone to corrosion from sea spray or general damp. Production was increased, and serial numbers indicated a rise to 4,500 between mid 1942 and the end of the war in May 1945.

It has a black lacquered finish and a black Bakelite handle. The white plastic micrometer drum or trommel has a conical worm gear, as seen overleaf, allowing a larger diameter drum to be used for ease of reading in poor light or weather, as the drum is angled further away from the rack than is possible with a cylindrical gear. The gearing is disengaged by the index arm release lever, compressing the radial preload spring. This allows the index arm to be moved freely either way along the full are of the sextant.

The Galilean refracting telescope provided with the sextant produces an erect image, having a wide plano-convex aperture lens of 50mm and a bi-concave 15mm eyepiece. This larger lens aperture, an improvement from an earlier 40mm design, increases the light grasp, but now requires a corresponding increase in the size of the mirrors. The increase in light grasp is important in conditions where contrast of the horizon is poor as might well be found during an overcast winter’s day in the Atlantic from the windswept, near sea-level and thus spray lashed conning tower of a U-boat driving at a maximum surface speed of 17.7 knots. The official proofing certificate is held in a clear plastic frame on the inside of the box lid has been rubber-stamped across the Berichtigung or correction columns. This states that: "This instrument is fit for use and considered as error free" and thus one might accept this as a wartime expedient or as a proof of absolute accuracy. However, scratched in the black lacquer on the front of the frame at the far right is found: Tr 153" just above the DS (Deutsche Seewarte) stamp of acceptance on the rack; I have no idea what that might refer to.

Plath, which had weathered earlier financial storms, did far less well at the end of the Third Reich in 1945. The company was completely dismantled by the Occupying Powers and a total of 143 precision dividing machines and lathes were confiscated between May 1948 and June 1949. Hamburg being in the British zone of post-war occupation, these very valuable machines were shipped back to the UK for use there, rather like the wind tunnels, used to test the Vl and V2 rockets, which were dismantled and shipped back to RAF Thurleigh after the end of the war; and still at the wind-tunnel site at RAE Bedford. Victor's justice perhaps drove this path of scorched earth retribution, but was, I suppose, understandable given the still-fresh memories of what the U-boats, using Plath instruments to navigate by, had done to Allied shipping.

It is of interest to note that the US Navy has recently reintroduced instruction on the use of basic navigational instruments. including the sextant, to the officer cadets of the US Naval Academy at Annapolis, Maryland. Over reliance on GPS and other electronic systems that can be hacked or fail is a very real risk and, given the current series of collisions involving surface vessels of the US Navy, an excellent return to basics.

Liverpool Nautical Research Society

The Bulletin Volume 62, No. 4 March 2019

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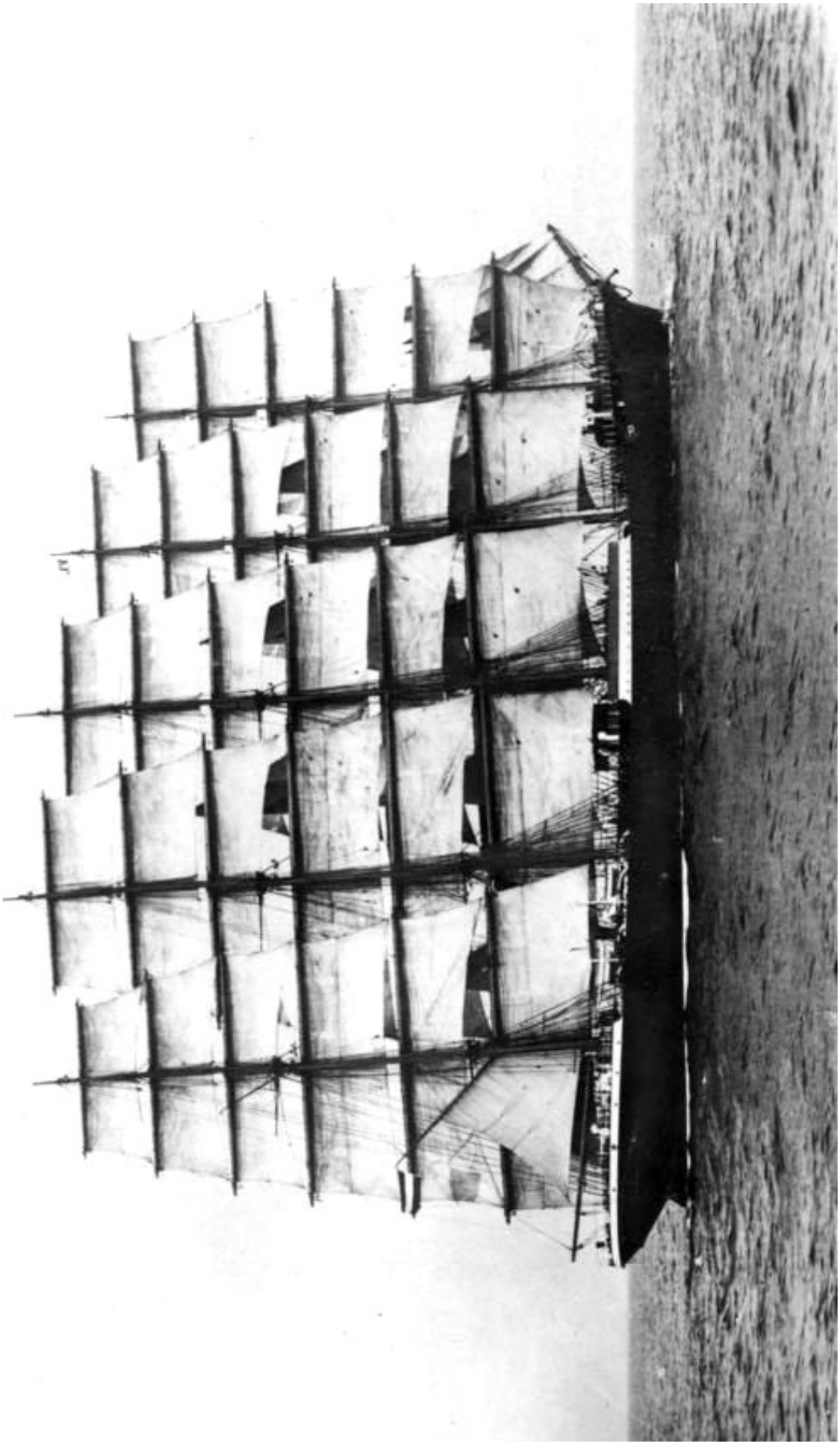

The five masted ship **Preussen** which, in November 1910 following collision with a cross-channel steamer, grounded and sank at Crab Bay near Dover. See page 5

Royal Clipper, built in 2000, is a steel-hulled five-masted fully rigged tall ship used as a cruise ship. Her design was based on **Preussen**.

Picture by the State Library of Queensland, and provided to Wikimedia Commons.

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Society Notices

Important: Subscription Payment by Standing Order

We were delighted that so many members have adopted this much more convenient method of payment and strongly urge all to join the scheme. For those who have yet to do so, in this issue you will find a Standing Order Form, which we sincerely hope you will complete, enabling the annual payment. This should be in March on a date of your choosing. This method greatly simplifies your annual payment and assists our administration, so please take up this option if you will.

It is important to note that once completed, the form should be passed to your Bank or Building Society, whichever is the case, and not returned to the Society.

This approach is only appropriate for payment from UK banks and could be costly for our non-UK residents. For these members we are evaluating the best payment method and will advise you on the outcome.

Society ties - several years ago the Society sourced special ties in navy blue polyester which incorporated our logo. That stock has now been exhausted and we now have a new logo. So you can now purchase upgraded ties, see below:

The price is only £10.00 on collection, or you can order from the usual address (see earlier page) at just £11.50 to include post & packing (U.K. only). If you have any query please call 07724 002 584

Master of Sail

by the late L.N.R.S. Vice President H. M. Hignett

It always was and indeed it still is quite common, when talking about certain trades to mention the names of particular ships,—e.g., in the carriage of wool from Australia or tea from China, names such as **Cutty Sark, Champion of the Seas** and **Thermopylae** come to mind. Seldom do we know the names of the ship rnasters, except perhaps in connection with specific voyages. But about the turn of the century and for a couple of decades thereafter, the name of one master in sail was used as a comparison: Robert Hilgendorf. He was undoubtedly the most well known and most successful of shipmasters.

Son of the owner/master of a small coastal sailing vessel, he was born on 31 July 1852 in Schievelhorst on the Stettiner Haff, now Polish territory. Several times a year, as soon as he was old enough, he sailed with his father on numerous trips carrying timber, peat, coal, grain, hides, building materials and hay around the Baltic coasts and worked with the crew to load and discharge the ship. And when his father was conscripted in the Austrian Wars of 1864, the young Robert spent almost the whole of his time aboard the ship. After completing school at the age of 14 he became deck hand on the Baltic schooner **Louise Martha**. Then followed a couple of years on the barque **Freitag** (about 430 tons) running between the Baltic and British ports.

Captain Robert Hilgendorf
Picture from Wikimedia

Ocean crossing

Now ordinary seaman, Hilgendorf went to Hamburg to make his first ocean crossing on Sloman's ship-rigged **Doctor Barth** to Philadelphia, sailing out in ballast to load and return for northern European ports, calling at Dover for orders. Off the Lizard in July 1870, they fell in with a Belgian pilot schooner to learn that the Franco-Prussian War had broken out and that a French naval vessel was patrolling the Straits of Dover. The **Doctor Barth** was turned north to lay up in Falmouth and there the crew paid off. Hilgendorf made his way home to attend high school for a couple of months. During 1871 he returned to sea, this time as AB of the three—masted ship **G. H. Wappaus**, making his first voyage to California ‘round the Horn’. In the following year he was AB on Sloman's three-masted ship **Prinz Albert** on the North Atlantic run.

He signed on the Hapag steamer **Teutonia** in 1872, the only steam—powered merchant ship on which he was to travel. On arrival home he was conscripted into the German Navy and completed a ‘round the World’ voyage in the German naval vessel **Augusta**. Leaving the service as Bosun's Mate in the Naval Reserve, he entered Altona Nautical College, Hamburg, to come away with a 1st Mate’s certificate in 1876.

Hilgendorf made his first voyage as mate on the three-masted schooner **Nautik** of Blankeneser, near Hamburg, commanded by Captain David Breckwoldt. The latter was from a family which had provided pilots on the Elbe for over 250 years. According to his own story, the raw mate learned from Breckwoldt a wealth of invaluable weather lore! They were together for almost three years, during which they became firm friends and retained a close friendship for the rest of their lives. Breckwoldt, incidentally, became an Elbe pilot in 1880.

After attending another session at Altona, Hilgendorf passed for Master (ocean-going) in 1879 and immediately made for the centre of Hamburg and to the office of F. Laeisz & Co, shipowners.

Laeisz & Co, shipowners.

Ferdinand Laeisz & Co had been established early in the 19th century as a firm of merchants and slowly moved into shipowning, building up trading links with the rapidly growing countries on the West Coast of South America - Chile and Peru. Ferdinand’s son, Carl, entered the business in the mid-1850s and began to develop new concepts for efficiency in ship-operating. He bought existing iron-hulled sailing ships, often British built, to add to the small fleet of wooden sailing vessels already owned.

He selected the masters and officers with great care and encouraged them to handle the ships with optimum efficiency and economy. Bonuses were awarded for successful voyages. The crews, too, were carefully vetted before given jobs. At the end of each voyage, the competent and able men were offered bonuses when and if they signed on for another voyage. And there is ample evidence that this paid off: the crews returned regularly to the same vessels.

Out on the South American coast, Carl Laeisz had his own agents who were regularly visited by his own men acting as super-cargoes travelling up and down the coasts. Whenever a Laeisz vessel arrived, empty lighters were ready to take the inward cargo: other lighters were full with cargo or ballast, ready for loading into the ship. There was considerable coastal cargo, the Laeisz agents being extremely efficient in gleaning it. In ports further north there would be numerous lighters all filled with Laeisz cargo, nitrates usually, waiting for the next company's vessel to call.

This system could not be bettered by other companies. Additionally, Carl Laeisz, with better ships and men, demanded faster passages. His standing order to his masters was: ‘My ships can and shall make faster passages!’

As there were so many German ships trading to South America, the German Hydrographic Bureau was instituted to assume the task of collecting and collating weather reports from the ships. The information so gathered was processed and made available to the German masters to enable them to take advantage of the best weather conditions, according to season.

All Laeisz masters were encouraged to study the weather statistics. And into this developing system snapped Robert Hilgendorf. He entered the office and asked to see Carl Laeisz. His letters of recommendation from David Breckwoldt, and others, were studied together with the new master’s certificate Carl Laeisz liked the look of the tall blue-eyed sailer standing in front of him. As was usual they spoke in the local North German dialect, and, finally, Laeisz looked up and said: ’So you want a mate’s job with us? I’ll try you. Go to Cardiff, there lies my barque **Parnass**. We’ll see how you get on there.’

The **Parnass** sailed for Hong Kong where she loaded sugar in sacks and returned to Cardiff. Hilgendorf was transferred to the three-masted barque **Panama** for a single voyage in 1880.

His first Command was the **Parnass** in 1881, in which he made four voyages until 1884, when he took over the **Parsifal**, twice the size of his previous ships. On the return passage of his second voyage in the latter the cargo of nitrates shifted and the vessel capsized off Cape Horn, fortunately without loss of life.

On arrival home he was given command of the barque **Professor** (most Laeisz vessels were barques - square rigged on all masts except the mizzen, which was fore-and-aft). Then followed a voyage on **Pirat** in 1888, during which the vessel was a|most completely dismasted by a squall off the coast of Uruguay. Using spare sail material, timbers made up from spars carried as replacements and cordage bought from a passing vessel she safely made Hamburg with a fu|| cargo. Command of **Pergamon** (1889) and **Palmyra** (1890) followed. Every voyage under Hilgendorf’s command, the ships seemed to be faster than the last, and he was the first to fulfil Carl Laeisz’s wish of two round voyages in one year, Hamburg back to Hamburg.

Because of the nature of sailing, the voyages were measured not by distance but in days and Hilgendorf was proving himself better than all the other masters. On board he insisted on rigid discipline, he expected his officers to pay continuous attention to the set of the sails and course steered, taking advantage of the available wind. Although he was seldom holder of the record for the fastest passage, his consistency was never equalled; trip after trip he beat all the opposition. His name was a favourite topic of conversation on the waterfronts at

Hamburg and Antwerp and Liverpool and London. Some named him the ‘Devil of Hamburg’; it was rumoured that he ‘listened to the wind’. Whatever he dld, he seemed to find faIr winds almost every passage. His sailors were worked hard and well-fed, but never called out during their watch below.

Hilgendorf was master of the four-masted barque **Placilla** in 1893 and of **Pitlochry** (bought from Scottish owners) in 1894/5. On arrival in Hamburg in 1895 Hilgendorf was sent to the Weser to take over Laeisz’s latest vessel, the five-masted barque **Potosi**. He was 45 and with more than 30 years' experience In sail, he knew how to handle this giant of a vessel. He was to sail her with an average speed of 8.5 knots; indeed his overall average speed of all vessels under his command was 7.5 knots—a fantastic record over two decades.

Stories about the speed of the **Potosi** under Hilgendorf’s command soon spread. It was not unknown for the vessel to sail through the Channel on the homeward passage overtaking all powered vessels at a speed of 11 knots. And not only in the Channel was she an impressive sight. Off Valparaiso she would storm towards the harbour in the afternoon breeze with hardly a sound, the hands on deck but not in the rigging. When it was time to come round into the line of moored ships, the sails would be lowered or backed taking just sufficient way off to maintain steerage way, the anchor dropped a ships length off the mooring and there she was sending the ropes to the buoys. The enthusiast will know that there was 11 to 12 miles of running rigging and 18 miles of standing rigging to handle and maintain. But we must remember that it took half an hour to tack the **Potosi**!

Hilgendorf stayed on the **Potosi** for six years until 1901. The firm had ordered an even larger, five masted ship, the **Preussen**, and had asked for his comments on the rigging, etc. He did not look forward to taking her over. Then Carl Laeisz died. Hilgendorf decided he’d had enough and gave up the sea.

He became a marine consultant and surveyor and was in demand by the Hamburg municipal authorities, shipowners and insurance companies. This occupation took him from the age of 49 to his retirement in 1927 when he was 75. Eleven years later he died falling off his bicycle after a collision with a car.

MONDAY MEETINGS

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

March	Mondays	4th, 11th, 18th, 25th
April		1st, 8th, 15th, 29th
May		13th, 20th,
June		3rd, 10th, 17th, 24th

Life and Death on Little Ross:
The Story of an Island, a Lighthouse and its Keepers

David R. Collin

Whittles Publishing Ltd., Dunbeath, Caithness
231 pages ISBN 978-184995-359-7 Softback £18.99

Little Ross Island has exercised a magnetic appeal for David Collin for most of his life. The author was born on St. Marys Isle, Kirkcudbright, a peninsula which protrudes into Kirkcudbright Bay. At its mouth is Little Ross Island, a safe anchorage and a gateway to sail up the River Dee to Kirkcudbright itself. It remains a fascination. "When I open the curtains each morning, the first thing I see is the island of Little Ross, and when I close them each evening, the last thing I see is a friendly and reassuring flash every five seconds from Little Ross Lighthouse." This has been in continuous and valuable service since 1 January 1843 and the light was extinguished on one occasion only, when the author paid a visit to the island on 18 August 1960 with his father and witnessed the immediate aftermath of the violent murder of a lighthouse keeper. David Collin recounts it all in a precise and meticulous way, observing a measured tone characteristic of the book. Up to this fateful day, Little Ross Lighthouse had provided a previously unbroken record of 118 years of devoted service by 26 principal keepers, 35 assistant keepers, their families, and an unknown number of occasional and relief keepers. Collin, spurred on by his wife, made it his mission to reveal the history of the lighthouse and pay tribute to the professionals who gave it such disciplined service from 1843 until 1960.

The island is 550 yards long and 220 yards wide, with a summit 123 feet above sea level, it has two small springs that enable limited arable land and the grazing of sheep and cattle in the summer months. There was no known habitation prior to the building of the lighthouse, access to the island is not easy, it is rocky and has only a thin covering of soil. Its geography has nevertheless been crucial to the welfare of mariners since the lighthouse was built. Prior to 1820 it was extremely hazardous to plot an entrance to Kirkcudbright Bay and shipwrecks were common, often driven there by Irish Sea storms. Captain James Skelly campaigned successfully for the installation of beacons on the island in 1819, but only a manned and more powerful lighthouse could provide proper guidance. A 'Memorial and Petition' was submitted to the authorities in 1820 for a lighthouse on Little Ross, signed by merchants, shipowners, leaseholders, justices of the peace and landholders. It listed 40 major shipwrecks in the past 30 years which had involved heavy loss of life.

This was presented to the Commissioners of the Northern Lights but the distinguished Robert Stevenson who was Engineer for this body made clear that it

was not a priority. Only concerted and sustained pressure forced the authorities to yield. Petitions were presented in January 1838 and June 1839 and Trinity House finally consented to the construction of a lighthouse in February 1840. Robert Stevenson surveyed the island in October, and much of the lighthouse design work was delegated to his elder son Alan, who eventually succeeded him as Engineer with the Northern Lights.

The foundation stone was laid on 1 May 1841 and an agreed tender for a construction cost of £3,977 enabled the work to start. By October 1842 the 65 foot lighthouse, storerooms, lamp room, workshop and two cottages for the keepers and their families were finished. The final construction cost of £8,478 far exceeded the original tender, but in its first year alone, duties were paid by 6,000 coasting vessels and 61 foreign vessels, to a combined total of £1,024. The lighthouse would therefore recover its construction costs in eight years and would recoup handsomely its annual operating costs from thereon in.

The author devotes much of the book to charting the backgrounds and contributions of the 61 principal and assistant keepers who sustained the light on Little Ross. In doing so he fully documents their duties. A memorable contribution is the inclusion of a personal log kept by Assistant Lighthouse Keeper George Mackie in the four years between 1916 and 1919, until he and his family were relocated to the Isle of May lighthouse in October 1919. It is striking how little personal time remained for keepers with their families, when one understands their routine. Duty watches emulated those taken at sea every four hours, but these were structured to be physically *sedentary* but at *peak* concentration. As the author says: "Four hours under the hypnotic effect of the lantern's flame and the regular ticking of the clockwork mechanism must have seemed an eternity." Keepers alternated on watch to guard the light; no reading, no listening to the radio and no leisure activity was permitted. The dioptric lantern in the tower revolved by means of a clockwork machine driven by a falling weight. Once the latter had dropped to its lowest point it had to be promptly wound up to the top of the tower again, a process which took up to half an hour. This would be repeated every two hours, or the light would cease its five second revolution and would not be seen effectively.

The penalty for professional lapses were immediate and severe. "To forget the winding of the weight, to let the lights go out, or to leave the lantern unattended for any purpose were offences punishable by dismissal from the service." It is a credit to the keepers at Little Ross that only three were dismissed in 118 years (and one of these was for the murder of 1960). Despite these pressures, it appears that keepers enjoyed their roles and were often followed in the profession by sons and grandsons. The average service at a lighthouse was four and a half years for a principal keeper and three and a half years for an

assistant keeper, but relocation was defined by the Northern Lighthouse Board and not by the men. A principal keeper was paid £50 a year; an assistant £40. A single uniform "and grass for a cow, and a garden" was the standard entitlement!
On 18 August 1960 David Collin was sailing with his father in Kirkcudbright Bay. They had left Kirkcudbright Sailing Club on the high tide at 9.30 am and planned to stop off at Little Ross Island. In clear dispassionate detail the author describes their arrival on the island at 12.30 pm, where they discovered an uncanny silence at the lighthouse cottages, apart from the incessant sound of a ringing telephone. After exploring the island it was almost time to return on the flood tide at 4.30 pm, when David's father made a final check through a cottage window to see if any keepers were at home. He saw the shape of a lifeless person in bed. Upon entering it became clear it was the body of an older man, whose head was wrapped in a bloodstained towel. The police and a doctor were immediately summoned and they arrived at 7 pm, accompanied by an official of the Northern Lighthouse Board (this latter was an ironic coincidence, since it was a preplanned visit to inform the keepers that the lighthouse would shortly be totally automated). It was later confirmed to be the body of Relief Lighthouse Keeper Hugh Clark, killed by a gunshot wound to the head. The Principal Keeper, John Thomson and his wife were on annual leave and the Assistant Keeper, Robert Dickson was missing. The last entry in the lighthouse log was 3.00 am and the doctor calculated death at around 6.00 am. Hugh Clark's car was missing and an immediate manhunt was organised to find Robert Dickson, who was arrested in Selby the following day and charged with the murder of Hugh Clark. Although Dickson was clearly responsible, no conclusive evidence was ever submitted at his trial as to motive, apart from the theft of registered letters containing money. He was found guilty by the trial judge Lord Cameron on 21 December 1960 and sentenced to hang, though five days before his execution date Dickson was reprieved. He committed suicide in prison two years later. The author and his father were important witnesses at the trial and he vividly recreates the courtroom atmosphere from an era when capital punishment cast a morbid spell over their proceedings.

By painstaking research to discover the construction process of Little Ross Lighthouse, David Collin has reinforced the achievements of the architect, engineer, masons and builders who helped to create such a durable monument to the Victorian age. Much more importantly, he has tried wherever possible to bring keepers and their families back to life, with the help of letters, records, logs, family accounts and reports. Lighthouse communities whose lives were physically, socially and geographically confined have now been much more widely revealed and recognised. David Collin set out to pay tribute to them and his research has certainly achieved that.

The Liverpool Fender Maker

by Des Pawson MBE

[*Editor's note: traditional rope fenders can still be purchased in the U.K. but the majority of production is destined for the leisure industry, particularly canal barges. These examples are from the catalogue of a company whose factory is in India*.]

Ball

Button

Side cylindrical

Tip-cat

This article was written following conversations between the author and Jack Stamper, who described working as a fender maker at Jamiesons, Liverpool.

In 1944 Jamieson's head office was in Bridgewater Street, Liverpool with two satellite warehouses - one in Cornwallis Street the other Argyle Street. In that year Jack, at the age of fourteen years, began working at the Argyle Street warehouse, the building dating from 1784.

The author runs The Museum of Knots and Sailors' Ropework at Ipswich and, when visiting, Jack explained that "he smelt the aroma coming from your shop, it took me back over 60 years".

Jack lived near the docks and therefore was well aware that as a war time measure, fender making was classed as essential war work and, once started, he would be unable to leave. However some eighteen months later the work was de-classified, and Jack left. During the war some 300 lads, aged 14 to 18, worked for Jamieson's; being called up on reaching the age

of 18 years. Clearly they were regarded as cheap labour although £3 - £5 weekly was regarded as good money at the time.

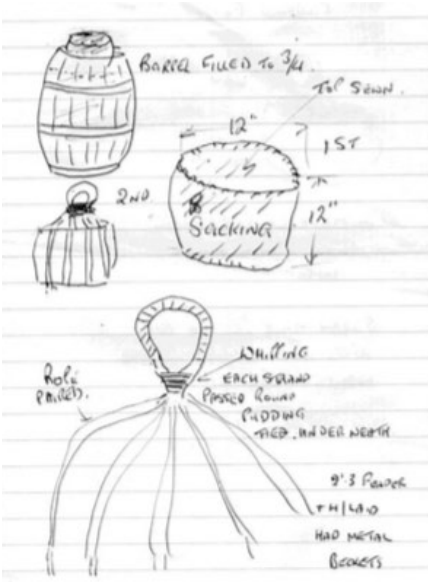
They were given a wooden barrel, fid and sharp knife. The wooden barrel had its top removed and was filled with waste sacking and then the pudding fender would be sat upon the barrel. They were next shown how fenders were made, the coir rope was half hitched to the side of the raw fender, the finished fender being made up of half hitches and about 10 - 12 ft. of rope used; they did not use tallow as a lubricant. Initially the weekly pay was a princely sum of £1.0.0., after that “you were on your own” being paid per fender. Their hands soon became like leather from using coir rope all day.

The basic rates per fender were:

Pudding		1s. 6d.
sausage fender	the 2ft 6in	2s. 3d.
	the 3ft 3in.	3s. 0d.

Bow fenders which took all day to make were paid about £1.0.0.

The 2ft 6in. fenders were for landing craft and were made of manilla, but the pudding style were hard laid 3ft 3in. and bow fenders were coir. They could make 7-8 soft laid fenders a day as they were only 18” round. Hard laid fenders were made with coir rope, soft laid with 8 yarns of coir. Women made up the cores which were filled with cork and junk rope crushed and pressed down and sewn.



P.S. In the Kelly’s 1938 trade directory Argyle Street was the address of Geddes another Liverpool fender making company who were responsible for the Geddes Pattern fender which comprised of bent rattan over a rope core. This design was still being made by Jamiesons in the 1990s

ROYAL NAVAL RESERVE OFFICERS' CLUB LIVERPOOL

The following Press Release has been issued:

The RNR Officers' Club Liverpool, more commonly known as the Sea Urchins, was formed in 1921 and will thus celebrate its Centenary in 2021.

To mark this special occasion it is intended to publish a book about the Club which will include a biography of all the Past Presidents and celebrate the contribution of Reservists to the Maritime History of Liverpool. We are currently researching HMS Eaglet archives and the internet for information.

In the past we have received enquiries about some of our Past Presidents from their descendants who have been researching their family tree and we believe that there may well be a host of material available which could be useful to us in our compilation.

We would ask anyone whose grandparent or great grandparent was one of our Presidents or anyone with information about the early days of the Sea Urchins to please get in touch, as we would love to have information or photos about the Presidents/Sea Urchins or memorabilia that we could use and include.

Many of our Past Presidents in the early days were Merchant Navy Officers as well as Officers in the Royal Naval Reserve.

The list of Presidents can be found at www.rnrofficersclubliverpool.org/history/presidents/

If you do have any information then please contact Lieutenant Commander John Glover at seaurchins2021@gmail.com

We also welcome new members and details of how to join may be found on the Club website. www.rnrofficersclubliverpool.org The Club is very active with 130 members and holds monthly lunches and an annual dinner all at HMS Eaglet, Brunswick Dock as well as other events throughout the year in close cooperation with HMS Eaglet.

The **European** and the Most Dangerous Cargo

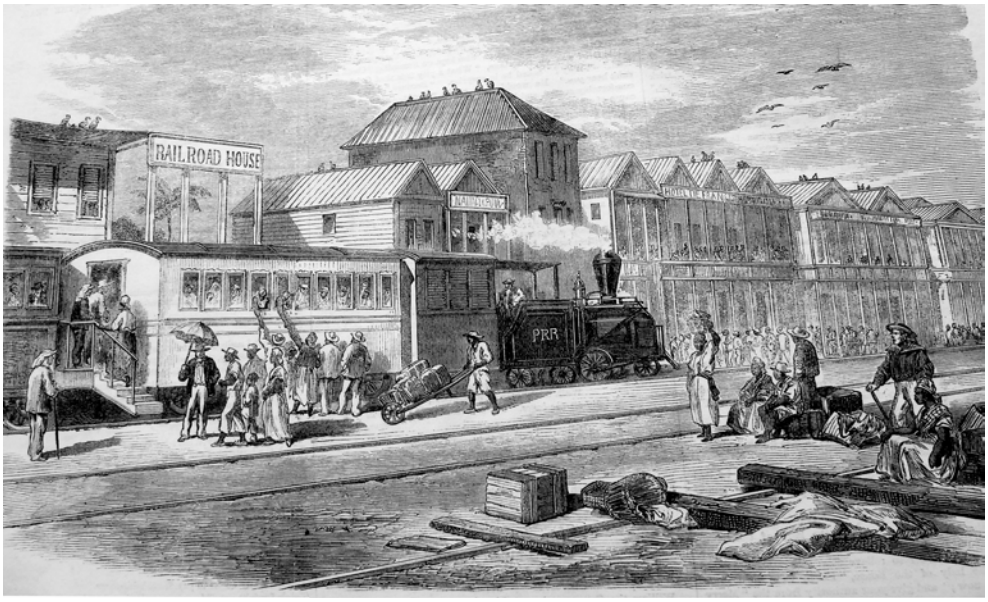
by LNRS member Gordon Bodey

At about 7 a.m. on 3 April 1866 at the port of Colón (then otherwise known as Aspinwall - named for William H. Aspinwall, promoter of the Panama Railroad, and of the Pacific Mail S.S. Co.), a massive explosion occurred in the after end of the Liverpool-owned steamer **European**. The explosion blew off the whole of the after deck and its housing, and many of the ship's side plates above and below the waterline.

The **European** (Official Nº. 29966) was a brig-rigged screw steamship of 1684 grt (1350 nett). Her dimensions were 260ft x 32ft x 21.4ft.

Completed in October 1865, and registered to the West India & Pacific S.S. Co. of Liverpool on 7 November, she was to trade across the Caribbean as far as Colón on the north central coast of the isthmus of Panama (then a province of the Republic of New Granada, otherwise Colombia).

Much of the cargo off-loaded at Colón would have been for onward shipment to places on the west coast of the United States, particularly San Francisco. Such cargo would have been transported 47½ miles across the isthmus by railway to Panama City, then loaded on to vessels - generally those of the Pacific Mail S.S. Co. - for onward shipment by sea. Passengers would also have travelled by the same route, but by a separate train. In each case the journey took four hours.



Aspinwall, Central America, and the train starting for Panama.

The Pacific Mail S.S. Co. had been incorporated on 18 April 1846 by a group of New York business men headed by William H. Aspinwall, and in 1847 the U.S. Government awarded it the mail contract to carry the mails between Panama and California. The ships also carried general merchandise and passengers from Panama, and agricultural goods, precious metals and passengers from San Francisco. However, at that time everything for onward shipment had to traverse the isthmus of Panama for some twenty-five miles along the Chagres river by canoe, and some twenty miles overland by mule between the river terminus at Chagres and Panama City.

At the outset, a railway had been seen as a requisite part of the transit and negotiations to build the first trans-Panama railway commenced in 1846, with the United States being given the right to intercede to protect it from disruption. In 1849, when gold was discovered in California, the Pacific Mail S.S. Co.'s business boomed and the need for a railway link became even more pressing. But construction did not commence until May 1850, and due to the nature of the terrain, the ravages of disease on the workforce, political upheaval, and a shortfall on funding (the Royal Mail S.S. Co. made a loan of $125,000 to the project to ensure its completion) it was not completed until 27 January 1855. An inaugural train ran from Colón to Panama City the following day.

The genesis of the **European** disaster lay in Hamburg. It was from here that Messrs. Bandmann, acting as forwarding agents for the exporters, had asked the office of Guion & Co. (The Liverpool & Great Western Steamship Co.) in Liverpool to arrange for the onward shipment from Liverpool to San Francisco of 70 cases of glonoin oil (in total some 560 litres) and 20,000 percussion caps.

A clerk was sent the few hundred yards from Guion's office to the WI&P S.S. Co's office to enquire of the shipping cost. There he was asked the nature of the glonoin oil, and not knowing returned to Guion's for Bandmann's letter, which he took to the shipping company's office. A shipping note was then filled out and the word 'oil' only was entered on it. However, on the bill of lading it was entered as glonoin oil.

On 3 February 1866, Mr C.E. Bandmann wrote to Messrs. Guion stating that the shipment had been dispatched from Hamburg via Grimsby. From Grimsby it travelled by rail to Liverpool, and on arrival there it was entered at the Custom-house as 'oil' - no indication of its nature or intended use being shown.

When the consignment arrived for loading on the **European** the percussion caps, which were perceived as dangerous goods, were stowed on deck; the seventy cases of glonoin oil, not being perceived as dangerous, were stowed in the bottom of the after hold. In each wooden case was a metal container, closed by a cork stopper and covered in a wicker-work wrapping, which held some eight litres (12½kg of the 'oil').

Guion's own ships did not trade to the consignment's destination, and they acted only as the forwarding agents for this shipment. This merely involved them dealing with the paper work in arranging for the WI&P's **European** to convey the consignment to Colón, for which the total freight charge amounted to only £13-15s (£13.75p), from which Guion & Co. received their fee of some £5. For the final leg of its passage from Panama City to San Francisco, the consignment was booked on the Pacific Mail S.S. Co.'s **Golden Age** (Captain E.S. Farnsworth).

The **European** had arrived back at Liverpool on 9 February 1866 after completing her maiden voyage to Colón. After unloading at the Company's berth in Nelson dock, in due course commenced loading again for Colón and other ports *en route*. On 1 March 1866 she sailed on her second voyage to the Caribbean, arriving at Colón a.m., 2 April. Having tied up at the PRR wharf there that afternoon, the local freight was unloaded. At 6.30 a.m. the next day unloading re-commenced. Within half an hour disaster had struck.

Her master, Captain Edward C. Cole, chief officer Mr Glass, second officer Mr Parson, the surgeon, Dr Burrows, engineer Mr Nisbet, carpenter Edward Davis and eight other crew members were killed instantly; as were twelve men working in the hold. Thirteen other crew members were reported as missing, presumed dead. Also, Mr Swainson, the steamship company's clerk was killed, as was the railroad's clerk.

It is known that some dozen men on the wharf who were about to board the ship to start work were also killed. Twenty wounded were taken to the Panama Railroad's hospital, where seven of them reportedly died. It is not known how many others were killed about the quays and warehouses, but from the destruction caused to many buildings over a wide area, and to the Panama Railroad's wharf, it was thought that many others had perished. Oddly, twenty-two crew members working in the forward part of the ship were unscathed.

Word had spread that the **European** was carrying barrels of gunpowder, some of which had exploded, and as a fire was burning in the tween deck, further explosions were feared. The p.s. **Tamar** (Captain Moir) of the Royal Mail S.S. Co. had arrived the previous evening, and a line from her was got aboard the stricken vessel. With the assistance of the United States gunboat **James Adger** (Commander MacDiarmid), she was towed two miles across the bay by the **Tamar** [this ship was the last wooden vessel built for the company, by Wm. Pitcher of Northfleet in 1858, and sold out in 1871].

Just as the operation was completed, the **European**'s powder magazine exploded and she sank leaving only the top of her funnel showing above water.

Lying on the opposite side of the wharf to the **European** was the **Caribbean** (Captain Robert Hoare), also of the West India & Pacific Steamship Co. The **Caribbean** was an almost sister to the **European**, and had been completed at

West Hartlepool and registered to the Company on 3 January 1866. She had sailed from Liverpool on her maiden voyage at the end of February. She suffered severe internal damage.

Although her plates were intact, some of her twelve-inch section steel beams were split asunder, as were thirteen of her frames. The knees and braces were torn from their anchor points. It was 3 May before she was able to start her return voyage.

When the explosion occurred no smoke was seen, only a blinding flash of white light. Those bodies that were recovered were examined to try to determine the cause of their deaths. They had not been blackened by smoke, nor was there any sign of scalding e.g from a massive steam explosion. Indeed, the ship's boilers had been shut down for cleaning on arrival at Colón, and only the donkey boiler, located well away from the seat of the explosion, was operational at the time the explosion occurred.

Subsequently, it was supposed that the cause of the disaster must be attributed to the 20,000 percussion caps detonating *en masse*. To test this possibility, experiments were conducted at the Royal Arsenal at Woolwich by Professor F.A. Abel, FRS, chemist at the laboratory there, and the laboratory Superintendent, Colonel Boxer, FRS.

In one experiment a large number of the caps were put into a closed container and onto it was dropped a hundredweight mass (approximately 50kg) from a height of six feet. No explosion occurred. In a second experiment 2,000 such caps were enclosed in a sealed cylinder. In the middle of the mass of caps was a two-ounce charge of gun-powder, which was detonated after the cylinder was sealed in a packing case. Only about one third of the caps exploded. It was also stated that the usual method of disposing of such caps was to shovel about 20,000 at a time into a heated oven where all the explosive compound they contained was consumed harmlessly within a minute.

Attention next turned to the glonoin oil. At this time this substance was little known except to those who had made use of it, and even they did not fully appreciate its instability and destructive power. Many in the scientific world at large were also ignorant of it, its properties or possible dangers.

Although first produced in Paris in 1847 by an Italian chemist, Ascanio Sobrero, it was not until 1863 that its commercial potential was appreciated, and its manufacture begun. This was by Immanuel Nobel (an engineer, inventor, and sometime architect), and his chemist son Alfred, at a laboratory cum factory at Heleneborg, south Stockholm, Sweden. However, the factory blew up causing the death of Immanuel's younger son Emil Oskar, and four other people. The Swedish government would not permit the factory to be rebuilt, but a plant was subsequently allowed to be built in 1865 at Vinterviken, a small, cliff-enclosed bay

of Lake Mälaren, southern Stockholm. Also, in October 1865, the Nobels opened a more sophisticated plant at Krümmel, 20 miles east south east of Hamburg on the north bank of the river Elbe. Although the Krümmel plant would be twice destroyed – in 1866 and 1870 – its siting there would prove fortuitous.

Commercially, glonoin oil was first called Nobel's Blasting Oil. It was, in fact, what is now commonly known by the misnomer nitroglycerine, and until 1867 it was used in its raw, and highly unstable liquid form contained in paper cartridges. Prior to 1865 its detonation was effected by the explosion of a secondary charge of gunpowder packed behind it, which was fired with a slow-burning safety fuse (invented by William Bickford in 1831). This produced a shock wave that detonated the nitroglycerine. In 1865 Nobel invented the blasting cap, which contained a small quantity of mercury fulminate, to detonate the nitroglycerine. This was safer and more efficient. Initially, however, this too was exploded by a slow-burning safety fuse, but in 1870 an electrical device became the preferred method of exploding the cap.

Nobel sought to devise a method of stabilising the unstable liquid nitro-glycerine. He experimented with various absorbent mixtures, and in 1867 found that a siliceous earth called kieselguhr (one part by weight will absorb three parts by weight of nitroglycerine) provided the answer, and the Krümmel factory was adjacent to acres of it some thirty metres deep. This mixture was what became known as dynamite. It was plastic, mould-able, safe to handle and stable. A blasting cap only was needed to detonate it.

One of the experiments conducted on this glonoin oil by Professor Roscoe FRS of Manchester showed that a quite small concussive impact on a metal container in which it was stored would initiate an instantaneous explosion of the whole mass of the substance. Another showed that a similar outcome could occur due to the influence of the inner tin lining of the metal container on the 'oil' if it had been stored so for some time: i.e. sudden and spontaneous catalytic decomposition of the whole of the contents. Little was then known, let alone understood, of the latter effect on chemical reactions.

Either of the two effects could have been the cause of the **European**'s catastrophic end. But in view of the way the cases would probably have been manhandled in unloading them, the former could certainly have occurred if one had been dropped – particularly if leakage had seeped into the wooden outer casing. The shock wave[1] from this instantaneous detonation would have detonated the rest. Professor Roscoe stated that the detonation of a single container of the glonoin oil would have sufficed to destroy her.

The value of the ship lost was put at £38,000, and that of its cargo at some £80,000. In addition, damage to the amount of £10,000 was reportedly sustained by the ***Caribbean***. The value placed on the collateral damage to quays,

warehouses and private property was estimated at $1,000,000. It is not known what monetary value was placed on the tragic loss of life that occurred.

Six weeks before the **European** explosion, at 6.30 p.m. on Sunday 4 March 1866, the premises at 17/19 Bridge St. - between Pitt St. and George St. - Sydney, NSW, were destroyed when 100lbs of nitroglycerine in a glass container (inside a wooden case), stored in a cellar[2] beneath No. 17 exploded spontaneously. The street and adjacent buildings being relatively deserted, only a few minor injuries occurred.

It transpired that this was the first shipment of the substance to be sent to Australia. A Swede, Theodore Winkler, whose business in Hamburg was acting as marketing agent for Nobel, had arranged with two of his brothers in Sydney to receive it, and promote its use in Australia and New Zealand. They thought that they could corner the market and thereby make their fortunes. One of them, Renaud Ferdinand Winkler, a vinegar bottler, had deposited it in the cellar.

It had been sent from Hamburg 30 September 1865 to shipping agents Gilbert Kerr & Co. in London. The agents must have been aware of its danger as they wrote to T. Winkler on 12 October to say that they were prohibited from sending it via a mail steamer and had sent it by the sailing ship **Ramsey** (Captain White).

Ramsey left London 14 October 1865 and arrived at Sydney on 30 January 1866. The unlabelled case was unloaded on 9 February and left in Queen's warehouse until taken to the cellar on 1 March.

At 1.13 p.m. 16 April, thirteen days after the **European**'s demise, a disastrous explosion occurred in the yard at the rear of the Wells Fargo (agents for the P.M.S.S.Co.[3]) premises in San Francisco at the NW corner of California and Montgomery streets. A leaking case of 'oil' off the **Sacramento** (Captain J.M. Cavarly), deposited there that morning, was being forcibly opened for examination. At least fifteen fatalities occurred.

It subsequently emerged that the substance had been regularly carried on ships from east coast U.S. ports and Europe for onward passage to San Francisco, and beyond, for quite some time, being listed as general goods. The **Sacramento**'s consignment had arrived at Colón on board the **Henry Chauncey** from New York.

Besides the fatalities and injuries caused, collateral damage occurred up to half a mile away, including an estimated loss of $30,000 of plate glass. This last loss could only be replaced by shipments from Europe, which could take anything from one to two years to arrive from placing an order. It was also the case at this time that insurance companies' policies did not cover losses due to explosions on land - these being a common occurrence due to indiscriminate storage of explosives, and to gas leakages from proliferating, and often faulty, installations.

When the **Sacramento** arrived at San Francisco at 6.30a.m., Friday, 13 April she had on board 551 passengers and 1,144 tons of cargo - much of it off-loaded from the **Caribbean**. She also had forty more cases of nitroglycerine on board!

Many premature explosions of nitroglycerine occurred in its handling, transportation and use in mining and railroad building, killing numerous people. Usually attributed to carelessness on the part of the workpeople, but most were almost certainly due to the substance's unstable nature. Only with the invention of its dynamite form was it rendered relatively innocuous to handle and transport.

Because glonoin oil was usually listed as general merchandise on a ship's cargo manifest, of the many hundreds of ships that disappeared without trace between 1864 and 1870 one can only surmise that some may have been lost due this apparently innocuous cargo being carried, and its explosion at sea.

Its manufacture, sale or transport in the UK was eventually prohibited by the Explosives Act 1869, but in April 1871 Nobel got permission to erect a factory at Ardeer on the Firth of Clyde, six miles north of Troon. In the United States its transport by ships carrying passengers continued until prohibited by an Act of Congress in 1871.

End notes:

[1]The detonation of nitroglycerine produces a mixture of gases which, at room temperature and 1 atm. pressure, would be some 1290 times the original volume of the liquid. However, the detonation also releases a vast amount of heat that instantly raises the temperature, albeit momentarily, of the gases produced to some 5,000°C, thus causing a further increase of eight to ten times in volume or, if in an enclosed space, an increase in pressure of up to 20,000 atmospheres. The ensuing detonation shock wave travels at 7,700m/sec. i.e 17,325 miles per hour.

[2]On 17 December 1867, John Mawson, Sheriff of Newcastle, and seven others, were killed while disposing of nine cans of nitroglycerine. The cans had been found in the cellar of the *White Swan*, Cloth Market, and were taken by horse-drawn cart to Town Moor 1½ miles away. There, the liquid having been successfully poured away, crystals were found coating the inside of the cans. Someone then thought to retrieve some of them by opening a can with a spade causing their detonation.

[3]From September 1858, the Butterfield stagecoach mail service had been operating between St Louis and San Francisco reducing considerably the mail-carrying revenue of the steamship company. In 1866 the Pacific Mail S.S. Co. had six vessels operating the Panama – San Francisco service, as well as vessels running from New York to Colón. But from May 1869 when the first transcontinental railroad was completed, the coast to coast crossing could be made in eight days, and its U.S. west coast service was to go into irreversible decline.

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New Researchers in Maritime History Conference 2019

The British Commission for Maritime History, in association with the Centre for Port & Maritime History and Liverpool John Moores University, gives notice of its twenty-fifth conference. Hosted by Liverpool John Moores University, the conference provides a unique opportunity for new scholars to present their work in this historic port.

The Conference supports emerging scholars who wish to share their work in a supportive environment and build relations with other maritime historians. We warmly encourage participation by independent scholars. Contributions will address all aspects of maritime history in its broadest sense.

Anyone interested in attending the conference is warmly invited to register an interest and should complete the online form available from https://goo.gl/forms/3NIAZhERbptxtSTK2 or from the website www.maritimehistory.org.uk

Please direct any queries to newresearchers@maritimehistory.org.uk

Further information will be sent to you in due course.

The BCMH is the British branch of the International Commission for Maritime History founded in 1965 as a constituent of the International Congress of Historical Sciences. Its mission is to advance the education of the public in the subject of maritime history.

The Mersey Training Ships

Summarising the presentation to the Society on 20 December 2018
by L.N.R.S. member Geoff Topp

In due course there were to be four Mersey Training Ships; the Protestant Reformatory ship **Akbar** utilising two ships from 1855 to 1907, the training ship HMS **Conway** utilising three ships from 1859 to 1941 (Mersey years), the Catholic Reformatory Ship **Clarence** utilising two ships from 1864 to 1899, and the training ship **Indefatigable** utilising two ships from1865 to1941.

The **Akbar** started life in the Great Float, Birkenhead Docks, and was opened in June 1855. She was the first Reformatory Ship created following 'The Youthful Offenders Act' of 1854 (also known as the Reformatory School Act).

Then in 1857, due to excavations work in the Great Float, **Akbar** had to be moved to the River and became the first of the Training Ships to be moored in the Sloyne. The Sloyne is an area of the River Mersey between Cammell Lairds shipyard and New Ferry, out of the way of passing ships, where there is good holding ground and shelter from the prevailing westerly winds.

Then in 1859 HMS V**estal** arrived in the Sloyne to become the first HMS **Conway** training ship, on moorings just to the north of **Akbar**. HMS **Conway** was intended to educate 'youths of the better classes of society', as potential officers in the shipping of the Mercantile Marine.

The training and reformatory ships were in a variety of ways to become an integral part of the activities of the Rock Ferry and New Ferry areas as they utilised the ferry landing places there. An early example of shore side interaction was in 1860 when Mr and Mrs Huntriss, of the Rock Ferry Hotel, 'kindly invited the lads from **Akbar**, one hundred and twelve in number, or as many as Captain Fenwick could spare, for an entertainment'. He actually landed sixty. They went to a field near the railroad, where they could lark, jump and play with perfect freedom before being entertained to afternoon tea in the grounds of the hotel.

The objective of the Reformatory ship was to accommodate boys who had been sentenced at Court for criminal activity. They were sent by the Magistrates of Liverpool to **Akbar** at very young age. In 1860 'a hearing took place as to whether a certain boy, Robert Stephenson, should have his 'sentence' of time onboard **Akbar** reduced. He had been sent there for 5 years. Interestingly the observation is made that an 'Akbar' boy is required to work and that he is stimulated to be orderly. In the same year the first **Conway** having been found 'too small to properly accommodate the staff and pupils, and to carry out efficiently the training

and education of the boys' a larger ship HMS **Winchester** a sixty gun Frigate was acquired. HMS **Winchester** duly became the 2nd HMS **Conway**.

As the **Akbar** only took Protestant boys, in 1864 the Catholic Reform Ship **Clarence** was established at moorings in the Sloyne, primarily through the efforts of a Liverpool Catholic priest, Father Nugent.

Then, in 1865, the training ship **Indefatigable** arrived in the Sloyne taking the vacant moorings of the port defence ship HMS **Majestic**. And whilst **Akbar** and now **Clarence** were quoted as 'doing good service in reclaiming the vicious and criminal' the **Indefatigable** was quoted as 'following a higher mission in preventing poor and destitute but honest boys of the streets from coming into that category'.

So, by 1865 there were four magnificent wooden wall ships in a line, as well as the Mersey Guard Ship of the day, often spoken of in the Press at the time, as being 'a truly fine sight'.

The training ships became a regular calling place for influential and highly placed members of society. In 1866 the Duke of Edinburgh visited **Akbar, Clarence** and **Indefatigable**. And an advertisement at the time proclaimed that: 'The best view of the Proceedings for the Duke of Edinburgh's visit, the Royal Salute from the Royal Navy port defence ship and the manning of the yardarms of the four training ships would be from the Esplanade running between New Ferry and Rock Ferry, which would be open to the public Free – with extra steamers being put on from Liverpool to Rock Ferry'.

The training ships by now already considered a great tourist attraction was exampled by an advert for Christmas Holiday Ferry Trips – '3 miles for 1 penny to New Ferry Pier – passing close by – the Port defence ship HMS **Donegal**, her tender HMS **Goshawk**, and then **Conway**/**Indefatigable**/**Akbar**/**Clarence**, but also the famous American Confederate Cruiser **Shenandoah** anchored nearby.'

An advert for cadets to join HMS **Conway** in 1870 gave the cost of a place onboard as being: £50 and10 shillings – to include uniform and outer clothing - sons of officers in the Royal Navy and Marines, or Members of the Mercantile Marine Service Association at the reduced rate of £40 and10 shillings.

In 1876, the 2nd **Conway** having deteriorated was replaced by HMS **Nile** which now became the 3rd and final HMS **Conway**.

On occasions it is recorded, boys 'escaped' from **Akbar** and on one such occasion, two boys were found guilty of breaking into a shop in Liverpool and stealing 5 overcoats 6 pairs of trousers, four dozen silk mufflers and four dozen silk handkerchiefs – they were then sentenced to 18 months in prison.

On the afternoon of January 17th 1884 a fire broke out onboard **Clarence** which burnt fiercely throughout the night, the boys were all evacuated on the ferry **Fairy Queen** and the next morning, after being rammed by the Dock Company vessel **Alert** to hole the hull, **Clarence** she sank at her moorings. Once ashore fourteen of the boys absconded. Two weeks later, seven boys from the ship appeared in court charged with setting fire to the vessel. All were found guilty and sentenced to five years penal servitude.

In the same year tragedy stuck when a young man who had been visiting his brother onboard **Akbar** was being rowed to shore in the evening by a crew of twelve boys along with two officers. They were overcome by a strong gale and the flood tide and were swept up river. Some four hours later they ended up ashore on the desolate area of Frodsham Marshes. At dawn the chief officer set off for Frodsham and after an hour summoned help. But sadly four of the boys died, as did the young man visitor.

Training ships **Conway, Akbar** and **Indefatigable** on the Mersey c1900

Tragedies of this kind however were in those days not uncommon from all manner of shipping on the River and the training ships were no exception.

In early summer of 1899 it is recorded that the **Clarence** boys were ‘smart and orderly’. But this record of good behaviour was soon to be overturned as on July 26th 1899 the ‘boys’ were once again considered to be responsible for a fire onboard the second **Clarence**. Fire had once again totally destroyed **Clarence**.

This ended the endeavours of the Liverpool Catholic Reform Society to operate a Reformatory ship on the Mersey. After a brief spell ashore in Liverpool, they moved to premises near Mold, N Wales. In 1900, three of the boys were eventually sentenced to 12 months imprisonment for their part in setting the fire.

Tragedy struck yet again in 1904 when 16 **Akbar** boys went bathing in the River, probably from the beach. Four ended up in difficulties, two of them were rescued, but two drowned.

In 1907 it is recorded that two **Akbar** boys ‘escaped’, and were eventually ’recaptured’ near Chester by what is described as a ‘cyclist detective’ after a chase across fields. The terminology used in the Press for **Clarence** and **Akbar** boys was much harsher than that for **Conway** or **Indefatigable** boys. The former had escaped not absconded.

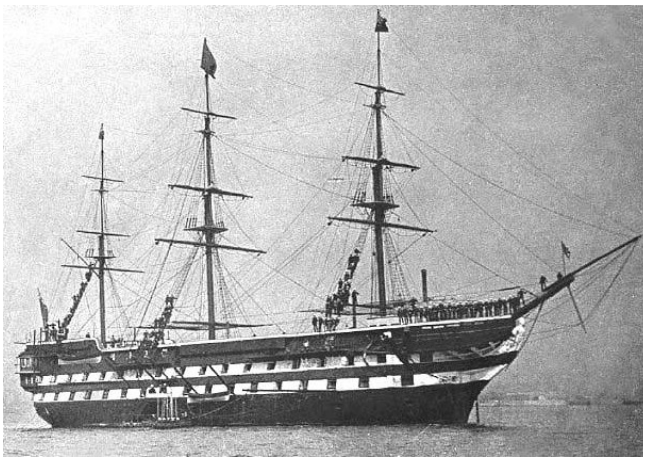
In the same year the **Akbar** was deemed to be in such a bad condition that it was sold and in October the school moved to a purpose built building in Heswall, where **Akbar** had already had a Summer Camp for some years. The school continued there until 1956. Part of the original **Akbar** buildings remains as a private house,' Halyard House' to this day in a cul-de-sac road named appropriately 'The Akbar'.

Now, there were only two 'wooden wall' training ships between Rock Ferry and New Ferry.

The connection with activities ashore continued, where for some years **Conway** had playing fields off Knowsley Road, Rock Ferry, between the New Chester Road and the railway. In 1917 more land was added making 11.5 acres in total. They also had a sanatorium there for the cadets 'Conway House' built in 1914 on the edge of the playing fields.

In 1913 the original **Indefatigable** was replaced by HMS **Phaeton** a 2nd class steel hulled cruiser built in 1882. It was purchased from the Admiralty by Mr Frank Bibby. As commented upon at the time: 'the **Phaeton** is not as picturesque or romantic as a wooden wall ship, but is much larger than the original **Indefatigable** and more suitable for the purposes of sea training, by reason of offering daylight classroom accommodation.'

In 1937 **Conway** was in need of repairs and refurbishment and went to dock in Birkenhead. She went back to her moorings, but in July 1938 docked again in Vittoria Dock, Birkenhead for more repairs. On September 11th 1938 having arrived at the Liverpool landing Stage the day before, she had her new figurehead of Admiral Lord Nelson unveiled by ex-Conway Poet Laureate John Masefield. She returned to Birkenhead for dry-docking in December 1938, returning to her moorings in mid-January1939. The centenary of her launch in 1839 was celebrated onboard on 28th June 1939. When conditions became more hazardous with the bombing raids in November 1940 she was taken back into Vittoria dock. Then in early March 1941 when Birkenhead docks had been judged to have become even more dangerous she was taken back to her moorings in the Sloyne. But only 4 days later during a big air raid two parachute mines, one of which apparently just missed the truck of Conway's



HMS **Conway** at Rock Ferry
Picture from Wikimedia

mainmast, fell into river between **Conway** and the nearby anchored SS **Tacoma City**. The 200 cadets were evacuated in just 20 minutes, going ashore at Rock Ferry to be sheltered overnight at the RMYC / Royal Rock Hotel / Conway House (sick bay). The river was described as glowing from the fires in Liverpool and then the **Tacoma City** was blown-up by one of the parachute mines, with **Conway** cadets and Officers rescuing the 45 members of its crew.

The Conway Cadets went on to Mostyn House School in Parkgate for a brief period and then went home on leave, awaiting a solution to the need for a safe berth for **Conway** away from the River Mersey and enemy action.

TS **Indefatigable** was also evacuated and in due course the now redundant ship was sold to Preston ship-breakers. However, being wartime, the Admiralty need all the shipping it could find and acquired her for store ship in the River Clyde.

The sailors from TS **Indefatigable** went temporarily to accommodation near Ruthin, N Wales, and in due course to a shore establishment in Anglesey, continuing there until it closed in 1995.

It was decided that wartime conditions were so dangerous that HMS **Conway** should be moved from the Mersey to the Menai Strait and on May 21st 1941 she left the Mersey, never to return.

This then was the end of Training and Reformatory Ships on the Mersey where they had been a familiar sight off Rock Ferry and New Ferry for 84 Years from 1857 to 1941.

HMS **Conway** continued afloat in the Menai Strait from 1941 until the loss of the ship in 1953 whilst under tow on passage to Liverpool, and then became a shore establishment at Plas Newydd, home of the Marquis of Anglesey, until 1974 when Conway also closed.

This talk was: '*dedicated to the memory of all the 45,000 young seafarers trained on the River Mersey and those who went down to the sea in ships, particularly those who did not return."*

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A Lucky Escape, Times Three!

An excerpt from ‘South Africa’s Grey Navy’

By L.N.R.S. Member John Richardson

Some of us have been blessed in life, and as far as survival on ships is concerned I’ve had a triple blessing. To explain this I must first relate a sad and most bizarre incident that occurred almost twenty years ago in December 1962. In those days many people in the UK still had no telephone in their home, the UK was experiencing ‘a big freeze up’ and communications were extremely difficult. During that long and bitter winter I was on the Swansea Merchant Navy Pool as an AB and looking for a ship. But I wanted to go foreign to escape the freezing weather, and not something like a coaster.

I was staying in the Merchant Navy Hotel on St Helens Road when, in the hotel’s bar, I met the deck crowd of the Greenock registered 1,100 gross-ton coaster MV **Ardgarry**. When I told the three-man deck crew I was looking for a ship, they told me that one of their ABs had left the ship on some kind of business, and because it was doubtful if he’d return due to the dreadful weather, I should see their First Mate and apply as a replacement if he didn’t show up on the following day. Even though the vessel was a coaster I was aware that the **Ardgarry** had a good reputation and was half hoping that the absent sailor wouldn’t return, while the other half hoped he would. However, such a good bunch of lads were they aboard the **Ardgarry** that I thought I’d like to be ship-mates with them; the severe cold shouldn’t last forever.

On the following morning, I met the **Ardgarry**’s First Mate who told me to return in the afternoon, and if his AB hadn’t shown up by then I could sign on. I stayed on board and was even treated to lunch, but while I was having it the absent AB returned to the ship. I didn’t know whether to be disappointed or not but went to the Merchant Navy Pool where a couple foreign going ships were available. That afternoon at Swansea I signed on the much larger cargo ship MV **Tewkesbury** loading at Newport. On my arrival at the ship, the Blue Peter flag was up and the fully laden **Tewkesbury** was being flattened out, battened down, and made ready for the voyage to Las Palmas, Rio, Montevideo and Buenos Aires. But due to the freezing weather the hatch tarpaulins were so solid with ice, that we had to hammer as flat as we could to get them to spread and stretch them to cleats, but try as we might, those tarpaulins were left with big creases and lots of slack in them.

However, having sailed on the following morning and coming abeam of Ushant, the weather improved and the sun came out. For us on the **Tewkesbury** the big three-month freeze up was over, and the jury—rigged hatch covers were all taken off and the hatches battened down properly,

It so happened that the **Ardgarry** which I'd nearly joined, sailed from Swansea at the same time that the **Tewkesbury** sailed from Newport at the end of December 1962. In those long-gone days, we hardly ever received news of current UK affairs when we were at sea. Therefore, it wasn't until three months later, after having completed the trip to the River Plate, the **Tewkesbury** paid off at Liverpool, and I learned with absolute shock and horror, that the little **Ardgarry**, which I'd almost joined, had been lost with all hands off The Lizard in the English Channel on 28 December 1962 - the day after she had sailed from Swansea. Indeed, if that unfortunate AB hadn't returned I would have signed on the ship. All the words in the world could never describe the feelings that went through me, and I really felt a deep sorrow for those twelve men of the little **Ardgarry** who had lost their lives, I had only met them once, but what a good crowd of men they were! At the inquiry held at Swansea between 23 and 26 July 1963, no definite cause could be attributed for the loss of the ship. Heavy seas can sometimes be encountered in the English Channel, whipped up by 70-knot gales, but ships like the **Ardgarry** could easily ride out such weather, as long as the engine was running! Therefore the only probable causes, like a steering gear or engine failure was presumed to have caused her to broach to in a heavy beam sea.

However what is known is that, bound for Rouen in Northern France, the 1,090-gross ton **Ardgarry** had about 1,500 tons of coal cobbles (or 'duck egg') in her two holds, when she was hit by some heavy seas accompanied by Force 11 gales off Land's End. Close to her was the Dutch coaster MV **Hollandia** which was making seven knots, struggling in the storm while bound for Dublin. When both vessels were in sight of each other off The Lizard, the signal station flashed up asking for their names. **Hollandia** replied, but due to her being in desperate trouble the **Ardgarry** didn't. Indeed, it was shortly afterwards that the A**rdgarry** flashed an SOS to **Hollandia**, but just a few seconds later the stricken ship's mast-head lights went out; the last that was seen of her was the beam of her Aldis lamp pointing skywards before that too disappeared.

Coincidentally, and now 20 years later, I was once again trying to join a ship that would be lost in tragic circumstances. By that time when I'd joined the South Africa Navy, I was a CPO and back on the SAS **Windhoek** which I'd re-joined as her coxswain in December 1981. On the supply ship SAS **Tafelberg** a year or so earlier, I'd taken a quantity of 8mm cine film of the frigates closing up to the supply ship — one each side — to a distance of 100 feet while all three ships were steaming at 15 knots. The purpose being to refuel the frigates. Refuelling two ships at the same time is known as doing a 'double RAS.' [Refuelling at Sea]

Not quite satisfied with the movie film shots I'd taken from the **Tafelberg** on that occasion, I wanted to take some more, but this time from the deck of one of one of the frigates instead of the **Tafelberg**. The ship I was presently serving on,

the SAS **Windhoek**, was going to de-commission and lay up for a while before a short re-fit, and my Old Man, Cdr Stirling, said I should try and get onto one of the frigates to get my movie shots. So, because there was to be an exercise with the frigates in the next few days, I asked WO Curtis the coxswain of the SAS **President Pretorious**, if he could fit me in for a couple of weeks by getting me drafted to his ship. He said he couldn't help because he already had a full crew, and there wasn't a spare bunk anywhere onboard. He referred me to WO Planck the coxswain of the **President Kruger**, who told me he had a space in Mess 12 because one of his CPOs was taking some leave, and I could come along. As an excuse to do the two-week trip I could act as seamanship instructor. But on the day before the frigates were due to sail in 12 February 1982, the CPO whose bunk I was going to borrow cancelled his leave, and that left me out of the trip. I wasn't too disappointed because I thought that at a later date my chance would come again — but it never did!

The exercise in which I nearly sailed, comprised four ships that were conducting highly complex attack exercises about 100 miles south of Cape Town and well out of the shipping lane. They were the **Tafelberg** which as usual was the submarine's target ship, and the frigates **President Pretorious** and **President Kruger**, which were to conduct anti-submarine exercises, while the submarine **Emily Hobhouse** planned to have all three ships in her sights. The four ships were blacked out from 11 pm on 17 February until 6am on the following morning. But because the exercise was mainly for officer training, the crews of the three surface ships adopted normal work routines, and except for special sea duty men, all hands turned into their bunks each night.

The four ships followed a narrow zig-zag course during the 'darken ship' period of the 17 — 18 February; but when the time came to alter course and execute a 180-degree U turn, in the darkness, the unseen T**afelberg** was too close, as well as being lost in the **President Kruger**'s radar clutter. The frigate turned 10 degrees to starboard at 0400 hrs to begin her turn, but the **Tafelberg** coming the other way, at 15 knots, collided with her. The impact resulted in **Tafelberg**'s stem cutting deep into the frigate's port side and into Mess 12 which was just below the hangar deck, and into the CPO and PO's miscellaneous mess. One PO escaped by being blown out through the gashed ship's side, while the other 16 of his mess-mates lost their lives. After the ship had sunk two hours later, the Westland Wasp helicopter from the **President Pretorious** helped in rescuing the rest of the men from the water and placed them on the **Tafelberg**'s decks. The position of the sinking was 78 miles south of Cape Point. If I had joined the SAS **President Kruger** I would undoubtedly have been berthed in the stricken Mess 12. But after that second catastrophe of a sunken ship, where my life had once

again been spared, there was yet another occasion 23 years later when I was to join another doomed ship.

Indeed, after I'd retired from the sea in April 1990, and in May of 1995 when I was living in Southport, I went to Swansea where the brig **Maria Asumpta** had arrived and was tied up at the Marina after sheltering from the weather.

I had heard that this sailing vessel, being built in 1858, was reputed to be the oldest operational sailing ship in the world, so I went aboard her to just to have a look around. I met Captain Mark Litchfield who like all sailing ship captains, past and present was quite naturally on the lookout for free labour, so he agreed to sign me on for 1/- a month as a sailor when the brig sailed again. The ship had recently gone through an expensive refit at Gloucester, after being condemned for scrap by her previous owner.

My plan was to stay on board for the summer months and take loads of movie films. The **Maria Asumpta** was to sail around the British Isles, calling at various ports, and I was really looking forward to it all. But when all was ready for her 80-mile passage from Swansea towards Padstow near the end of May, I had to tell the captain that due to an unforeseen business commitment I'd be unable to join at Swansea, but would meet up with him at Padstow in two or three days-time.

The weather was perfect so off went the **Maria Asumpta** towards Padstow with a crew of 14. A day or so later I was putting my gear into a friend's van for the trip to Padstow when I heard the news. The **Maria Asumpta** had run onto the rocks! Three of her crew had been drowned, and the little brig was a total loss.

It so happened that when the 125-ton brig was off the coast of North Cornwall, Captain Litchfield decided to get a bit closer to the land to see the crowd waving from the clifftop, and for him to get a better view of the land. But because he was on a lee shore he was advised against doing so in a radio message from the harbour master. Disregarding the harbour master's advice and furling sail, he started the little twin engines and took the brig in between The Mouls and Pentire Point, which because of its tidal race is not a recommended line of passage for any ship however big or small. Indeed, when the little brig was at the most dangerous point her diesel engine cutout.

But the lookout on the foc'sle failed to see the submerged rock at Rump Point, and before the mechanics could get the engines restarted the brig ran onto the rocks. A Mayday was issued as the ship quickly disintegrated; sightseers from the cliffs watched the disaster in horror as the survivors jumped onto the rocks.

So, for the third time in my life, I escaped being on ship that sank by my inadvertently not being on board.

For his gross negligence, Captain Litchfield was charged and found guilty of manslaughter, receiving an 18-month prison sentence.

The Royal Navy Attack on Liverpool, 1888

By LNRS member Antony Barratt

For the 1888 fleet manoeuvres the Royal Navy was formed into two fleets, “A” Fleet (under Admiral Baird) and “B” Fleet (under Admiral Tryon).

British Fleet “A” comprised no less than thirteen ironclads; **Northumberland, Benbow, Collingwood, Monarch, Conqueror, Hotspur, Northampton, Agincourt, Inflexible, Neptune, Iron Duke, Belleisle** and **Shannon;** together with 12 unarmoured ships: **Mersey, Arethusa, Rover, Active, Racoon, Rattlesnake, Thames, Inconstant, Mercury, Mohawk, Tartar,** and **Grasshopper** and finally 12 Torpedo Boat destroyers. 37 ships in all.

Fleet “B” (also referred to as the Achill fleet) as representing a fictitious country and named after an island off the West Coast of Ireland comprised 9 ironclads; **Hercules, Ajax, Hero, Rupert, Warspite, Rodney, Devastation, Invincible,** and **Black Prince**; a further ten unarmoured ships; *S***evern, Volage, Iris, Cossack, Sandfly, Amphion, Calypso, Serpent, Curlew,** and **Spider** and 12 Torpedo Boat Destroyers. In this case 31 ships in all.

“A” fleet was required to prevent fleet “B” from breaking out of its bases at Berehaven, in Bantry Bay and Lough Swilly. The harbour at Berehaven had two entrances behind an island obscuring the view of the movements of the vessels within the harbour. So Admiral Tryon moved vessels as if he was about to breakout from one entrance or the other forcing Baird to send his vessels hither and thither. Tryon also darkened his ships. This phase had an unexpected success, when some of the Tryon ships returned with four captured torpedo boat destroyers, of Fleet “A”, which they had surprised and captured.

Admiral Blair had run down his coal supplies and had to send some ships to refuel at English ports. On the 3rd August Tryon took his darkened fleet out in darkness and went north about around Ireland passing Lough Swilly. The three ships at Lough Swilly broke out the following day and after joining the rest of “B” fleet went around the North of Scotland “destroying” Aberdeen, Grimsby and Newcastle, before returning to Lough Swilly.

Meanwhile the withdrawal of Fleet “A” from Berehaven enabled Blair to send HMS **Neptune** and some lighter vessels to protect Liverpool whilst he took the bulk of his fleet to Channel ports to refuel and to protect London.

On 9th August 1888, the successful Fleet “B” was approaching Liverpool, and entered a thick fog bank. Vessels made sound signals to alert accompanying ships of their positions and examination of their logs indicates that :

8.00am Fleet stopped engines due to fear of “potential” mines

8.45am Fog began to thin so fleet restarted its approach using lead lines to gauge the depth of water. Whistles were used to warn of the location of the various vessels in the fleet

Early am HMS **Hearty** plus Torpedo Boats sent to locate and destroy any mines

9.30am “B” Fleet claimed 30 merchant ships they had sunk on the approach to the port

9.50am A passing schooner transferred a pilot to lead the “B” Fleet into port

10am In thick fog Fleet “B” crossed the Bar

10.30am Fog began to thin out further and the day became “bright and clear”. Fleet “B” were proceeding at about four knots.

(“A” Fleet’s **Neptune** (Ironclad) was nearly captured but she disappeared heading towards Barrow. **Hero** was detailed to follow her, but was later recalled.)

12.30pm Five Torpedo Boat Destroyers entered the river and successfully engage the forts.

1.15pm HMS **Belleisle** (Ironclad), of “A” Fleet, already in the Mersey, after firing a few shots she stuck her colours and surrendered.

Meanwhile the local volunteer vessel HMS **Forrester**, tried gallantly but unsuccessfully to guard the river, and a band on New Brighton Pier struck up the national anthem as further vessels of “B” Fleet entered the river.

2pm Six major “B” Fleet vessels moored about one and half miles south of the Pier Head and for the next few hours if any of “A” Fleet were in the area they would not have been able to cross the bar due to lack of water.

The Admiral’s galley was sent ashore with the following' dispatch to the Mayor of Liverpool: —

By George Tyron, Knight Commander of the Most Honourable Order of the Bath, Rear-Admiral in her Majesty's Fleet, and Admiral Superintendent, of Naval Reserves, Commanding the Achill Fleet.

Hostilities, ever to be regretted, were commenced by that portion of Her Majesty’s Fleet called “A” Fleet, on the 24th July, 1888, by an act of war perpetrated by it against that part of Her Majesty's Fleet that is attached to the Achill Kingdom.

The accidents of war have placed the disposal of Liverpool in my hands. Recalling to mind happier days the generous welcome and kind hospitality extended to the seamen of all nations by the inhabitants of your town, now know

that I am prepared to pave the way to a restoration of peace and amity by demanding only that you and your successors shall be compelled, if asked, to dine, with myself and my successors at least once a year, and that you will also engage to treat hospitably and without molestation, my fleet or any portion of it; and shall be free, to stay, or to go under the same conditions.

Lest any of your counselors should be vain enough to think he can rely on the commercial superiority of its fleet, look out of your windows and you will see the minefields I have established blocking the entrance to your port, and the guns of my ships bearing on your town, and be assured that the slightest hesitation on your part will lead to violent retribution.

One half hour is given to you to reply to this.

Be assured, sir, of my distinguished consideration

Dated on board the Hercules in the Mersey, this 9th day of August, 1888.

Signed G Tryon

To The Worshipful Mayor of Liverpool.

Tryon indicated that if he had been an enemy of Britain there would have been a ransom demand for £1 million and a guarantee of safe conduct when leaving the river. Later that evening Tryon signals to the fleet that he intended to stay overnight.

The Times in an editorial thundered about the loss of the major Atlantic port so easily.

Fleet “A” s senior officers criticised Tryon for not warning merchant ships before he “sank” them, for the “bombarding” of defenceless civilian settlements and of using false flags and captured signalling equipment.

The Admiralty praised him for the handling of his ships. The public sided with Tryon; the broader lesson learned was the need for adequate ships in home waters, assertively handled.

Tryon was to hit the headlines again on 22 June 1893 when his flagship HMS **Victoria** was in collision with his Second in Command’s ship. Both had been heading lines of ships when he ordered the lines to turn towards each other and reverse course. HMS **Victoria** and HMS **Camperdown**, the leadships, collided causing the **Victoria** to sink taking 359 men with her including Tryon who was heard to say to his Staff-commander and his Flag-lieutenant that “it was all my fault.”

Sources - Mainly culled from the Times newspaper at the time of the event.

Amundsen's **Maud**

by L.N.R.S. Member W.A. Ogle

Fresh from his successful southern expedition when he became the first to reach the South Pole in December, 1911, Roald Amundsen soon began to plan a further foray to the polar regions, this time to the Arctic.

The **Maud** was launched in June 1916 at Asker, a suburb of Oslo, and named after Queen Maud of Norway. Designed for his intended voyage through the Northeast Passage, she was ceremonially christened by Amundsen crushing a chunk of ice against her bow, saying:

Maud, pictured in 1917 Wikimedia

*It is not my intention to dishonour the glorious grape, but already now you shall get the taste of your real environment. For the ice you have been built, and in the ice you shall stay most of your life, and in the ice you shall solve your tasks. With the permission of our Queen, I christen you **Maud**.*

She lived up to her christening promise by remaining in the ice until 2016. Whereas other vessels used in Amundsen's polar explorations, ***Gjøa*** and ***Fram***, have been preserved at the Norwegian Maritime Museum, ***Maud*** had a more rugged fate. After the transit of the Northeast Passage, which did not go as planned and took six years between 1918 and 1924, she ended up in Nome, Alaska and in August 1925 was sold on behalf of Amundsen's creditors in Seattle, Washington.

The buyer was the Hudson's Bay Company, which renamed her ***Baymaud***. She was to be used as a supply vessel for Company outposts in Canada's western Arctic. Prior to her final voyage ***Baymaud*** was given a refit in Vancouver, British Columbia. (The work was supervised by Tom Hallidie, who later went on to design the RCMP vessel ***St. Roch***, based on ***Maud***). In the winter of 1926 she was frozen into the ice at Cambridge Bay, where she sank in 1930. The wreck lay just offshore, across the inlet from the community's former Hudson's Bay Company store. Nearby is the site of the former Cambridge Bay LORAN Tower, built in 1947.

In 1990 the ship was sold by the Hudson's Bay Company to the town of Asker with the expectation that she would be returned to her first home. Although an export permit was issued, the price tag to repair and move the ship was

Maud on the surface in 2016.

230 m. kroner ($43,200,000) and the permit expired.

In 2011 an Asker-based company, Tandberg Eiendom AS, announced a plan to return ***Maud*** to Norway. They intend to build a museum in Vollen to house her, near where she was built and had purchased a barge to move her.

Concern about the plan was voiced by the community of Cambridge Bay, Parks Canada, the Government of Nunavut, the International Polar Heritage Committee, and some people in her intended destination. Initial refusal of a new export permit from the federal government, on the grounds of a lack of a full archeological study was later reversed on appeal.

In March 2012 preparations for the salvage operation began, totally funded by Tandberg Eiendom AS, a family owned trading and property company based in Asker. In August 2016 **Maud** was refloated and positioned on the Jensen submersible barge, by the time the mud and debris was cleared from her hull the ice had returned and work ceased for that year. By August 2017 with the tug **Tandberg Polar** refurbished after a three year enforced lay-up in the Arctic, the long tow home began. Leaving Cambridge Bay in late August 2017, sailing out of the Northwest Passage and then finally across Baffin Bay to West Greenland, tug and tow arrived successfully in Aasiaat on West Greenland for the winter stop on September 16th 2017. In 2018 the journey continued with departure from Aasiaat in June, refuelling at Anir (Faroe Islands) with departure on 1st August, destination Oslo. She finally returned to Asker on 7th August, much having happened both to and around her since she was launched there in 1916.

Ocean Tide and the Port of Liverpool

Talks by six local experts on the tide and port will be presented to celebrate the 100th anniversary of the famous Liverpool Tidal Institute. Venue, Merseyside Maritime Museum Lecture Theatre, 10 a.m. to 2 p.m. Saturday 11 May 2019.

For more information and register for free at https://conference.noc.ac.uk/ocean-tide-and-port-liverpool

Escape From Crete 1941

by L.N.R.S. Member Stephen Roscoe

There are many amazing escape stories which occurred during WW2; one such I had read as a young boy in 1951 which left a lasting impression with me. Recently whilst sorting through some old box files and papers I came across the story once again.

This is an abridged version of the story:

On May 20 1941 the German invasion of Crete commenced and by days end 750 glider shock troops and 8,000 parachutists had been landed. This had been preceded by very heavy bombing of the supply ships in Suda Bay which had taken place for most of May with appalling results for the garrison. With the increased onslaught by air afforded by recently acquired German air fields in Greece the evacuation of Crete had already commenced. After four days of fighting a bloody rear guard action with half of the men of the formation being wounded or killed, Major R.Garret, Royal Marines and his men reached the beach at Sfakia. They were quite famished and exhausted and also too late for the last evacuation.

Major R. Garret disbanded the battalion by order of the Senior Army Officer ashore. Having carried out this order he informed them they could wait to be taken prisoner, join the resistance, or try to make their way off the island. Major Garrett let it be known to his men that he had no intentions of being taken prisoner and planned to escape by sea, and promptly went to find a boat he thought might give them the chance for escape to Africa. In the bay he sighted an abandoned landing craft. On swimming to the craft he found the port screw was fouled by wire and the engines incapacitated. Apart from this there were some provisions left on board and the vessel appeared seaworthy. His next task was to find an engineer which he did in the ruins of a bombed village. J. Lester, a lance-corporal of the 2/7 Australian Battalion, was a mechanic in civil life and game for anything. Making their way off to the landing craft they were joined by another Australian, Lieutenant K.R. Walker. The three of them got life into the engine and finally warped the craft inshore. Major Garrett called for volunteers to join him in this desperate venture. It was the last rally of the Royal Marines in Crete. In response to his shout “Who goes home?” five officers and 134 other ranks joined him. They included Royal Marines, Australians, New Zealanders and men from the Commandos that had landed from the minelayer H.M.S. A**bdiel** as reinforcements on the 24th and 26th May, plus a Greek and two Palestinians. They collected all the rations, petrol containers and water containers they could lay their hands on. Their only navigation equipment consisted of a travel clock, map of the Mediterranean all in

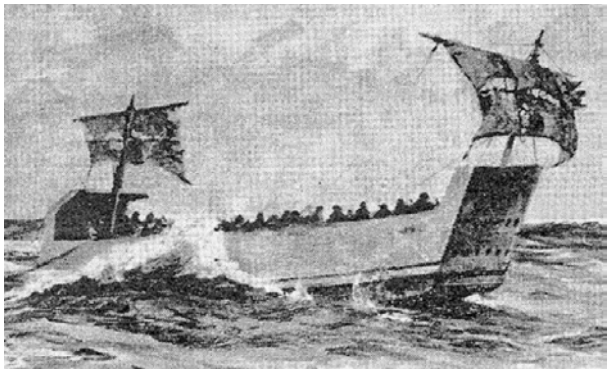
Greek, which was found by Sergeant Charlie Bowden Royal Marines in a deserted school. This was to become their chart. Lieutenant R.R. Macartney, of the 3rd Field Regiment, A.I.F. had a map of North Africa. Having no indication of compass error or other means of navigation they prepared to depart.

At 9 a.m. on the 1st June they set off; a light mist was drifting in from seaward and undercover of this they made for Gavdopula Island that had harboured the crew of the M.L.1030. An armed party was landed and reported back they were the only inhabitants so here they secured in a cave. It was time to take stock of all their resources, a well was found and all the water containers filled.

The engine room department now consisted of four Australian Corporals and a Commando Sergeant who refitted the engines and steering gear best they could. After finishing their first proper meal for three days, topping up water containers and canteens they departed at 9.30 pm on the 1st June. It was estimated they had petrol for 140 miles and a course was set for Tobruk 180 miles distant. Major Garrett furnished a sail from a winch cover to aid in helping to keep course. Realising they had insufficient petrol for the voyage diesel was experimented with in one engine. This resulted in the engine packing up. The other engine broke down shortly afterwards leaving them with only a somewhat inadequate sail. With the sea rising and seasickness overwhelming them, the engineers stripped down the engine to clear it of diesel. This enabled them to get under way again until 6 p.m. on the 2nd June when their petrol was exhausted. The craft wallowed all night in a heavy sea under the rag of a sail. They burned flares at night using the diesel oil. On the 3rd June they were rationed to a sixth of a pint of water, an inch and a half cube of bully-beef and half a ship biscuit. An improvised distilling plant from petrol tins using diesel oil as fuel was made by two marines A. Harding and A. R. Booth. In two days they produced four and a half gallons of drinking water. Major Garrett found a tin of petrol whilst rummaging among the stores which he hoarded for emergencies.

A Blenheim aircraft was sighted at 07.45 on the 4th June which circled them twice and heartened everybody as they were getting very weak. The engineers worked at keeping the engine functioning which they ran for half an hour in the evening to keep their spirits up. When daylight came and still no land sighted they used the rest of the petrol hoping to see the African coast; eventually the engine petered out and still no land sighted.

Their energies were now devoted to sailing the craft. They contrived to make four blankets into a jib and six into a mainsail. Yeo, a young marine distinguished himself as a sailmaker using boot laces to sew the blankets together. The craft did not respond to the helm and yawed despairingly. It was necessary for these exhausted men to go overboard in small groups and push the blunt bow round to



Painting by Lt-Cdr Rowland Langmaid of the Escaping Landing Craft.

the proper course heading by swimming, sort of a human bow thruster!

Amongst the group were two Colour-Sergeants C. A. Dean and H. C. Colwill and previously mentioned Sergeant Charles Bowden of the Royal Marines. The former described as “old timers” and the latter “Hostilities only.” These three not only heartened and sustained in helping to keep up the morale of all concerned crowded together on the sun grilled plates of a landing craft, but also helped in the running and organising of rations and other details to the troop. Sergeant Bowden became a sort of sailing master, organising the swimmers when required to push the craft’s square bow towards Africa.

On the 8th June, Private H. J. Wysocky and Driver K. Watson, 155 Battery, 5 2nd Light A. A. Brigade, died from exposure and exhaustion and were buried at sea. At 5.45 p.m. that same day land was sighted.

The sandy beach was felt at 1.30 a.m. on the 9th as the craft grounded. Nine days aboard the landing craft left many of the survivors very week. Not knowing if they were behind enemy lines the bow ramp was lowered. Two Maori soldiers Private Thompson and Gunner Peters, volunteered to go and look for water. In less than an hour they found a well a quarter of a mile away. Lieutenant Macartney and Sergeant Bowden also set off into the darkness to reconnoitre. A pipeline led them to a British ant-aircraft battery, where they summoned transport. A few hours later Bowden returned across the desert in the dark without the aid of a compass to report to Garrett. He announced that they had beached 17 miles west of Sidi Barrani and 100 miles eastward of Tobruk. They had made good 230 miles, but must have travelled nearer 250 miles.

Though many of the men were ill and without boots, they marched to a rendezvous which Bowden had fixed, where a convoy of lorries was waiting to take them to safety. Within days Garrett’s Royal Marines were re-equipped and ready to fight again.

Ref:

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The Menai Strait

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

My article for the L.N.R.S. Bulletin for December 2016 , Volume 60, No. 3, under the title “They also serve…” tells the story of Gwilym Pari Huws, a private in the Royal Army Medical Corps, who, in 1918, survived the sinking by torpedo of HM Hospital Ship ***Warilda.*** During my research for the article on this gentleman, I had the pleasure of meeting his granddaughter, Siân Pari Huws, a distinguished freelance producer and broadcaster, working mainly in her native Welsh language with BBC Radio Wales.

At a lunch we shared in HQS ***Wellington****'s* wardroom, Siân gave me a copy of the telegram, sent by her Taid (grandfather) Gwilym to his parents in Dolgellau, with the news of his survival. Siân also presented me with a copy of a book “The Menai Strait” (“Y Fenai” in Welsh) written by her father Gwyn Pari Huws, with photographs by his friend, Terry Beggs. Having read the book I decided to review it for readers of the Bulletin, and began a personal journey during which the book moved from centre stage to become merely the catalyst that brought the main characters to the fore.

But first, the book. Published in both a Welsh and an English edition in 2003 by Gomer Press of Llandysul, Ceredigion, it is now, sadly, out of print. However, copies may still be found on book-search websites; I bought one recently for under £10 including post and packing. The Menai Strait is the stretch of water that separates the island of Anglesey (Ynys Môn) from the UK mainland for a length of around eighteen miles along the coast of Gwynedd, west to east from Caernarfon to Penmaenmawr. In this direction, the book takes the reader on a journey along the Strait, at times literally at sea level thanks to the stunning photographs taken by Terry Beggs from his kayak. Other photographs show views from Gwyn Pari Huws' boat ***Glaslyn,*** and from the 125 mile coastal path around Anglesey. The book combines a history lesson with hydrographic and geographic details, flora and fauna to be found, castles to be explored, bridges to be crossed and several pubs, (two coincidentally named “Liverpool Arms”) to be visited. For former *Conway* cadets, whether in the old ship herself, (wrecked 1953) or later in the shore establishment at Plas Newydd (closed 1974) the book is a veritable trip down memory lane. So too for former ***Indefatigable*** cadets whose shore-based training establishment at Plas Llanfair, one-time home of Admiral Lord Clarence Paget, closed in 1995. For other readers it will be a voyage of exploration and discovery, a stimulant perhaps to visit the Menai Strait and sample at first hand its delights, so beautifully described and illustrated in the book.

For navigators, the Menai Strait presents several challenges not normally found in other coastal waters, the main one being the Swellies, that area of water

between the Britannia Road & Rail Bridge (built Robert Stephenson 1850) and the Menai Suspension Bridge (built Thomas Telford 1826.) The hazards are fully described on p.52, together with a reproduction of the relevant part of Admiralty Chart 1464 (Chart 4) and followed on p.55 by a delightful hand-drawn diagram to explain the monthly tidal variations. A second challenge to the unwary navigator is the “Change” buoy, yellow over black surmounted by two inverted black cones, one on top of the other. At a point in the Strait, opposite Caernarfon, the “Change” buoy marks where vessels proceeding seaward from Bangor past Caernarfon, should change the discipline of keeping green buoys to starboard and have them instead on their port side. This is illustrated so well on p.27 in another hand-drawn chart; even a landlubber could not fail to understand the system. A third challenge, at the eastern entrance to the Strait, is described in some detail. Here, between Puffin Island and the point of land on Anglesey’s shore at Trwyn Du, marked by its eponymous lighthouse, the navigator, with the help of the relevant Admiralty chart, the red perch rock and the characteristics of the lighthouse (abbreviated as Fl 5 s. 19m 15M Bell (1) 30s) may make a safe passage. A final warning is painted in large letters on the lighthouse itself, NO PASSAGE LANDWARD. Despite these hazards, the Menai Strait is a magnet for the owners of sailing boats and pleasure craft as evidenced by the existence of at least four sailing clubs, the Plas Menai RYA Sailing School and, for repair and lay-up, Dickie’s Boatyard at Bangor.

The book charts a spectacular journey in words and pictures along one of Wales’ most spectacular coastlines, granting diverse and diverting views on either side, a chance to stand and stare in awe at the natural beauty of the area while, at the same time, absorbing fascinating details of the human and maritime forces that have formed its character and landscape. Even if you are an armchair sailor, you will enjoy following the course of the unique and wonderful waterway that is the Menai Strait. But what of the book’s author, Gwyn Pari Huws, and its photographer, Terry Beggs?

Captain Terry Beggs

In 1953, after H.M.S. ***Conway*** failed to safely transit the Swellies, resulting in her total loss, Terry Beggs joined the first term in *Conway’s* shore establishment at Plas Newydd on the Menai Strait, leaving in 1955 as Senior Cadet Captain. This was followed by a month at the Outward Bound Sea School, Aberdovey, before undertaking basic naval training as a Midshipman R.N.R. in H.M. Submarine Depot Ship ***Maidstone****.* Off to sea in November 1955 as midshipman/ apprentice in Alfred Holt’s Blue Funnel Line ship ***Troilus****,* followed by a further six Blue Flues, Terry Beggs completed his indentures in June 1958 and was awarded his Second Mate’s Certificate. After serving as Fourth Officer on the Far East run in four different ships with the same Company, he was awarded his First Mate’s

Certificate. One year later, as Sub Lieutenant Beggs, Terry Beggs undertook a four month course at various shore-based Royal Navy training establishments before re-joining Alfred Holt to complete eight Far East and Australia voyages, culminating in promotion to Second Officer in Blue Funnel's ***Helenus.***

Terry Beggs came ashore for a three year college course to study for his Master's and Extra Master's Certificates. He recollects, "In the middle of this, their Lordships in the Admiralty insisted that I report for further R.N.R. training without delay. I was Acting Lieutenant at this stage and had every intention of continuing but, with a mortgage, a wife and two small children to support, I simply could not afford to take a break from my studies which had reached a critical stage. I explained all this to their Lordships to no avail. They proceeded to serve me with an ultimatum and, having no option, I resigned my commission, something I always regret." Finally swallowing the anchor, Terry Beggs took up a post as junior lecturer at Riversdale College, Liverpool, for shipping company cadets, followed by the post of senior lecturer at Liverpool Polytechnic for Merchant Navy officers up to BSc Maritime Studies level. Taking a Sabbatical Year in 1973, he was awarded his MSc Marine Geotechnics through Bangor University's Marine Science Labs at college and aboard the research vessel ***Prince Madog.***

By 1977 the two great shipping companies of Alfred Holt and Elder Dempster had merged to form Ocean Fleets with Terry Beggs firstly as Principal of their Training Establishment, then Marine Training Manager for all the Company's sea-going personnel. However, by the end of 1986, the continuing contraction of that Company saw the closure of their Training Establishment and thus ended Terry Beggs' long association with Alfred Holt & Co. It was not long before he was once again putting his skills in nautical education to good effect with an appointment in January 1987 to Captain/Headmaster of ***Indefatigable,*** the nautical boarding school on the Menai Strait for 150 boys aged from 13 to 17. However as is well-known to members of the Honourable Company of Master Mariners and well-documented elsewhere, the slow decline of sea-going opportunities was gathering pace at that time and thus, three years later, closure of that establishment became inevitable.

How does someone with an extra Master's Certificate and so much experience fill ten years before finally taking retirement? In Terry Beggs' case it was back to sea as Mate with the James Fisher fleet of coastal tankers and dry cargo vessels for twelve months before his appointment as the Company's Liverpool based Training Manager. Since retirement in July 2000, he has kept busy with a variety of interests that include Trustee of Caernarfon Harbour, photography (he has another book to his name, "All Around Anglesey") geology, furniture making, sailing on the Menai Strait and, when the wind drops and the sun shines, driving around in his sporty MGB GT, vintage 1974.

Captain Gwyn Denman Pari Huws (1929 – 2003)

With good marks in both English and Welsh Language, and a “top of the class” in Handicraft, Gwyn Pari Huws left Abergele County School to join H.M.S. ***Conway*** as a cadet in January 1944. At that time the ship was moored off Bangor Pier in the Menai Strait following her move there, for safety reasons, from the River Mersey in 1941. His cadet reports show “exceptional” ratings in many subjects, the pinnacle being his winning of the MacIver Prize, a barometer. Leaving *Conway,* Gwyn Pari Huws became an indentured apprentice with the shipping company, T & J Brocklebank, joining his first ship ***Malakand*** in November, 1945 at Tilbury Docks for her regular Calcutta run. Due to heavy losses of Merchant Navy officers during World War II, promotion at this time could be rapid and this was one factor that enabled Gwyn, aged just 19, to serve aboard ***Mahsud*** as Third Mate on a temporary Second Mate’s ticket. 1950 saw him serving as Third Mate on Alfred Holt’s ***Glenorchy,*** then one year later as Third, then Second Mate with Elder Dempster aboard ***Cochrane.*** In 1953, having gained his Master’s ticket, he sailed aboard ***Chandler*** as Mate.

Gwyn Pari Huws took a spell ashore in Liverpool to study for his Extra Master’s Certificate which he obtained in 1955 aged only 26, before returning to sea as Mate on ***Ebani*** (Captain Paddy Ralston.) Gwyn Pari Huws married Eira Evans in April 1957, then spent a short spell on the ***Tamele*** as Mate before moving for a fourteen month shore appointment in Lagos as Elder Dempster’s Marine Traffic Manager. At the end of 1958 it was back to sea again as Chief Officer in ***Apapa,*** one of Elder Dempster’s three mail ships. A brief spell in ***Degema,*** sadly as replacement for her Mate who was lost at sea in heavy weather, and a coasting voyage in ***Perang*** before coming ashore again, this time at Liverpool as Elder Dempster’s Assistant Marine Superintendent, coinciding with a move to live on the Wirral. The need to serve as Master for a short while saw him appointed in fairly quick succession to ***Ebani*** for West Africa, ***Forcados*** for West African creeks-to-ports work and ***Salagar*** for the return voyage to Liverpool. Still with Elder Dempster, advancement in shore appointments came in the form of Deputy Marine Superintendent, Chief Marine Superintendent and, following the merger of that Company with Alfred Holt & Company in 1965, as Marine Superintendent (Methods and Operations) of Ocean Transport and Trading, helping to steer the Company into new operations, principally containerisation. In 1971 a significant new development for Gwyn Pari Huws was, as Marine Operations Manager, to oversee the introduction of tankers and bulkers, which for him involved numerous trips to Sweden and Japan where three major ships were being built, namely the tankers ***Titan*** and ***Tantalus*** and the bulk carrier ***Troilus.***

Six years later, in 1978 with Ocean Group moving away from tankers and bulkers, Gwyn Pari Huws was appointed Director of Ocean Fleets with special responsibility for the marketing and commercial operation of ship management for non-Group customers. However, in 1984, with a Group restructure as Ocean began a rapid withdrawal from shipping, he took the opportunity to accept early retirement when he and his wife moved to Caernarfon. In the twelve years 1972 to 1984, he served on the Liverpool Pilotage Committee, for the last eight of which he was the ship owners' representative on that body, his favourite day in each of those years being the annual pilotage inspection, normally a fine weather event. The preservation of the retired Liverpool pilot cutter, ***Edmund Gardner,*** Merseyside Maritime Museum's largest exhibit, is due in no small part to his efforts.

As with many people who have lead a busy working life, retirement at 55 soon became a full-time "job" with Gwyn Pari Huws throwing himself into all those leisure interests upon which work had so rudely intruded; painting and drawing, sailing his boat ***Glaslyn*** in the Menai Strait and teaching a growing band of grandchildren the rudiments of seamanship. He made a considerable contribution to the National Galleries & Museums of Wales and was involved with the Porthmadog Maritime Museum and the Seiont II Maritime Trust, being at one time chairman of the latter. ***Seiont II*** was a retired steam-powered grab dredger-cum-buoy layer which came in useful under its Master, Captain Gwyn Pari Huws, in the successful operation to recover, from the banks of the Menai Strait, the second anchor of H.M.S. ***Conway.*** His keen business brain ensured he was in demand as a member of the Caernarfon Harbour Trust and Chairman of the Caernarfon Town Walled Development Trust. His experiences at sea saw him lecture on many subjects, mainly maritime, including the work of Anglesey-born hydrographer, Lewis Morris. His native Welsh and non-conformist Christian faith remained as strong as ever, with membership of Salem Chapel, Caernarfon. Indeed, it was at my Welsh Chapel in Birkenhead back in 1961 that I was privileged to meet Captain Gwyn Pari Huws.

I am most grateful to Terry Beggs for the use of his Menai Strait photographs and permission to raid his autobiographic notes, and to Alun Pari Huws for permission to plunder from his article, first published in *Cymru a'r Môr/Maritime Wales*, about his father. This article is dedicated to the memory of Gwyn Pari Huws' daughter, Siân, who sadly died in November 2015, aged just 55, after a long, brave battle with breast cancer.

I will be pleased to hear from any readers who have a personal recollection of serving with either of these two Captains, Gwyn Pari Huws and Terry Beggs.

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