

**LIVERPOOL  
NAUTICAL RESEARCH SOCIETY**

**NEWS, NOTES AND QUERIES**

**Volume One  
(New Series)**

**1957**



**“ All delight is in masts and oars and trim  
ships to cross the stormy sea.” ODYSSEY**

L I V E R P O O L    N A U T I C A L  
R E S E A R C H    S O C I E T Y

"All delight is in masts and oars and trim  
ships to cross the stormy sea" - ODYSSEY.

NEWS, NOTES AND QUERIES

---

Vol.I. (New Series) No.1.

January-February 1957

---

EDITORIAL

This is the first number of a new series of News, Notes and Queries, and a word of introduction seems appropriate. The editorial committee intends to publish six numbers a year at two monthly intervals. With the first issue of each year a folder will be sent for the permanent preservation of the year's numbers. Although the format has been altered, the familiar items will be retained, and new ones may be incorporated. The utility of News, Notes and Queries for the diffusion of information and the solution of problems has been one of its principal features. We hope that it will continue so; but this depends in great measure upon the contributions received from readers in the shape of personal news, items of interest, queries and answers. Historical information about Liverpool ships and trade would be particularly welcome from our overseas readers. Finally, the appearance of the first number seems to provide the right moment for inviting, from members suggestions relative to the contents of future numbers and any criticisms which they may have of editorial policy.

E.W. Paget-Tomlinson.    A.N. Ryan.    R.B. Summerfield.

THE JANUARY MEETING

At the meeting held on January 10th, 1957, Mr. T.D. Tozer read a paper on "Some Minor Mersey Ports". He began by referring to the fact that there was considerable commercial activity on the Mersey previous to the rise of Liverpool as one of the leading

ports of the United Kingdom, and that much of this earlier trade centred upon the ports of Runcorn and Garston. Runcorn's great days were during the eighteenth century when it was the terminal of a network of canals connecting the Mersey with the industrial hinterland. The Mersey at Runcorn, however, lacks an open channel for ocean going ships, and this fact crippled Runcorn as a rising port. Although still the centre of considerable traffic, its golden age has passed away. Mr.Tozer then turned to Garston, a fishing village as early as the thirteenth century, if not before. Fishing remained one of its chief activities until the eighteenth century when its commercial possibilities were developed by the construction there of several small docks. The coming of the railways was an immense stimulus to the port of Garston, since it was linked thereby with the south Lancashire coalfield for which it provided a convenient outlet. Coal is still its main export commodity, though by no means its only one. In conclusion, Mr.Tozer pointed out that in the growth of Merseyside from small beginnings Runcorn and Garston played an important, but often neglected part. The paper aroused much favourable comment, with many observations, particularly about Runcorn, from our member, Mr. M.M. Schofield, and a colleague from the Widnes Historical Society who accompanied him. Mr.Schofield proposed a vote of thanks, which was seconded by Mr. E.A. Worthy.

A.N.R.

## THE FEBRUARY MEETING

On February 14th, the after saloon of the "Landfall" was transformed once again into an Art Gallery when Mr. H.A. Taylor, M.A., of the Liverpool Record Office brought with him a selection of the Herdman prints of the old Liverpool, in support of his paper "Liverpool's Dockland a Hundred Years Ago". Using slides first of all, followed by reference to the prints and some photographs, Mr.Taylor contrasted the appearance of Liverpool's waterfront today with that of a century ago, previous to the erection of the great office blocks at the Pier Head which now dominate the skyline. He also traced the isolation of the dock areas from the remainder of the city, both physically and socially, and drew upon the "Porcupine", a mid-nineteenth century newspaper for information concerning the living conditions of the nineteenth century docks and their families. This was not a paper about Liverpool ships and the men that sailed them, nor about the docks

in which they berthed. It was about the men who turned the ships round, the warehouses where they worked and the congested dwellings in which they lived. Following a lively discussion in which many members took part, a vote of thanks was proposed by Mr.T.D.Tozer, seconded by Mr.J.E.H.Simpson.

A.N.R.

#### OF GENERAL INTEREST

Our member in Vancouver, Captain B.L.Johnson, C.B.E.,D.S.O., enquired some time ago about the history of a Liverpool Pilot boat of which he possesses a model. Correspondence with Mr. John S. Rees established her as the "Perseverance", built by Harvey & Sons, Ipswich, in 1860. When built she was numbered 12, but in 1885 she was renumbered 9. Comparison between a photograph of the model and a photograph of the actual vessel shows the model to be an accurate copy of the original.

J.S.R.

In 1886, C.Connell & Co. of Glasgow built the ship "Balclutha" 1689 tons gross. In 1894, she was outward bound in the Bristol Channel when her cargo of coal shifted in a heavy gale. She almost foundered but, owing to the skill and determination of her Master, Captain Durkee and his crew, the ship was able to put back to Bristol. Oswald Brett the celebrated American marine artist painted a very graphic picture of the "Balclutha" almost on her beam ends, and he recently sent a very fine colour photograph of the painting to our President, Sir Ernest B.Royden, Bart. Today the "Balclutha" is a floating museum at Pier 43, San Francisco, U.S.A.

The three photographs mentioned above were on view at the February meeting, through the kindness of Sir Ernest and Mr.John S. Rees.

R.B.S.

#### QUERIES

1. Apropos Mr.Tozer's paper in January, Mr.E.W.Paget-Tomlinson enquires whether it is recorded to what extent Francis Egerton, Third Duke of Bridgewater experimented with steam navigation on his canal?

It is known that he saw a model of Symington's "Charlotte Dundas" just before he died, but did he carry out any experiment before this?

2. Mr. D.J. Knowles-Hague would be glad to learn if there are

any known illustrations of the following early steam boats which plied on the Mersey:

Elizabeth 1812 Princess Charlotte 1816 Ancient Briton 1818

MR. E.A. WORTHY AND MRS. A.C. WARDLE

Mr.Worthy is so regular in attendance at our meetings that his absence in February provoked comment, and we were sorry to learn that he had been in hospital. We are glad to say he is making good progress. Those members particularly, who knew the late Arthur Wardle, will be sorry to learn that Mrs.Wardle suffered a broken arm as a result of a fall. She is now out of hospital and we wish her a speedy recovery.

#### NEW MEMBERS

R. M. Lee, A.I.N.A.	Lytham.
K. C. Rathbone, A.I.N.A.,M.I.N.	Sale.

#### AFFILIATION

Members will no doubt recall that we are affiliated to the Historic Society of Lancashire and Cheshire. The Historic Society has reciprocated by becoming a member of our own Society, and we are pleased to record this very complete association between the two societies.

#### MARITIME EXHIBITION

This exhibition is part of the City's Charter Celebrations in honour of the 750th anniversary. Its theme is the history of the Port of Liverpool from 1207 to 1957, and the trade of the port, the ships and the development of port facilities will be covered by an interesting range of models, pictures, charts, dock plans and samples of goods handled by the port. The exhibition will be held in Littlewoods Central Clubrooms in Dale Street from June 17th to 29th. It is being organised jointly by Messrs. Littlewoods, the Liverpool Steamship Owners Association and the Liverpool Corporation, who have formed a joint advisory committee on which the Society is represented.

E.W.P-T.

\* \* \* \* \*

All correspondence for News, Notes & Queries should be addressed to Mr. R.B. Summerfield, 28 Exchange Street East, Liverpool, 2. When replying to queries, please refer to number quoted and volume.

L I V E R P O O L    N A U T I C A L  
R E S E A R C H    S O C I E T Y

"All delight is in masts and oars and trim  
ships to cross the stormy sea" - ODYSSEY.

NEWS, NOTES AND QUERIES

---

Vol.I. (New Series) No.2.

March-April 1957

---

THE MARCH MEETING

The Society welcomed Dr. F.E. Hyde, Professor of Economic Science at the University of Liverpool to 'Landfall' on 14th March, 1957, when he read a paper entitled "The Holt Fleet". In the mid-nineteenth century the future of the steamship as an ocean going cargo carrier was uncertain. Its enormous coal consumption prevented it from competing economically with the sailing ship on long distance routes, and excluded it from some of them. These uncertainties were in a great measure resolved by the perfection of the compound tandem engine and its incorporation in the steamship by Alfred Holt of Liverpool. The Holt steamers were able to challenge the monopoly held by the clippers over British trade with China and the Pacific.

Alfred Holt was not only a great engineer; he was also an able business man. Professor Hyde stressed that the technical success of the Holt ships did not automatically ensure the establishment of the firm in the Eastern trade. Holt had to overcome commercial prejudice on the China coast as well as political difficulties in China.

The success of the company encouraged other concerns to compete with it both technically and commercially. After 1870 there was an era of fierce competition between Holt's and several other British and foreign lines, including the Glen Line and the French Messagerie Maritime. Freight rates fell, and profits declined. The situation was made all the more difficult for the company by the reluctance of Alfred Holt to adopt

the technical modifications which other steamship companies were using. He staved off disaster by helping to form, along with rival companies, one of the first great shipping conferences. Technical progress could not, however, be denied. In the 1890's and again between 1906 and 1914, the ships of the Holt fleet were replaced by new models which incorporated the latest developments. By 1914 the fleet numbered about 70.

Professor Hyde described the fortunes of the fleet against the background of commercial conditions and opportunities in the Far East. His paper, whilst being of absorbing local interest, illuminated the larger themes of steamship development and national and international commercial development.

The discussion which followed was a lively one, and several members contributed to it with their personal reminiscences drawn from service in the Blue Funnel Line. The vote of thanks was proposed by Captain R.V. Ewart and seconded by Mr. A.N. Ryan.

A.N.R.

#### APRIL MEETING

At the final meeting of the season the speaker was Mr. W.E. Sutton, Public Relations Officer of the Mersey Docks & Harbour Board, who chose for his subject "The River and Approaches to the Port". Mr. Sutton opened his address by stressing the importance of the River Mersey to the industrial and economic life of the country. Thirty-five thousand ships enter and leave the river each year, carrying cargoes valued at about two thousand million pounds, but the ability of these vessels to navigate the approach channels and river with safety had necessitated a continuous warfare against the forces of nature.

After saying that Liverpool has the highest rise and fall of tide in the country, with the exception of Bristol, Mr. Sutton illustrated how the configuration of the river and particularly the inner estuary assisted in keeping the entrance clear by providing a powerful scour when it reached the sea. Mention was made of the first recorded information concerning the approaches to the Port, a chart produced by Captain Greenville Collins in 1693 and the discovery of a new channel by Lieut. Henry Denham in

1833. An interesting explanation followed of the many changes which had taken place in the channels passing through Liverpool Bay throughout the years. Mr. Sutton then went on to describe in detail the work which had been necessary to stabilise these channels, including dredging and provision of training banks and revetments. After telling us of the earliest attempts at dredging he went on to describe the maintenance work which is now necessary to keep the channels in a navigable condition and assist masters and pilots in their work. The construction of the revetment utilised stone from North Wales, carried in hoppers with a capacity of 650 tons. These hoppers were placed in position over the revetment, and the stone deposited exactly where required by means of specially designed doors in the bottom of the hold, and showed the thoroughness with which the Board tackled this particular feature in the maintenance of the main channel.

Surveying, buoyage and salvage were all referred to in detail and a brief history of the growth of the Pilotage Service and the means of communicating with vessels approaching the Port from the time of the flag poles on Bidston Hill to the present Radar System rounded off a complete survey of the Port in action today.

Mr. Sutton's informative and interesting talk was illustrated by a very fine collection of colour transparencies, the projector being in the hands of his assistant, Mr. John Nuttall, to whom the Society is grateful for his co-operation.

As was to be expected, after a talk on a subject "right on our doorstep", as it were, a large number of members were anxious to add their observations and to ask questions. Mr. John S. Rees in proposing a vote of thanks amplified many of the points mentioned by Mr. Sutton, and Mr. K. C. Rathbone seconded the proposal which was received with acclamation.

E.M.H.

MRS. A.C. WARDLE

Following so closely on our note in the last issue of News, Notes & Queries, it is with very great regret that we record the sudden death of Mrs. Wardle early in March. She was a keen



supporter of the Society in the early days and greatly assisted Mr. Arthur Wardle in his many avenues of research work. We extend our sympathy to their son and daughter. The Society was represented at the funeral by the Chairman and Mr.D.J.Knowles Hague.

R.B.S.

## TRANSACTIONS

After many setbacks and difficulties, the final proofs of Transactions are now in the hands of the printers and copies should be reaching members very shortly.

## WELCOME

How very pleased we were to welcome our member from London, Lt.Cdr.J.H.Craine R.N.R., to our April meeting; it is a long time since we had the pleasure of his company in Liverpool. Equally well known as 'Jason' he is an authority on ship modelling, and has probably inaugurated more ship model societies in this country than any one else.

## AU REVOIR

Mr, A.L.Bland, who has been a member of the Society since 1942, has recently retired and is leaving Merseyside to live in Hampshire. We wish him many years of happy retirement in his new home.

## NEW MEMBER

G. W. D. Dishman - Liverpool.

## ACKNOWLEDGMENTS

Following Professor Hyde's Paper at our March meeting, a member who wishes to remain anonymous, kindly presented to the Society, a copy of Professor Hyde's Book "The Holt Fleet".

The Society has received an anonymous gift of £10.10. 0. towards the cost of Transactions, and a donation of 10/- from Mr.Leslie T.Pierce as a 'thank you' for some information supplied by the Chairman.

## MR. R.B. SUMMERFIELD

In addition to his Chairmanship of the Society, Mr. Summerfield is President of the Granite Guild, represents the Merseyside Branch of the Navy League on the London Grand Council and was recently elected a member of the Liverpool Rotary Club.

A.N.R.

---

All correspondence for News, Notes & Queries should be addressed to Mr. R.B.Summerfield, 28 Exchange Street East, Liverpool, 2.

L I V E R P O O L    N A U T I C A L  
R E S E A R C H    S O C I E T Y

"All delight is in masts and oars and trim  
ships to cross the stormy sea" - ODYSSEY.

NEWS, NOTES AND QUERIES

---

Vol.I. (New Series) No.3.

May-June 1957

---

THE CHARTER MARITIME EXHIBITION

750 years ago this year King John gave Liverpool her first charter, and in the last fortnight of June the City paid tribute to this anniversary. One of the displays staged as part of the celebrations was a Maritime Exhibition, held in Littlewoods Central Clubrooms, Dale Street, Liverpool.

This exhibition set out to trace the history of the Port of Liverpool, from mediaeval times to the present day. The main theme was tackled from three angles; the trade which brought wealth to the port, the growth of port facilities to cope with increasing traffic and the development of shipping to carry the ever larger and more varied cargoes. The first of these three aspects was illustrated by samples of goods handled by the port at different periods, the second by charts, plans, pictures and models to show the development of the port, and the third by a wide range of models and pictures tracing the history of the merchant ship from the eighteenth century until today. For easier understanding the exhibition was divided into three periods, the first from 1207 to 1800, the second from 1800 to 1900, and the third from 1900 to 1957. Within each period each aspect of the main theme was treated, the trade of the port, its growth, and the development of shipping.

The first period, although long in time, was short at the exhibition, because material is so scanty. Nevertheless a model of a collier bark of 1752 was shown, a vessel similar to the "Endeavour" and "Resolution" of Captain Cook. There was also a draught of the frigate "Liverpool" built by Gorell and Pownall of Liverpool in 1758. The Mersey Docks and Harbour Board contributed

two dock plans of 1725 and 1765 respectively. A sack of salt from Cheshire was shown to illustrate Merseyside's first great export, for the salt trade dates back to mediaeval times.

The nineteenth century, a time of great expansion, was very fully covered in the exhibition. Some magnificent models were displayed here, many from the Liverpool Museums collection. The rise of steam was illustrated by models of the Cunarder "Persia" 1856, the Inman liner "City of Paris" 1865 and the National liner "America", 1884. The zenith of sail was covered by a superb model of the clipper "Flying Cloud" 1851, one of the finest models of a sailing ship in the world and the pride of the Liverpool Museums Collection. To illustrate the growth of the port a docks plan of 1859 was shown, the year after the formation of the Mersey Docks and Harbour Board. The Liverpool Public Libraries contributed a series of extremely interesting photographs of the Mersey docks at the turn of the century; these included a view of Garston, of the Great Float, and of the Salthouse, crowded with ocean-going sailing ships. Cotton, coal and sugar formed the display illustrating nineteenth century trade.

The twentieth century was illustrated by a wide range of material. A prominent feature was a map of the Mersey today from Eastham and Garston to the Rock Lighthouse, to a scale of 1 foot to 1 mile. The map was 10 feet long. It was constructed by the staff of Liverpool Public Museums and showed the appropriated berths of shipping companies using the Port of Liverpool. The war of 1939-45 was marked by a photograph of the devastated Huskisson Dock after the explosion of the ammunition ship "Malakand" in May 1941, when Liverpool suffered her worst blitz. The Mersey Docks and Harbour Board pointed to the future with their model of the Canada-Langton Improvement scheme at present under construction. This model, to a scale of 30 feet to 1 inch, showed the new river entrance lock 825 feet long by 130 feet wide. The shipping companies contributed a magnificent series of models for display in this period; the new troop-ship "Oxfordshire" of the Bibby Line, the "Reina del Mar" of the Pacific Steam Navigation Company, the "Nestor" of the Blue Funnel Line, the "Empress of France" of Canadian Pacific and a host of others were to be seen. Modern navigational aids were illustrated by a working radar display unit, a Decca automatic plotter, an echo-sounder and a wireless direction finder. The present day trade of Liverpool was indicated by a wide variety of goods and raw materials, rubber, raw wool, iron ore, raw jute and a range of manufactured jute products, the ingredients of

animal foodstuffs and palm nuts for expressing oils.

A notable series of working models were on display; four marine reciprocating steam engines and a model of the Anderton Boat Lift on the River Weaver, built in 1874. Three of the marine engines were the work of one man, Mr. E.B. Wilcox of Weaverham, Cheshire, and together they amounted to 15 years of spare-time craftsmanship.

The pictures and paintings were shown separately in rooms ideal for the purpose. They were divided into two groups, one showing the growth of the Port of Liverpool from 1644, when Prince Rupert besieged the town, to the present day; the other showed a series of portraits of Liverpool ships, from an Indiaman of 1800 to Elder Dempster's "Aureol". Our President, Sir Ernest B. Royden, Bart., contributed most handsomely to this section of the exhibition. His view of the Mersey in 1790 by Nicholas Pocock was there, and his four Serres prints, his view of Liverpool in 1809 by R.Salomon and his panorama of the Mersey by W.G.Herdman were all on show.

In addition to paintings and prints many interesting photographs were displayed, notably three aerial panoramas of the Liverpool docks contributed by the Mersey Docks and Harbour Board. A series of photographs taken by Liverpool Museums illustrated different forms of dock transport, two-horse drays, an old Sentinel steam wagon and the Liverpool Overhead Railway, while a further group showed the inland waterways which are feeders to the port, the Leeds and Liverpool Canal, the River Weaver and the pioneer Bridgewater Canal.

The Royal Navy put on a special display showing the connections of Liverpool with the service and the great part played by Liverpool during the Second World War as the headquarters of Western Approaches Command. Photographs of warships named "Liverpool" were shown, together with a model of the present cruiser of that name. To illustrate Western Approaches a huge photograph of the plot at Derby House was displayed, surrounded by photographs of convoys at sea and by models of escort vessels. From above hung battle ensigns from ships of Captain Walker's 2nd Support Group which was based on the Gladstone Dock during the war. But the central feature of the Navy's stand was a recently completed model of the "Conway" ex-"Nile" as she appeared when a commissioned warship bearing the latter name.

The exhibition was opened by the Lord Mayor of Liverpool on June 17th and from the first was a great attraction. The exhibition remained open for a fortnight and during that period 56,500 people saw it, the average daily attendance being 4,700. The exhibition was particularly popular with children, and many school parties came, some from as far away as Leicester, and Wolverhampton. A handbook, fully illustrated, was on sale and proving very popular, sold out.

#### COMMENTARY

The foregoing account of the Maritime Exhibition was written by Mr.E.W.Paget-Tomlinson of the Liverpool Museums, and a member of our Society. With becoming modesty he does not mention that the whole conception of the Exhibition, the planning, and arranging and the captions, were almost entirely the result of his inspiration and hard work. In this, he was wholeheartedly supported by Messrs. Littlewoods, the Dock Board and the Liverpool Steamship Owners Association.

#### CONGRATULATIONS

We congratulate and offer our best wishes to our member Captain George Ayre on his appointment as Harbour Master of the Port of Liverpool.

#### ACKNOWLEDGMENT

Our President, Sir Ernest Royden, in addition to defraying the cost of the new Society Badge, has most generously sent the treasurer twenty five pounds towards the cost of Transactions.

#### LIVERPOOL RECORD OFFICE

This interesting source of local information has now moved to the right hand side of the Picton Library where the material is more easily available and there is much more on open access. Mr.H.A.Taylor will be glad to welcome visits by members of the Society at any time.

#### NON DELIVERY

We learn that in two instances, "Transactions" Vol VIII has not been received by the members concerned. Will any member who has not received a copy please notify Mr.R.B.Summerfield, 28 Exchange Street East, Liverpool 2, to whom also, all correspondence for News, Notes & Queries should be addressed.

L I V E R P O O L    N A U T I C A L  
R E S E A R C H    S O C I E T Y

"All delight is in masts and oars and trim  
ships to cross the stormy sea" - ODYSSEY.

NEWS, NOTES AND QUERIES

---

Vol.I. (New Series) No.4.

July-August 1957

---

EDITORIAL

There has been no shortage of material for this bi-monthly leaflet; only a shortage of time. With the pressure of business and academic duties added to the calls of many varied outside interests, not to mention holidays, your editorial board finds it difficult to gather and edit the material we have, to a precise timetable. If apology for delay is required therefore, it is hereby offered. Please continue to send in your queries and your items of interest and every endeavour will be made to use them all.

TRANSACTIONS

The number of letters of appreciation which have been received from country and overseas members has been both surprising and heartening. But the cost of production today is very heavy and it is doubtful if another volume of the same standard as our Charter Year issue can ever be published unless there is a substantial increase in membership.

PROGRAMME

By an oversight the name of the speaker for the April meeting was omitted. It will be Mr. Stuart A. Upham of Messrs. J.W. & A. Upham Ltd., in whose yard the "Mayflower" was built.

## CORRECTIONS

We were very pleased to hear from our member Grahame Farr who brings to our notice two apparent inaccuracies, one in Transactions, Vol.VIII, and one in the Maritime Exhibition Guide. In Mr.Stephenson's paper on the Liverpool Dock System, page 62, he mentions Bristol's first Dock as 1809. Grahame Farr writes "This is the year in which the whole river was 'floated'. There were at least three earlier individual wet docks, including one at Sea Mills; (just outside my window as I write) which was commenced in 1712, but which the completion date is not certain. Advantage was taken of its remoteness from the City to dock whalers and boil blubber in the Sea Mills Dock".

Turning to the Exhibition Guide, page 10, he writes "Hills of Bristol claim to be the oldest British Shipping Company, dating from before 1730". Grahame Farr signs himself "Watch-dog of Bristol shipping" with, we suspect, his tongue in his cheek.

Our President, Sir Ernest Royden, has also drawn our attention to an inaccuracy in the Exhibition Guide, page 34. The Underwriters' Registry for Iron Vessels 1869 was always known as the "Red Book", not the "Liverpool Iron Book", as stated in the guide. Sir Ernest's grandfather, Thomas Bland Royden, was the first Chairman of the Liverpool Underwriters.

## POST

The increase in the postage rates adds yet another handicap to our work. To save both labour and expense therefore, the back page of this leaflet will be used, as necessary, for the notice of the meetings to come. This issue was held back on this account and to enable a brief report of one item from the A.G.M. to be included.

## NOTICE OF MEETING

Details of the November and December meetings are included and no further notice will be sent to members. Simply remember: the SECOND THURSDAY in the month, November - April, is the "Nautical" night.

## ANNUAL GENERAL MEETING

A full report of the Annual General Meeting will appear in the next number. In the meantime, a reference to one important item of business will be of great interest to members. After the Chairman had drawn attention to the financial position of the society, it was moved from the floor by Captain R.V.Ewart that the annual subscription be raised to one pound as from 1st September, 1958, and that in the interim, members who have not already given a donation, be invited to make an ex gratia addition to this Season's subscription, (the notice for which is enclosed). This proposition was discussed at length and seconded by Mr. A.M. Fletcher. It was approved by a show of hands with some abstentions.

A.N.R.

## PAMIR

Built 1905 at Hamburg, by Blohn & Voss.

Dimensions. 316.0' - 46.0' - 26.2'. p.16'. b.d.66'. f.36'

4.m. barque. steel.

Reg. Ton.2777. Gr.Ton.3020.

Fitted with double top-gall. royals, double spanker.

Owners: F.Laeisz & Co., Hamburg. Code R.N.V.F.

1914, Interned in Canary Is., during Great War.

1920, handed to Italian Government, as reparations,  
later bought back by Laeisz & Co.

1931, sold to G. Erikson, Marieham, Finland for £4,000

Code T.P.S.R.

1939-45, became a prize in Wellington and was operated by the Government of New Zealand.

1951, she was saved from Belgian Shipbreakers being purchased by Schliewin of Hamburg, and fitted with twin-screw Diesel engines; lost propeller on first voyage.

1954, sold at Auction for £26,000 to Stiftung, Pamir & Passat and managed by Zerssen & Co., Rendsberg, Germany as a training ship. Code D.K.E.T.

Ownership is now known as The Pamir-Passat Foundation.

21.9.57 Dismasted and capsized, 500 miles S.W. of Azores during a hurricane while on passage Buenos Aires - Hamburg with barley; Captain Johann Diebitsch, Crew 35, Cadets 51, 6 survivors.

J.BEARD.



## ADDITIONAL OCTOBER MEETING

By permission of the Liverpool Libraries, Museums & Arts Committee, the models belonging to the City Museum may be inspected by members of the Society on Thursday, October 31st. Private transport to and from the storage premises is being arranged for all those who notify Mr. E.W. Paget-Tomlinson, Carnatic Hall, Elmswood Road, Mossley Hill, Liverpool, 18, not later than October 28th, of their wish to be present. The proposed assembly point is in Pall Mall, by the side entrance to Exchange Station, at 6.0 p.m. Return to town will be at approximately 7.30 p.m.

A.N.R.

## THURSDAY, 14th NOVEMBER

November is our Naval Evening and for this meeting the Chairman is to read a paper "H.M.S. 'Liverpool', 1741-1952". In 1942 our late Founder Member, Mr. Arthur C. Wardle gave to Mr. R.B. Summerfield some documents and asked him to endeavour to write the story of H.M. warships which have borne the name "Liverpool". By no means complete, sufficient material has been accumulated for the story to be presented in Liverpool's Charter Celebration year. The paper will be illustrated by slides from the National Maritime Museum, The Science Museum, the Imperial War Museum and The Liverpool Record Office, and by photographs and photostat copies of drawings and documents from Mr. Summerfield's own collection.

## THURSDAY, 12th DECEMBER

At the second meeting of the Season we are to hear something about the work of the Tidal Institute, an Institute which is peculiar to Merseyside and yet is recognised internationally as the only Institute of its kind. Represented by a committee drawn from the Mersey Docks & Harbour Board, the University of Liverpool, the Admiralty and the National Oceanographic Council, it has for its objective the "Advancement of knowledge and diffusion of science and learning in relation to tides".

The speaker will be Dr. A.T. Doodson, C.B.E., F.R.S., who has been the director since the Institute was established in its present form in 1929. Dr. Doodson is an international authority on everything pertaining to tides and one of the principal duties of the Institute which he directs is tidal prediction for ports all over the world.

The November and December meetings will be held on board "Landfall" in Canning Dock, commencing at 7.30 p.m. prompt. Coffee will be served during the evening at 6d per cup.

L I V E R P O O L    N A U T I C A L  
R E S E A R C H    S O C I E T Y

"All delight is in masts and oars and trim  
ships to cross the stormy sea" - ODYSSEY.

NEWS, NOTES AND QUERIES

---

Vol.I. (New Series) No.5.

September-October 1957

---

ANNUAL GENERAL MEETING

The sixteenth Annual General Meeting of the Society was held on board "Landfall" on Friday 11th October 1957 at 7.30 p.m. As already reported in the last number of N.N.& Q., the question of increasing the annual subscription was discussed at some length. There was unanimous agreement amongst those present that the present rate was insufficient to meet current running expenses. Different opinions were expressed concerning the amount and timing of the increase, but the proposition reported in the last number met with general approval and appeared to provide a meeting point between the different views expressed. The problem of finance is closely bound up with the publication of Transactions. In his report the Chairman stated that Council could not guarantee that Transactions would in future be published in the form which had hitherto been the custom. A possibility was that it might be produced in a form similar to that used for the Society's history In Retrospect or Mr.Grahame Farr's History of the Bristol Ship Lover's Society. Members were asked to consider the matter. They will be given the opportunity to put forward their views nearer the end of the season, and Council will appreciate it if as many as possible would do so.

The serving officers and members of council, with the exception of Mr.G.R.Sloman, were re-elected. The position of archivist, lately vacated by Mr.Sloman following his transfer to Glasgow, was filled by Mr.E.W.Paget-Tomlinson who had earlier expressed his willingness to serve. No other nominations being forthcoming, Mr. Paget-Tomlinson's appointment was unanimously approved.

A.N.R.

## MERCANTILE MARINE SERVICE ASSOCIATION

After the business of the Annual General Meeting was finished, Captain George Ayre gave a short talk on the Mercantile Marine Service Association of which he is President. The Association was founded one hundred years ago in Liverpool. The background to its foundation was the establishment in 1854 of an examination system for qualification as Master Mariner. The resulting tendency was for Masters to be judged harshly in the event of their being involved in an accident, and many lost their certificates. The Association was, therefore, founded by a ship owner, Mr. Brocklebank, and a master, Captain Jenkins of what is now the Cunard Line. Its object was to protect the interests of masters unfortunate enough to have to face an inquiry. In 1863 it was granted a Royal Charter.

The Association still performs its initial functions of safeguarding the interests of ship masters. The certificate of its members are insured, and the costs of Courts of Inquiry involving them are borne by it. In addition, it is responsible for the upkeep of the Mariners' Home at Egremont, and as part of the Maritime Board it contributes towards the settling of disputes involving the interests of masters.

The Association aims, however, extend beyond matters concerning the welfare of its members. Captain Ayre stressed its contribution towards the maintenance of efficient standards throughout the British Merchant Marine. This is not exactly a new interest. As early as 1858 a training vessel was borrowed from the Admiralty to serve as a school for boys intending to make the merchant marine their career. The vessel was the predecessor of the famous "Conway" formerly H.M.S. "Nile". Today, when the merchant navy faces strong competition from foreign flags, this aspect of the Association's functions is of greater importance than ever, and the Mercantile Marine Service Association has a great part to play in keeping Britain's carrying trade under the Red Ensign. Its work in this respect deserves to be better known than it is. It was clear that Captain Ayre's talk provoked the interest of those present, but there was little time for discussion owing to the length of business of the A.G.M. The speaker did have the opportunity however, to answer briefly several questions which were put to him.

A.N.R.

## VISITORS FROM THE MIDLANDS

On Saturday the 21st September, the Society once again welcomed another group of visitors from Birmingham, on a goodwill day tour to the Mersey. They were the Birmingham Division of the Industrial Transport Association, and Mr. John Smart, together with Miss Hope and Mr. T.D. Tozer, escorted some 36 members of this organisation on the tour. Commencing at noon on board the "Ulster Monarch", lunch on board the 'Landfall', and continuing to Gladstone Dock Radar Station and the adjacent docks. This was followed by a dash to the south end, looking in at Brunswick Dry Dock, then via Otterspool Promenade to Speke Airport for tea. A trip down the Mersey to New Brighton completed this enjoyable visit for all those who took part. Our Birmingham friends climbed aboard their homeward bound bus expressing many grateful thanks to the Society for organising such an interesting and enjoyable tour of the Mersey waterfront.

T.D.T.

## QUERIES

3. I would be glad to hear from any member who can give me information about the St. George's Steam Packet Co. c.1839. Also of the barque "Cumberland" 464 tons and the "Posthumous", an early emigrant ship to Australia.

R.B. Summerfield.

4. Our member Kenneth Rathbone had two sea-going relatives: Great Uncle John Rathbone who served as carpenter 1869-70 in the Liverpool ship Scythia (1868), and uncle Percy Rathbone, an apprentice in 1899 in the Glasgow ship Benlarig (1887). If, by a long chance, any member has information about these two seafaring relatives, he would be very glad to hear.

5. Kenneth Rathbone would also like information about Burrell, Stenhouse & Co., builders, of Dumbarton, and Watson Bros. Ship-owners, of Glasgow.

## NEW MEMBERS

Edward Becket,

Liverpool.

The following new members were included in the second supplement to In Retrospect: Messrs. F.J. Henry, J.L. McKittrick, R.A. Stephenson and A.H. Vernon.

## LIVERPOOL'S SHIP MODELS

Lurking in the shadows of a Bootle warehouse, our member and Archivist, Mr.E.W.Paget-Tomlinson, supervises the care, repair and maintenance of the Corporation's large and varied collection of maritime and naval models and relics. In September a small group of the Society's members was taken there by Mr.Paget-Tomlinson and by adjusting lights and dust-sheets, were able to see many models in various stages of repair and decay. Models well known to the pre-war public are to be seen there, and it is hoped that as the museum in the city grows, these splendid models will once more become accessible. Many thanks to our member for extending this kind invitation to the Society to see these models in their present unnatural state of hibernation.

T.D.T.

## DECEMBER MEETING

Members are reminded that on Thursday, December 12th, at 7.30 p.m. on board "Landfall" in Canning Dock, they are to have the pleasure of hearing Dr.A.T.Doodson, C.B.E., of the Tidal Institute. His Paper will be illustrated by slides.

## JANUARY MEETING

Taking time off from politics, our member Mr.John V.Woollam, M.P., is to speak to the Society on Thursday, January 9th, on board "Landfall", at 7.30 p.m. His paper is entitled "Posted on board Liverpool Ships", and not only will he tell us something of the early days of post on board ship, and the effect on ship development of the early mail contracts, but he will bring his subject right up to date with examples of special commemorative post marks used on the maiden voyages of three recent Liverpool ships. Mr.Woollam has a varied collection of ship letters of every kind, and members will have the opportunity of examining them.

## LIVERPOOL CHARTER CELEBRATIONS

There are six copies of a booklet at 28 Exchange Street East, being brief histories of the 37 Shipping Companies represented at the recent Maritime Exhibition. These are available to the first six members applying for them by post, at a cost of the postage only. Postcard applications, please, to give everyone an equal chance.

E.M.H.

## GREETINGS

The Chairman takes this opportunity of wishing all members at home and overseas a Happy Christmas and a Prosperous New Year.

# L I V E R P O O L    N A U T I C A L

## R E S E A R C H    S O C I E T Y

"All delight is in masts and oars and trim  
ships to cross the stormy sea" - ODYSSEY.

### NEWS, NOTES AND QUERIES

---

Vol.I. (New Series) No.6.

November-December 1957

---

#### ACKNOWLEDGMENT

This year, more members than ever, both at home and overseas, sent greeting cards to the Chairman and the Society. Please accept this note as a sincere thank you for your kindly remembrance.  
R.B.S.

#### FINANCE

Following the appeal in N.N.Q. No.4 the response has been most gratifying, 22 members, when paying their subscriptions, having added varying amounts totalling £11.11.6. There are, however, 36 subscriptions for this year still outstanding. A reminder is included for the 28% to whom it applies. The need for prompt payment of subscriptions is greater than ever, so please do the needful.  
E.M.H.

#### NOVEMBER MEETING

The first lecture meeting of the new season took place on Thursday, 14th November. Mr.Lysaght Finigan, senior vice President of the Society took the chair, and Mr.R.B.Summerfield read an illustrated paper "H.M.S.'LIVERPOOL' 1741-1952: A Short History". This subject was originally suggested to Mr.Summerfield by the late Mr.Arthur Wardle who, as long ago as 1942, entrusted to him some notes and documents relevant to the history of warships named "Liverpool" to serve as the starting point for a fuller treatment of the story. To bring this project to fruition has entailed much research including the examination, to clear up doubtful points, of the original logs, where they survive, which are preserved in the Public Record Office.

An immense amount of patient investigation was indeed required. Many of the warships which bore the name of "Liverpool" never took a place in the line of battle and had no share in the

sort of operations of which detailed and easily accessible accounts survive. The first two were mostly employed in the vital though often unpublicized, work of trade protection during the second half of the eighteenth century. The third was built just in time to miss the Napoleonic War; the fourth in the series was never completed; and the fifth, sixth, and seventh were Revenue Cutters. A warship, built at Bombay in 1826 which was given as a present by the Imaum of Muscat to William IV in 1836, was named "Liverpool" whilst in the Omani Navy. It is doubtful whether she should be included in the series as the reference was probably to the Earl of Liverpool, then Prime Minister, not to the City, and within a few hours from acceptance in the Royal Navy, her name was changed to "Imaum" as a compliment to the donor.

With the coming of steam the achievements of H.M.S. "Liverpool" gained more fame. The screw frigate "Liverpool" was laid down at Devonport in 1858. In 1869 she was attached to the "Flying Squadron" of Rear Admiral Phipps Hornby which circum-navigated the world with the object of displaying the British Flag in the more distant parts of the globe. Her successor, the light cruiser "Liverpool" launched in 1909, took part in the Heligoland Bight action in 1914 and served continuously in the North Sea and Mediterranean throughout the war of 1914 to 1918. The last "Liverpool", a Southampton class cruiser, was laid down in 1936. She had a distinguished if somewhat chequered war record, including service with the Russia and Malta convoys. Torpedoed in the Eastern Mediterranean in 1940, she lost her bow and was out of service for more than a year. In June 1942, whilst part of the "Harpoon" convoy to Malta, she was again torpedoed and sustained the damage which ended her war career, the repairs not being completed till 1945. In 1952 she was placed in extended Reserve.

In addition to thirty six slides displayed during the course of the lecture, Mr. Summerfield arranged an exhibition in the forward saloon of "Landfall" consisting of prints, photographs and photostats drawn from a variety of sources, all of which illustrated the history of H.M.S. "Liverpool" throughout the years since 1741. The exhibits, apart from their particular relevance to the subject of the lecture, illustrated vividly the development of the warship over a period of two hundred years. They formed a collection of great value to anybody interested in the history of the Royal Navy.

Captain George Ayre, proposing a vote of thanks, commented that an excellent paper had been illustrated both during and

afterwards by a most comprehensive and interesting selection of slides and photographs which demonstrated the thoroughness with which the author had tackled his subject. Mr.Howard-Watson in seconding the proposition said that he endorsed all that Captain Ayre had said.

Mr. R.B. Summerfield replying to the vote of thanks, expressed his appreciation to Mr.Lysaght Finigan for taking the Chair and to T.D.Tozer for acting as lantern operator and for providing the excellent name plates to the eight display boards.

A.N.R.

#### CONGRATULATIONS

On the occasion of the eighty-fifth birthday of our President, Sir Ernest B.Royden, Bart., a greetings card was sent from the Chairman, Council and Members of the Society.

R.B.S.

#### QUERIES

From the Peabody Museum, Salem, where they have some paintings of the first Cunarders:-

"Are there any particular points that will identify one of these four first ships from the rest? In our paintings they are all, naturally, very much alike. We have noted that the "Britannia" seems to have a figurehead of Britannia and her trident, and on a painting of "Acadia" the figurehead appears to be that of a North American Indian. Is there any source material in Liverpool which can give us the exact specifications as to these figureheads for each of the first four Cunarders? Are there any other points of difference that would help to make definite identification possible, between the four?"

OSGOOD WILLIAMS

Can any member say what was the fate of the barque "Countess of Zetland", 326 tons, built (and owned) by J.G. Holmes of Middlesbrough in 1849. She was sold in 1854 to Topliss & Co., Liverpool, and voyaged to South America.

PETER BARTON

#### ANSWERS

Question No.3 in issue No.5. The barque "Cumberland". The following appears in the Mercantile Navy List for March 1901: "Cumberland" Barque, O/N 63688. Letters W.Q.P.C. 343 Reg.Tons. Built North Hylton 1870. Owners, Hugh Sproston, 12 Lime Street, City, London.

H.C.ELLISON



## FEBRUARY MEETING

Will those members who hope to attend the next meeting on Thursday, February 13th, please note two changes: venue and time. Instead of "Landfall" at 7.30 p.m. we meet at 7.00 p.m., at the Merchant Navy Defence Centre, adjacent to H.M.S. "Eaglet", Salt-house Dock. This Centre comes under the direct control of the Admiralty through the Director of Trade Division.

As the result of an invitation from Lieut. Commander J.H. Robinson R.N., members are to have an opportunity not only of learning about the work of this Centre and examining the training equipment, but in addition, of seeing three very interesting service films:

1. "Ship safety and damage control". An action film showing a cruiser which has sustained heavy damage. Why it happened and how it was dealt with are most graphically illustrated.
2. "The Naval Helicopter". Descriptive film showing the versatility of this machine and its use for sea rescues and ambulance work.
3. "Malta Convoy". Actual film of the convoy, made famous by the exploits of the tanker "Ohio", with a first hand commentary by Commander Anthony Kimmins.

There is ample accommodation in the cinema and friends of members would be particularly welcome on this occasion. The Centre is best approached by the entrance to the dock opposite the Customs House site, turn left after crossing the first bridge over the second bridge, past the "Eaglet" shed, and the Centre is directly opposite, behind the Port Health Authority Offices

## MARCH MEETING

On board "Landfall" at 7.30 p.m. with coffee at 8.30 p.m. usual. The date, Thursday March 13th, the subject, "Birkenhead Built", the Speaker, Mr. J. Harvey, Shipbuilding Manager and Director of Cammell Laird & Co. (Shipbuilders and Engineers) Ltd.

## NEWS, NOTES AND QUERIES

This issue completes the series for 1957 and the six leaflets, together with the Annual Report and Balance Sheet can now be stapled together in the stiff printed cover provided to form a permanent record. Any member short of an issue or the cover should communicate with 28 Exchange Street East, where all mail for N.N. & Q. should be sent.

LIVERPOOL NAUTICAL RESEARCH SOCIETY

President: Sir Ernest B. Royden, Bart.

CENTRAL 9324

28, Exchange Street East,  
LIVERPOOL, 2.

1st October, 1958.

Dear Sir or Madam,

SEVENTEENTH  
ANNUAL GENERAL MEETING

The Annual General Meeting of the Society will be held on board the "Landfall" (by kind permission of the Master and Committee of the Merseyside Master Mariners' Club), Canning Dock, Liverpool, at 7.30 p.m. on THURSDAY, 9th October, 1958.

The following business will be transacted:-

1. The Notice convening the meeting.
2. Apologies for absence.
3. The Minutes for the Sixteenth Annual General Meeting, 1957.
4. Matters arising therefrom.
5. Annual Report of the Council.
6. Treasurer's Statement of Accounts.
7. To consider and, if thought desirable, to adopt the Annual Report and Statement of Accounts for the year ending 31st August, 1958.
8. Election of Officers and Council Members for the Season 1958/59.
9. Programme.
10. Resolution to change the date of the Annual General Meeting.
11. Any other business.

ADJOURNMENT.

In connection with Item No.8 on the Agenda, Rule 6 reads as follows:-

"Nominations for election as Officers of the Society may be made by any member in writing to the Society, prior to the commencement of the Annual General Meeting; provided that the nominee signifies in writing, or in person, his readiness to serve. Members of the Council

continued on page four...

LIVERPOOL NAUTICALSEASONINCOME AND EXPENDITURE1956/1957

	To Chairman's and Treasurer's Expenses	
13. 8. 2	& Postages (including N.N.& Q.etc.)	8. 7. 5
1. 8	" Receipt Book	4. 0
	" Express Duplicating Service:	
31. 3. 6	N.N.& Q., Notices, Reports etc.	25. 0. 3
1.16. 6	" Photostat copies of Badge	- - -
7.13. 0	" Cost of dies for Badge	- - -
1.13. 8	" Letterheads	1.14.11
4. 9	" Cash book	- - -
1. 4. 0	" Projector repairs and renewals	13. 9
3. 0. 0	" Subscription Historic Soc.Lancs.& Ches.	1.10. 0
- - -	" Account charged in error	<u>1.10. 9</u>
60. 5. 3		39. 1. 1
<u>60.13. 9</u>	" Excess of Income over Expenditure	<u>43. 1.10</u>
120.19. 0		82. 2.11
=====		=====

- THE SOCIETY YEAR END

BALANCE

8. 0. 0	To Balance of previous year's expenses	12.14. 2
1.10. 6	" Subscriptions not paid in	- - -
17. 6	" Bank commission	11. 0
- - -	" Cheque Book	2. 6
100. 0. 0	" Cheque on account Transactions	42.17. 6
<u>25. 6.11</u>	" Bank Balance 31/8/58	<u>24. 4. 9</u>
135.14.11		80. 9.11
=====		=====

At 31st August 1958 the amount outstanding against Transactions printers. Subscriptions received during the next few weeks should

APPROVED BY COUNCIL, 18th September 1958.

AL RESEARCH SOCIETY1957-1958EXPENDITURE ACCOUNT

<u>1956/1957</u>			
- - -	By Subscriptions not paid in last season	1.10. 6	
	" Arrears of subscriptions received		
1. 1. 0	1956/1957: 1 @ 10/-	10. 0	
	" Current subscriptions 1957/1958		
	103 @ 10/-	51.10. 0	
	1 @ 9/5d (U.S.A.)	9. 5	
50.11. 0	1 @ 5/- (Junior)	<u>5. 0</u>	52. 4. 5
	" Subscriptions in advance		
	7 @ 20/-	7. 0. 0	
3. 0. 0	1 @ 10/-	<u>10. 0</u>	7.10. 0
44. 3. 6	" Donations	15. 3. 0	
2. 6	" Sale of Transactions	- - -	
<u>22. 1. 0</u>	" Advertisement Fees	<u>5. 5. 0</u>	
120.19. 0			82. 2.11
=====			=====

DS ON THE 31ST AUGUST -

B SHEET

10.17. 0	By Bank Balance 31/8/57	25. 6.11
12.14. 2	" Accounts shown above unpaid at 31/8/58	12. 1. 2
60.13. 9	" Balance of Income over Expenditure	43. 1.10
50. 0. 0	" Deposit returned to account	- - -
1.10. 0	" Interest on Deposit	- - -
<u>135.14.11</u>		<u>80. 9.11</u>
=====		=====

was £50. On September 4th, a cheque for £25 was sent to the  
ld enable the balance to be paid by the end of November 1958.

SIGNED: (Miss) E. M. HOPE, Hon.Treasurer.

R. B. SUMMERFIELD, Chairman.

may be nominated during the meeting, if the nominee signifies his or agreement".

The Council recommends the Society:

To re-elect Mr.R.B.Summerfield as Chairman,  
To re-elect Miss E.M.Hope as Honorary Treasurer.  
To appoint Mr.E.W.Paget-Tomlinson as Honorary Secretary.  
To appoint Mr.T.D.Tozer as Archivist.

The following members of the Council, being eligible, offer themselves for re-election:

Captain Geo.Ayre, A.I.N.A.	A.M.Fletcher, B.Sc.
J.A.Howard Watson, F.R.Hist.S.	W.P.Raine

The Council nominates Mr.A.N.Ryan, M.A., to fill the vacancy on the Council.

In regard to Item No.10 on the Agenda, the Council propose that Rule No.3 of the Society should be amended so that the Annual General Meeting be held in April and not October as at present. They further propose that the next Annual General Meeting shall be held in April 1960.

The Annual Report, this season's programme and the Income and Expenditure Account for 1957/58, as approved by the Council, are enclosed.

One object of the A.G.M. is to enable the Council to give an account of their stewardship and to allow members the opportunity of saying how they would like the Society's affairs conducted for the future.

Another object is to provide a social occasion at the start of the season and coffee will be served immediately after the adjournment, thus giving the opportunity for informal discussion.

For the second half of the evening, the Council have arranged to show a number of films dealing with Shipping which should prove of interest to everyone.

Meetings during the coming season will be held on board the "Landfall" on the Second THURSDAY in each month, November to April, at 7.30 p.m.

Yours sincerely,

A. N. RYAN, Hon. Secretary.  
R. B. SUMMERFIELD, Chairman.