

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.II (New Series) No.1.

January-February 1958

DECEMBER MEETING

Dr.A.T.Doodson, C.B.E., F.R.S., the Director of the Tidal Institute at Bidston, gave the Society a most interesting talk on the work of the Institute, illustrated by a variety of lantern slides, at the meeting on December 12th, on board the "Landfall".

He began by explaining, with the aid of diagrams, the nature of the tides. He described the effect of the sun and the moon on the tide, and how they reacted together to produce spring and neap tides. Then he turned to the question of tidal prediction, which is the main work of the Institute at Bidston. He described the tidal predicting machine developed by himself and his colleagues at the Institute. This apparatus is fed with data which it uses to obtain the required prediction. Dr.Doodson showed illustrations of the machine, which appeared very complex. Many examples of this tidal predicting machine have been made to his design and sent to foreign countries, including Russia. Dr.Doodson also described the preparation of tidal maps, which show the movement of the tides over large areas of sea, by means of tinted layers.

The Institute is regarded as the principal tidal authority in the world and as it is responsible for tidal predictions for nearly all the ports of the Commonwealth (except India), as well as for many other small countries, its output far exceeds that of any other institution.

Besides tidal prediction the Institute is engaged in seismological studies and the measurement of the tilt of the Wirral Peninsular which occurs partly under the influence of the tide and partly yielding of the solid earth to tidal forces. The Institute is making a notable contribution to the present International Geophysical Year.

In addition to general activities regarding the use of hydraulic models for tidal motions in estuaries, the Institute is occupied with investigations on "storm surges" such as those which devastated the East Coast in 1953, and it is doing research work for the Government to assist the forecasting of such surges.

Members greatly appreciated the succession of excellent slides, both diagrams and illustrations, with which Dr.Doodson explained his subject.

A vote of thanks was proposed and seconded by Messrs. Fletcher and Rees respectively, both of whom expressed their pleasure in learning something about an Institute better known beyond the bounds of Merseyside than in Liverpool itself. Fortunately there was plenty of time for questions which Dr.Doodson answered with great clarity.

E.W.P-T.

JANUARY MEETING

On Thursday, 9th January, Mr.J.V.Woollam, M.P., a member of the Society, addressed a meeting held on board "Landfall". The title of his paper was 'Posted on board Liverpool Ships'. This subject arose out of Mr.Woollam's personal interest in the collection of letters which have been stamped and post-marked on ships belonging to the port of Liverpool. He had brought his collection along, and had arranged an exhibition of such letters for the occasion.

The paper began with a reference to the historical background - the age when there were neither cables, telephones, nor airmail, and when consequently the ship played a much bigger part in the carriage of mail than it does now. Unimportant as it may seem today, competition for a government contract to carry mail by sea was eagerly sought by the early steamship companies. The winning of such a contract played an important part in the origins and growth of some of the most famous, including the Cunard, the Royal Mail, and the Pacific and Orient. Amongst the exhibits was a letter dated 1840 which referred to the impending departure of the first Cunard mail steamer on its trans-Atlantic voyage. Of local interest in this connection was the floating receiving office later constructed at the Liverpool Landing Stage to enable merchants to catch the mail steamers.

During the time when all overseas mail was carried by sea, certain practices developed which were central to Mr.Woollam's

theme. One of these was the carriage on board the great passenger liners of a post-office staff who stamped all letters posted on the ship with the ship's own post mark. Since 1918, this practice has lapsed as far as British ships are concerned, though the German, Dutch, and Italian governments still confer the power on ships' officers to carry and use a post mark. On occasion, however, the faculty is granted to British ships. Mr.Woollam was personally concerned with obtaining the issue of a special post mark to be used by the "Reina del Mar", and the "Empress of Britain" on their maiden voyages. The same practice was followed on the occasion of the voyage of "Mayflower II". Members were able to see exhibits of letters post-marked on the "Reina del Mar", "Empress of Britain" and "Empress of England" in recent years.

Mr.Woollam referred to another practice dating from the last century which though not often employed today, can be made use of. It is still possible to post a letter on board a British ship in a foreign port using a British stamp. The letter or letters in question are bound up and labelled to show that they have been posted at sea and are taken by an officer to the post office from where they will be despatched after the envelope has been franked with the special post mark 'Paquebot'. One of the earliest such, dated Naples 1894, was on exhibition. Other examples in the speaker's collection were of recent date, proof of the continued employment of this practice, even if on a reduced scale.

After Mr.Woollam had finished speaking, those present were free to examine his collection and discuss it with him informally. The collection, which included a letter salvaged from the wrecked "Empress of Ireland", confirmed the impression formed in the lecture that post marks could tell as effectively as lists of ships or statistical tables the world wide voyages of the ships that go down to the sea from Liverpool. The vote of thanks was proposed by Mr.A.N.Ryan, and seconded by Mr. E.A.Worthy. It was carried with acclamation.

A.N.R.

QUERIES

In Volume I, No.6, two queries were not numbered. The one from Osgood Williams should be No.6, and that from Peter Barton No.7.

8. Can any member from their steamship records, give me some

information about a small steamer named "Telephone" belonging to the Liverpool and Cardigan Bay Steam Packet Co., which voyaged frequently between Liverpool and Fishguard at the beginning of the Century.

R.B.S.

MARCH MEETING

On Thursday, March 13th, at 7.30 p.m. on board "Landfall", we are to welcome Mr.J.Harvey, Shipbuilding Manager and Director of Cammell Laird & Co. (Shipbuilders & Engineers) Ltd., Birkenhead. Lairds have been a household name on Merseyside for nearly a century, in fact it is just over one hundred years ago that they opened the yard on the Birkenhead River front, having previously been on the Birkenhead side of the Wallasey Pool. Their contribution to Merseyside Shipping History has been most noteworthy, and Mr.Harvey, in calling his subject "Birkenhead Built" intends to tell us some interesting things about many of the ships built by his company which achieved fame or notoriety during their seagoing career.

Mr.Harvey is well qualified to speak, having been at 'Lairds' over thirty years. He went there from Belfast as Assistant Shipyard Manager, was associated with the building of "Rodney", and supervised the construction of the "Prince of Wales", both "Ark Royals, the "Achilles" and the "Mauretania", to mention only a few of the famous ships built at Birkenhead in the last thirty years. A keen photographer, Mr.Harvey has taken many feet of cine film: of launches, trial trips, work in progress, etc., and he is bringing his own projector with him on Thursday to show us some of his films.

Mr.Harvey became Shipbuilding Manager in June 1954, and was elected to the Board in January, 1955.

APRIL MEETING

For the final meeting of the season Mr.Stuart Upham, whose firm built the "Mayflower II", has kindly consented to travel to Liverpool to speak to the Society. Much has been written and spoken about the voyage, but much less about the research entailed before building commenced, or about the actual construction of the vessel. Mr.Upham is bringing with him a selection of colour slides taken at various times during construction and this opportunity of learning present day application to the building of a replica of a ship of 300 years ago should be extremely interesting.

On board "Landfall" Thursday, April 10th, at 7.30 p.m. Friends of members will be very welcome to both this and the March meeting.

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NEWS, NOTES AND QUERIES.

Vol.II (New Series) No.2.

March-April 1958

FEBRUARY MEETING

As usual, the February meeting of the Society departed from the practice of a lecture meeting. It was held in the Merchant Navy Defence Centre which is attached to H.M.S."Eaglet" at the Salthouse Dock, by kind permission of the officer in charge, Lieut.Commander J.H.Robinson R.N., the Society's host for the evening.

Three service films were shown: The first, "Ship Safety and Damage Control", was a graphic illustration of how inattention to safety precautions can bring about disaster. The story told was of a cruiser damaged by enemy aircraft. The results of this damage were multiplied by the negligence of certain members of the crew. Water tight doors were incorrectly closed, hatch covers left off and clothing and other personal gear left lying about, as a result of which, many compartments were unnecessarily flooded and the cruiser took a dangerous list. There the film ended and we were left to decide for ourselves whether the ship eventually reached port and whether the culprits were brought to book. The second film, "The Naval Helicopter", demonstrated the many tasks which can be performed by this versatile machine. Some excellent shots of the rescue of a man, in a rubber dinghy by means of a drag net, and of a casualty, by stretcher from the deck of a warship were shown, as well as the numerous types of helicopter and their ability to hover and fly backwards. The third film, "Malta Convoy", was a documentary in the fullest sense of the word, taken during the actual passage of a convoy, and was representative of the ordeal which so many ships of the Royal and Merchant Navies experienced. The staccato bark of the intense A.A. barrage, the sky filled with enemy planes and bursting shells, near misses sending cascades of water high above the merchant ships and the

downward spiral of smoke as a plane crashed into the sea, were all too vividly portrayed.

This particular convoy, number WS.21S. and known as operation "Pedestal", was the most heavily guarded of all convoys going to Malta. No less than two battleships, six cruisers, one A.A. cruiser, twenty-four destroyers and six submarines, were sent to guard fourteen merchant ships, including the now famous tanker "Ohio".

The arrival of the remnants of this convoy is considered to have been the turning point in the defence of Malta. Five ships reached Malta, two of them, including the "Ohio", so badly damaged that they nearly sank. The Navy lost the Aircraft Carrier "Eagle", the cruiser "Manchester", the A.A.cruiser "Cairo" and the destroyer "Foresight". In addition the Aircraft Carrier "Indomitable" and the cruisers "Nigeria" and "Kenya" were all seriously damaged. The master of the "Ohio", Captain D.W. Mason, was awarded the George Cross for the wonderful effort displayed by himself and the crew in bringing his thrice hit tanker into port.

Before the final film those present were given the opportunity of examining some of the equipment used in the training of merchant seamen for defence duties, Lieut.Commander Robinson explaining each item in some detail. It was a successful evening.

Members of the World Ship Society, Liverpool Branch, and of the English Church History Society were present on this occasion and after the Chairman had thanked all those who had trudged in driving rain across the Dock Estate for their attendance, a member from each of the visiting Societies expressed the thanks of the audience to Lieut.Commander Robinson for his hospitality.

A.N.R.-R.B.S.

H.M.S. "EAGLET"

In view of the recent visit to the Merchant Navy Defence School, which is attached to H.M.S."Eaglet", the following information about this vessel may be of interest.

Among the many classes of vessels built under the Emergency War Programme of 1914/1918 was the "24" or "Racehorse" class of convoy sloops. They were double-ended, flush decked vessels with a single funnel and one mast stepped either before or aft of the funnel. They had a bridge and charthouse at either end and it was said that some had an anchor painted aft in an endeavour to

confuse the wily Jerry! They mounted two 4" guns, one forward and one aft, had triple expansion engines, a single screw and a speed of 17 knots. Their dimensions were length overall 267'6", beam 35' and depth 12', full load displacement 1320 tons.

Of this class "Sir Bevis" was built and engined by Barclay, Curle & Co., Whiteinch, launched 11th May 1918, completed in June and commissioned in the same year. She paid off at Southampton on 2nd February 1920 and was laid up there for a time until eventually removed to Sheerness where she was renamed "Irwell" and refitted for service as a drill-ship for the R.N.V.R. She was towed by Admiralty tugs to Birkenhead in August 1923 and eventually arrived at Manchester in September for use as drill-ship to the Manchester sub division of the Mersey Division R.N.V.R.

In 1926 the old drill-ship "Eaglet", which had been launched at Northfleet in 1804 as H.M. 74-gun ship "Eagle" and had been in Liverpool since 1862, was declared obsolete. "Irwell" left Manchester on 24th August for Salthouse Dock ready to assume duty as drill-ship when the old wooden wall was towed away to be broken up, and became the present "Eaglet" being renamed as such on 2nd September, 1926.

She was commissioned as base-ship, Liverpool, in 1939, became flag-ship to Admiral Sir Percy Noble, C.in C. Western Approaches in 1941 and to his successor Admiral Sir Max K. Horton in 1942.

When "Irwell" ("Sir Bevis") left Manchester to become "Eaglet", H.M.S. "Goole" went to Manchester and became "Irwell". In 1931 the second "Irwell" ("Goole") became a drill-ship at Birkenhead, and moved over to Liverpool in February 1956 to join H.M.S. "Eaglet".

J.S.

OF GENERAL INTEREST

Greenland Street and Baffin Street. When an excavation for the purpose of laying the foundation for a heavy piece of machinery was being made in the yard of Thomas Royden & Sons, ship builders, a deep circular tank was discovered at the bottom of which about six inches of thick oil was found. This tank was used no doubt by the Greenland ships on their return home for discharge of oil. This explains the name Greenland Street and Baffin Street on the site of these shipbuilding yards. Several such tanks were found.

About the year 1890 ships were built of over 400' in length, but owing to the position of Baffin Street it was not possible to built over that length.

The "Segemore" built in 1891 was 406' in length, and was the longest ship built in the yard.

After the yard was closed, part of the land was used for the enlargement of the Queen's Dock.

E.B.R.

PREVENTIVE RIDING OFFICERS AND THEIR RIDES IN 1819

The following table appears in old Letter Book of the Port of Barnstaple upon which I have recently been working. The covering letter from the Collector and Comptroller at Barnstaple is dated 5th July, 1819 and it instructs William Butcher, the Riding Officer at Braunton, who frequently did Inspectors' duty, to go to Beaumaris as Acting Inspector while one Z. Painter was ill. Painter was himself only an Acting Temporary Inspector, being normally the Riding Officer based on Moelfre. Butcher was to cover the following area in the Ports of both Beaumaris and Liverpool. His temporary duty lasted three months, after which he returned to Braunton, but was immediately posted to Fowey. The spelling here is as the original:-

Port	Station	From	To	Officer	Class
Beaumaris					
	Criccieth	Artro river	Dwyfor river	Sm.Jones	I
	Clynnog	Porthdinllain	Llandwrog	Hy.Pritchard	I
	Rhoscolyn	Malltraeth	Penrhosfeiln	Will.Williams	I
	Cemeas	Trefadoc	Elianus Point	vacant vi.Nixon	II
	Moelfra	Elianus Pt.	Round Table	Z. Painter	II
	Llandulas	Ormshead	Rhyddlan	Jn.Hughes	II
Liverpool					
	Wallazey	Woodside Ferry	Magazines & Hoylake	Will.Deane	I
	Formby	Great Crosby	Northmeal	Rt.Neale	I
	Crosby	-	-	Will.Crofton	I

GRAHAME FARR.

SHIPPING FILM EVENING

On Friday, 25th April, at the Exchange Hotel, Everton Room, (1st floor) the Merseyside Branch of the World Ship Society are holding a film evening, when the following films will be shewn:

"Across deep Waters"

"Launch of the Empress of Britain"
(both by courtesy of the C.P.R.)

"The Waters of Time"
(P. L. A.)

"Across the Pacific"
(Orient Line)

Members of our Society have been cordially invited to attend this film show, which will commence at 7.30 p.m.

R.B.S.

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NEWS, NOTES AND QUERIES

Vol.II (New Series) No.3.

May - June 1958

EDITORIAL

However good the intention, the demands of legitimate business and the relentless pressure of staff holidays conspired to delay the appearance of this issue.

ACKNOWLEDGMENT

Through the kindness of our Vice President, Mr.Lysaght Finigan, an interesting note about the activities of the Society appears in the July number of "Shipping".

MARCH MEETING

An insight into the history of the shipbuilding and engineering firm of Messrs.Cammell Laird & Co.Ltd., of Birkenhead was given by Mr. J. Harvey at the meeting of the Society on the 13th March 1958 on board the "Landfall".

Mr.Harvey, a Scot, who has been at "Lairds" for over thirty years, and was elected to the Board in 1955, gave a brief outline of the foundation of the present firm by William Laird in 1810. Laird commenced with engine building and in 1824 he bought a small piece of land adjacent to Wallasey Pool and was then joined by his son, John. Gradually the firm grew, and in 1903, as a result of close co-operation with Charles Cammell of Sheffield, a firm of armour makers, the two joined forces and constituted the firm we know today. Cammell Lairds now occupy about 114 acres of land, including one mile of river front; they have built some 2000 vessels, and employ 12,000 men.

Mr.Harvey next turned to William Laird's battle for the establishment of iron vessels. Despite an order from Savannah for an iron ship, the authorities were not convinced as to the reliability of the magnetic compass on an all iron ship. However, in 1835 he built a yacht and several iron craft for the East India Company and as a

result he received a further order in 1838 to build three gun boats for use on the River Tigris. In 1839 he received an order from the Admiralty for H.M.S. "Dover", this was not only the first iron ship ordered by the Government but the start of a long list of Admiralty contracts which continue to this day.

In 1842 the "Guadaloupe", built for the Mexican Government excited considerable curiosity, and a year later the 1400 ton "Birkenhead" was built. This paddle troopship lost off the coast of Africa in 1852, which has inspired many marine artists to depict the heroism of the troops as the ship sank, is but one of a long line of ships whose names became known throughout the world.

Recalling a number of these, Mr. Harvey mentioned various incidents in connection with the building of such vessels as Yard No. 290, the "Alabama", in 1858, the Confederate warship which escaped detention in this country by a hair breadth and eventually cost the Government fifteen million dollars to the victorious Northern States of America as compensation; and the battleship "Audacious" of 1912, mined on her first assay with the Grand Fleet; H.M.S. "Rodney" of 1925, long the pride of Merseyside; the destroyer "Hardy" of Narvic fame; the cruiser "Achilles" of the River Plate action, and now part of the Indian Navy. Needless to say both aircraft carriers named "Ark Royal" and the battleship "Prince of Wales" were included in Mr. Harvey's survey of the naval side of the firm's activities which cover some 107 vessels built during the war period. Having dealt in some detail with naval vessels, Mr. Harvey turned to the Merchant Fleet, proudest on record being the "Mauretania". We were told of the many difficulties of restoring the beauty of her passenger accommodation years after she had been stripped to become a troopship. When all the available items of furniture and fittings had been installed, some seventy thousand items in all, there was still a lot missing; then one day a member of the firm chanced to visit the Hostel near the docks where patient G.I. brides waited for their passage across the Atlantic. The furnishing of the ship was completed without further delay!

After an adjournment for coffee, Mr. Harvey showed some of his own personal films, including the launching of two vessels from their yards, the "Carrillo" and the "Irish Poplar". Also seen in excellent technicolour were various vessels on speed and handing over trials off the Firth of Clyde, with some grand views of the Scottish hills in the background. One particularly dramatic scene was a view from the stern of a naval vessel, which moving at high speed, created a most violent wake.

Mr. Harvey ended by showing a few exhibits, which included a beautiful manuscript of Letters Patent taken out by one Peter Cato in 1863; and their oldest existing contract for shipbuilding - that for H.M.S. "Falkland" dated 27th September 1849. This contract, consisting of one piece of paper he compared with the volume of paper making up a contract for a vessel today. He also showed with evident pride the flimsy typewritten receipt the company hold for the delivery of H.M.S. "Prince of Wales", signed on behalf of the Admiralty by the Captain and for Cammell Lairds by himself.

A vote of thanks was proposed by Captain George Ayre and seconded by Captain Ewart, both of whom expressed the grateful thanks of all those present for a most instructive and entertaining evening. This was carried unanimously. In spite of a shortage of time Mr. Harvey answered many questions most willingly and clearly - one in particular, on the method used in transferring the weight of a newly built vessel on to the launch-ways before launching, being of great interest to all present.

T.D.T.

THE COMING SEASON

Once again the second Thursday in the month will be "NAUTICAL NIGHT ON THE LANDFALL", commencing with the Annual General Meeting on Thursday, October 9th.

QUERIES

No.9. H.M.S. "DANAE". According to the Navy List there was stationed in Liverpool the hulk "Danae" loaned by the Admiralty to the War Office for use of the Submarine Miners between 1886 and 1904 or thereabouts.

The Submarine Miners were a volunteer unit of the Royal Engineers and are thought to have become the 16th (Coast Battalion) Company Royal Engineers, based at Perch Rock Battery after Lord Haldane's reorganisation of the volunteers into the territorial force.

I am not sure of her berth but it may have been in Kings Dock and any information regarding her would be appreciated.

JOHN SMART.

No.10. The Secretary of the Lowestoft Research Society would be glad to have any information available about the following Liverpool owned barges, built in Lowestoft, with, if possible, a photograph, the cost of which will be defrayed.

ARCTIC and NORDIC. 400 tons steel (said to be still in use).

PAXO. 172 tons. wood. name changed to PYLON (1924) sank in
Queens Dock, 2nd July 1928

PAL. 172 tons. wood. b.u. 1953.

PYRO. b.u. 1953.

Can any member help, from their own records, or by some research or enquiry on behalf of our friends in Lowestoft.

R.B.S.

OF GENERAL INTEREST

The recent sale of the Wallasey ferry "Marlowe" (606 tons) to shipbreakers at Preston brings to mind memories of her consorts that have, in the past, ended their days at Ward's yard there.

The first ferry to be broken up at this yard was "Thistle" (301 tons, built 1891) a steel built paddler of the Wallasey U.D.C. which arrived in 1911. She was followed by the Birkenhead Corporation ferries "Mersey" (308 tons, built 1890) which arrived in January 1926; "Trammere" (435 tons, built 1882) arrived February 1926; "Claughton" (469 tons, built 1899) arrived July 1930; "Bidston" (444 tons, built 1903) arrived October 1938 and "Bebington" (732 tons, built 1925) arrived March 1949. All, with the exception of "Bidston", had spent the whole of their lives on the Mersey. "Bidston", renamed "Minden" had served for a season or so as a passenger vessel at Blackpool, before coming to Preston for breaking up.

It is interesting to recall that Preston was also the birth-place of a number of Mersey ferries, for here, but a short distance from Ward's yard, William Allsup & Sons Ltd., the Preston ship-builders, built "Wallasey" (1881), "Violet" (1883), "Crocus" and "Snowdrop" (1884-85) for the Wallasey U.D.C. The two last named were double twin-screw vessels and ran successfully on the Mersey until their sale in 1906.

"Bebington" was built for the Birkenhead service by Allsups in 1880 and finally in 1906 the Caledonian Shipbuilding & Engineering Co.Ltd., who had taken over Allsup's yard launched "Liverpool" later renamed "Prenton". She was one of the last vessels this firm built previous to its closing down.

DOUGLAS B. COCHRANE.

DR. OSCAR PARKES.

Members will have learned with sorrow of the passing in June of this leading authority on naval affairs and will most likely have read one or more of the many tributes paid to him. Nevertheless I make no apology for adding a personal note. I had corresponded with him from time to time for many years, but never had the opportunity of seeing him. Almost at the end of his life, as it turned out, I was fortunate enough to meet him. It was quite impossible to realise his stature in world naval affairs, or to believe that he had just seen published a book on British Battleships after half a lifetime's work, a book which was already an outstanding success. Modest and unassuming, his was the simplicity of greatness.

R.B.S.

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

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NEWS, NOTES AND QUERIES

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

July-August 1958

APRIL MEETING

On Thursday, April 10th 1958, the "Landfall" witnessed the last meeting of the 1957/58 season, when to a packed assembly, Mr.Stuart Upham spoke on the building and sailing problems of the "Mayflower II". He gave a fascinating and detailed account of the many problems inherent in this most unusual venture and accompanied his words with a profusion of glorious coloured slides ably handled by Mr. Ted Tozer, on a projector kindly loaned to the Society by the Public Relations Office of the Mersey Docks & Harbour Board.

Mr.Upham commenced by saying that he was a member of a Brixham family which had been building sailing craft for 137 years, his firm having been started by his great grandfather. On hearing of the "Mayflower Project", they immediately submitted a tender for the construction of the vessel, which was accepted.

There were many problems; no one alive today had built such a craft; a great deal of research had to be done; advice from ship-builders and historians had to be sifted and checked; authentic materials had to be found, bought and prepared, as for example, flax, hemp, special wooden blocks and the timber for the ship itself.

Mr.Upham remarked there was a great temptation to cheat, such as by using steel cores in the hemp rope for strength and steel plating in various parts of the hull to increase structural stability.

One of the greatest initial problems was that of obtaining suitably shaped timber and Mr.Upham personally scoured the local woodlands to obtain suitable trees of unusual formation. The prime requirement of this timber was that it should be curved as not an inch of the vessel was straight.

After a great deal of searching sufficient quantities of English oak was located, trees felled and gradually the hull took shape. Where possible the natural bends in the timber were used to obtain the shape of the hull, little "steam bending" being done. In addition to oak, other woods were used such as for the capstan twentyone feet long and twentythree inches at the base, which was made from elm.

It was emphasised that the haliyards and leads and the various working parts could all be attended to by the crew from below decks; working out on deck while underway was reduced to a minimum by our ancestors.

As the talk proceeded, slide followed slide showing the early stages of construction, but they gave little idea of the final beauty of the ship, particularly during the planking stage. Planking was completed up to the 'tween decks, at the stern of which the pillar entered, before the vessel was launched.

After launching work continued upon the superstructure, outstanding features of which were the high and beautifully proportioned poop and the sharply raked bowsprit. The poop was thirtyfour feet from the waterline and with its considerable "tumblehome" was not unlike a brandy glass.

Whilst seeking to avoid a mass of statistical data Mr. Upham felt he ought to mention a few details such as the fact that some ten tons of timber were used to produce one large knee section; thirteen miles of rope was used, which included some thirty different lays; the anchor, with a shank nearly seventeen feet long, weighed seventeen cwts; the elm dead-eyes had $1\frac{1}{4}$ " iron strops and finally as fastenings, they used treenails (trennels) made from very old cider casks. Liverpool had a small share in the building in so much that the all wood blocks, following as nearly as possible the pattern of 300 years ago, were manufactured locally by our member, Mr. W.A. Eastwood's firm, a senior craftsman accompanying Mr. Eastwood at the meeting.

Gradually the problems were overcome, the vessel launched, the masts stepped and the ship ready for dressing, and here the builders showed a praiseworthy attention to detail, so that the final appearance of this beautifully finished, square rigged ship, floating upon the sunlit waters of Brixham Harbour was breathtaking!

As the vessel proved unable to sail against the wind and was

somewhat temperamental, a rather erratic start was made leading to a course which almost reached the equator before favourable winds were found. Mr.Upham now one of the crew, had installed himself alongside the galley, in expectation of a chilly voyage, endured considerable discomfort. However, the crew soon settled down and learned to handle their strange craft to the best advantage, and under favourable conditions the best day's run was a distance of about 170 miles.

Her arrival in America was greatly welcomed not only by the United States, but also by the crew. She was heralded into harbour in great style, having in the previous few days had many escorts from small rowing boats to Italian cruisers. Mr.Upham went with the "Mayflower II" as far as New York, where after experiencing a "ticker tape" parade, he returned to Brixham. Although the experience was one he would not wished to have missed, he had lost some 3 stone in weight, generally through lack of proper food and fresh fruit during the long voyage. He was, however, very fit and suffered no after effects. He concluded his talk by remarking that it was the building and sailing of such craft by our ancestors hundred of years ago, by methods which he found could not be improved upon, which gave to Britain that lead in shipbuilding and seamanship she so proudly maintains today.

After a short adjournment, Mr.Cuthbert Woods, a vice-President of the Society, proposed a vote of thanks for the excellent paper which so many had obviously enjoyed. Mr.Ken Brown, Chairman of the Liverpool branch of the World Ship Society, whose members had been invited to the meeting, seconded the motion, which was carried by enthusiastic acclamation. Mr.Brown also congratulated the Society on its twentieth birthday on the morrow, whilst thanking the Chairman on behalf of those members of the World Ship Society attending, for the kind invitation and a most enjoyable evening.

Mr.Upham then answered many questions. He remarked that he was now making a collection of shipwrights' tools of the past, and had so far a collection of some 400. He had found in building the "Mayflower II" that in many cases only when using similar tools to those used by the earlier craftsmen could the correct finish be obtained. They had endeavoured to learn and use the techniques of those earlier craftsmen, and had, as a result, discovered the origin of many of the present day methods in shipbuilding and tool manipulation; in fact the only modern equipment they used was a power saw and an electric drill.

The Chairman, after wishing all members a most enjoyable summer, closed the meeting and the present winter season.

H.J.MacE. - T.D.T.

CONGRATULATIONS

To our members E.Cuthbert Woods, J.A.Howard-Watson and Miss L. Mossman on their recent marriages.

To vice-President, John S.Rees, who not only recently celebrated his golden wedding, but also attained his eightieth birthday.

To C.J.Blackburn of Rock Ferry, recently made an honorary Life Member of the Society.

ILLNESS

We wish a speedy recovery to full health to our members, Captain Ewart and A.L.Bland, both of whom have been in hospital.

NEW MEMBERS

R.S. CRAIG, LONDON.

W.J. OLDHAM, SANDHURST.

G. DITCHFIELD, HIGHER BEBINGTON. N.R. PUGH, BIRKDALE.

E. MACLEAN-BRYANT, OXTON.

L. SPELLER, WINDERMERE.

W.R.E. WILLIAMS, WALLASEY.

NOVEMBER MEETING

The first meeting of the present season on Thursday, November 13th, at 7.30 p.m. again gives first place to the Senior Service, when our members John Smart and Edward Jones will present a paper entitled "Thrice a flagship, H.M.S.'Eagle' 74". Jointly, they will unfold the outline story of the 74 gun ship, built in 1804, which came to Liverpool in 1862 as R.N.R. drill-ship and which, later became drill ship to the Mersey Division of the Royal Navy Volunteer Reserve until she was disposed of in 1926. The paper will be illustrated by slides and photographs from the authors' collection. The meeting will be held as usual on board the "Landfall" berthed in Canning Dock. Coffee will be available in the interval at 6d per cup at all meetings.

SUBSCRIPTIONS

The response so far has been excellent, and with over sixty pounds paid into the bank we have been able to settle all outstanding accounts, including Transactions. If you have not paid your subscription, please do so soon, as money in hand can be placed on deposit.

E.M.H.

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.II. (New Series) No.5

September-October 1958

ANNUAL GENERAL MEETING

The seventeenth Annual General Meeting of the Society was held on board the "Landfall" on 9th October 1958, nineteen Members being present. The Annual Report of the Society's activities during the last season and the Treasurer's Statement were approved and adopted by the meeting. The Hon.Treasurer reported that the Society's bank balance was £43. 8. 9. A resolution by the Council in regard to rule 3 of the Society, recommending a change in the date of the Annual General Meeting from October to April, at the end rather than the beginning of the Society's season, provoked much animated discussion before it was carried. The chief topic was the difficulty in reconciling the end of the Society's financial year and the period when subscriptions should be due, for the amount of the subscription could be altered at an Annual General Meeting, and confusion might ensue regarding the date from which the new subscription would be payable. The Council had recommended that the Annual General Meeting be held over for 18 months, until April 1960. This was eventually agreed to by the meeting and a motion was also carried altering Rule 2 of the Constitution to read that "The financial year of the Society shall end on March 31st, but subscriptions for that year shall be due on the previous first of September".

The Chairman, having remarked that he wished he had never introduced the above Council resolution since it seemed to have brought to light so much difference of opinion, outlined the Society's coming programme which is to include a 21st birthday conversazione in April 1959, the Society coming of age two days after the April meeting. The suggestion is that the theme of the conversazione shall be "Nautical Research".

The meeting then proceeded to the election of Officers and Council, the Council having recommended the following:-

For Chairman:	Mr. R. B. Summerfield
For Hon.Treasurer:	Miss E. M. Hope
For Hon.Secretary:	Mr. E. W. Paget-Tomlinson
For Archivist:	Mr. T. D. Tozer.

Four members of the Council, Captain Ayre, and Messrs.Fletcher, Howard-Watson and Raine being eligible, offered themselves for re-election and it was proposed that Mr. A. N. Ryan should occupy the vacant place on the Council. All these recommendations were approved by the meeting, and the election was carried unanimously. A proposition expressed appreciation of the work of Mr. A.N. Ryan as Hon. Secretary was also carried unanimously with acclamation.

The Chairman announced the enrolment of six new members and the meeting cordially approved the Council's action in making C.J. Blackburn an honorary life member. The Chairman further announced that the President, Officers and Council of the Society had made a gift to the City of Liverpool Public Museums of relics from the cruiser H.M.S."Liverpool", completed just twenty years ago, in October 1938 and now being broken up. The relics are the bracket, shaped like a dolphin, for the ship's bell, and the brass letters forming the ship's name, which were displayed on her quarter deck. The business side of the meeting ended with the Society expressing its grateful thanks to the Master and the Committee of the Merseyside Master Mariners' Club for the continued use of the "Landfall", and to the Society's Chairman, Mr. R.B. Summerfield for his untiring work for the Liverpool Nautical Research Society.

After the coffee interlude, the Society were shown two films, generously loaned by the Cunard Line. The first, a British Transport Commission film, described the work of the Port of Southampton. Most aspects of port work were featured; pilotage, radar, the tugs, customs formalities, boat trains and cargo handling. There were some good shots of the two "Queens", of the present "Mauretania", the "Edinburgh Castle" and the "Andes". The Red Funnel Tug "Calshot" also had a prominent place in the film. The second film, a Cunard Line production in colour, showed a world cruise in the "Caronia" from New York to Rio de Janeiro, thence to Capetown, across to Bombay, followed by Bangkok, Bali, Japan,

Hawaii, California, Panama, and back to New York. Excellent panoramic shots alternated with scenes of the cruise 'atmosphere' on board; the fabulous cuisine, the dancing, swimming, deck tennis and the ceremony of Crossing the Line. The photography was excellent and this "Caronia" tour gave a brief glimpse of the customs, costumes, and characteristics of many lands. The Society is grateful to our member Mr.Alex.Fletcher for kindly arranging for the use of the projector from the St.George for England School, Bootle, and to his colleague, Mr.Chambers, who operated it.

E.W.P-T.

TWENTY-FIRST BIRTHDAY

April 11th 1959. Our last meeting of the season, to be held on April 9th, practically coincides with the Society's 21st birthday, and to celebrate this important occasion, an exhibition will be held on board "Landfall", the theme of which will be "Nautical Research". This will illustrate the means, the methods and the results of our work. Members own research material would be very acceptable and details of what is available should be sent to Mr. E.W. Paget-Tomlinson at 28 Exchange Street East, who is arranging the exhibition.

Further, to mark this occasion, the Council have set themselves the formidable task of doubling the membership of the Society by the end of March 1959. This would be a simple matter if every member could introduce one new member. Unhappily this is not a feasible proposition and the main recruitment must of necessity come from the efforts of the Officers and Council and of the members resident locally.

Enclosed with this issue is a leaflet "An Invitation", which is being used in this attempt to enlist more support for our activities. If you can use it effectively, please do so. If you can use more, please ask for some. Our target is 260 fully paid up members by 31st March 1959.

R.B.S.

ACKNOWLEDGMENT

The Honorary Treasurer is pleased to acknowledge the receipt of further donations totalling £8 from a number of members. Thank you; this generous gesture is of the greatest help and is much appreciated.

E.M.H.

DECEMBER AND JANUARY MEETINGS

Due to circumstances outside our control, it has been found necessary to make a change in the subject at these two meetings. On December 11th the large saloon on board the "Landfall" is required by the Merseyside Master Mariners themselves, and at their request we have willingly agreed to hold our meeting elsewhere. For the January meeting we were to have a paper by Mr. T.D. Tozer, but owing to the demands of his job, he has not been able to prepare the paper to his satisfaction, and has asked to be allowed to postpone it until next season.

As a result it has been decided to transfer Mr. Paget-Tomlinson's paper on "Inland Waterways" to January, when our usual saloon on the "Landfall" is more suited to the use of the lantern.

We have been unable to find a suitable alternative venue for December 11th, but being most reluctant to change the date, or to cancel a meeting, we have decided to hold a members' discussion evening at 28 Exchange Street East, 1st floor, next Thursday, where suitable arrangements can be made to accommodate everyone. In addition to a number of topical subjects open for discussion, Mr. Paget-Tomlinson is bringing a small film strip projector and will show a colour film strip to illustrate Early Steam Navigation, 1817 - 1862, based on Prints from the Museum Collection.

On Thursday, January 8th, Mr. Paget-Tomlinson will read his paper "Inland Waterways". This paper, which will be illustrated by about 60 lantern slides, is chiefly about English canals, although rivers will also figure in the story. After an introduction to early river navigation and their gradual improvement leading to the building of the canals, Mr. Paget-Tomlinson will describe the canals of today covering such matters as the reservoirs, docks, boat lifts, aqueducts, tunnels, earthworks and wharves; particulars of the types of boats in use, their constructions and handling.

Both meetings will be at 7.30 p.m., with coffee available in the interval. The December meeting will be held at 28 Exchange Street East and the January meeting on the main deck of "Landfall" as hitherto.

R.B.S.

NEW MEMBERS

E.C. Beadle	Crosby
K. Longbottom	Childer Thornton

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.II. (New Series) No.6

November-December 1958

NOVEMBER MEETING

On November 13th, 1958, the Society met on "Landfall", to hear the first paper of the 1958/59 season. This, according to custom was on a Naval subject, and was contributed by Mr. John Smart and Mr. Edward Jones. Their subject was the old Naval Reserve Training ship "Eagle", which used to be berthed in the Salthouse Dock, Liverpool.

Mr. John Smart opened the evening by a detailed description of the "Eagle's" career, from her launch in 1804 to her loss by fire on the beach at Mostyn in 1927. The "Eagle" was a 74~~4~~ gun, third rate line-of-battleship and had the distinction of serving as a flagship three times. The first occasion was when she joined the blockading squadron off the Texel, on her completion in March 1804. The second came in 1844 when she was flag-ship to Rear Admiral Inglefield on the South East coast of America station. This was during a dispute between Brazil and Argentine over the future of Uruguay. The third occasion was very much later in the 1914-18 war, when "Eagle" acted as flag-ship for the senior officer, Liverpool. The "Eagle" never took part in any fleet action, during her seagoing career, for during the Napoleonic wars she was engaged almost continuously on blockade work. She came to Liverpool in 1862 as drill ship for the Naval Reserve.

Before embarking upon her long career in Liverpool, Mr. Smart explained in some detail the history of the various Naval Reserve Organisations, from the Sea Fencibles of the Napoleonic period to the present amalgamation of the R.N.R and R.N.V.R. During her time at Liverpool the "Eagle" acted as drill-ship for all the organisations which the Admiralty set up, in order to provide a reserve both of trained seamen and of keen volunteers.

On 8th January 1918, the "Eagle" was most appropriately renamed 'Eaglet', because her old name was required for the new aircraft carrier launched that same day. 'Eaglet' is the name of the present Mersey Division drill-ship, so the continuity has not been broken. An interesting note on this ship, contributed by Mr.Smart, appears in Vol.II (New Series) No.2 of News, Notes and Queries.

Mr.Smart was followed by Mr.Edward Jones, who contributed some lively personal reminiscences of his time in 'Eagle' during the first World War. Mr.Jones was able to examine the construction of the ship and he commented on the impressive size of the keelson, the frames, and the stem and stern posts. Mr.Jones told some amusing stories of the characters he met aboard the 'Eagle', from the Commander downwards.

Illustrating the paper was an excellent series of slides. There was one very interesting early photograph of the 'Eagle' fully rigged, and many more, including a beautiful view of her figurehead, showing 'Eagle' as a drill ship in the Salthouse Dock, with the great roof over her upper deck giving her an ark-like appearance. Slides of other well remembered Mersey training ships were featured, the 'Indefatigable', the 'Clarence', the 'Akbar' and the 'Conway'. The slide of the 'Indefatigable' showed in the foreground her floating swimming pool. A shot of Nelson's 'Foudroyant' gave a good impression of a 74 gun ship.

"H.M.S. 'EAGLE', THRICE A FLAGSHIP", gave a great send off to the 1958-59 season of the Liverpool Nautical Research Society and was very much appreciated by the audience. This paper was a product of much research, not only into the history of the "Eagle" herself, but also in the growth of the Naval Reserve organisation.

A vote of thanks was ably proposed by Mr.Raine, seconded by Mr.Beal and carried unanimously.

E.W.P-T.

DECEMBER MEETING

Owing to prior commitments, "Landfall" was not available to the Society for its December meeting. The paper on "Inland Waterways", had, therefore, to be postponed to January. Instead, a member's discussion meeting was held in the office of the Chairman in 28 Exchange Street East, on December 11th 1958.

Discussion was instituted by the Chairman who told the

Society about the end of the cruiser "Liverpool" at Bo'ness on Firth of Forth, where she is now being broken up. The Chairman explained how he has been able to trace various relics connected with the ship and her predecessors of the same name. Many relics are coming to Liverpool. Some, including the ship's name-plate have already been given by the Society to Liverpool Museums, while one of her bells is to be handed over to Liverpool Cathedral. Not only has the Chairman visited Bo'ness to see the demolition of the "Liverpool", but he has also been on a V.I.P. tour of Portsmouth dockyard, where he inspected relics of this and other "Liverpools".

Following the Chairman came the Hon. Secretary who showed the Society a set of coloured slides, embodied into a film-strip, of early steamers, covering the period 1817 to 1862. The set was taken from the Liverpool Museums' collection of steamship prints. Famous pioneers like the "Great Western", the "British Queen" and the "Persia" were featured, and a short commentary was given on each.

After a period of general discussion on all sorts of maritime subjects, the Chairman rounded off the meeting by a most informative talk on this country's plan to resist attack from the sea in the event of war. He was speaking with particular reference to the Royal Naval Mine Watching Service. He explained how the defence organisation was controlled and how divided in order to cover the coastal sea routes, estuaries and navigational rivers round our Island.

E.W.P-T.

ACKNOWLEDGMENT

Once again it has been my pleasure to receive a large number of greeting cards from members, and I am most grateful to everyone for their good wishes.

R.B.S.

APRIL EXHIBITION

The Lord Mayor has kindly accepted an invitation to open the 21st Birthday Exhibition, and it is hoped to make Thursday, 9th April, a milestone in the Society's history. The exhibition will be entitled "Nautical Research", and plans are now taking shape, the idea being to illustrate the sources, work and results of Nautical Research by means of relics, manuscripts, prints, paintings, photographs and models. Liverpool Museums are contributing a great deal, particularly in illustration of source and

result, and material will be welcomed from Members. It will be important to cover the section of the exhibition devoted to the work of Nautical Research by members, where card indexes, manuscript notes and photograph collections will be displayed. Members are invited to consider what, amongst their own records, would best illustrate the half way mark in Research and to send details of what they consider suitable, to E.W.Paget-Tomlinson, c/o The Chairman, at 28 Exchange Street East, as soon as possible.

E.W.P-T.

CUSTOMS RECORDS

The following note has been inserted at the suggestion of our member, Mr.Rupert C.Jarvis, Librarian to H.M.Customs & Excise:

With regard to the paragraph under the above heading, in the Society's "Invitation", circulated to members with the last issue of "News, Notes and Queries", perhaps it ought to be made clear that the records there referred to - the most complete for any port in the Kingdom - are not the records generally of the port, but only the records of the statutory registry of British merchant ships. The records of the port, other than those of the shipping registry, have suffered serious loss. The whole of the surviving text of the lost records (within the dates mentioned) have, however, been put into print by the generosity of the Chetham Society, in volume VI of their third Series - "Customs Letter-Books of the Port of Liverpool, 1711-1813" (1954). This volume should be of considerable interest to those concerned with the nautical history of Liverpool.

ANSWERS

Question No.8 in issue No.1, Volume II. The "Telephone" was a steamer of 162 gross tons built in 1878 by H.McIntyre & Co., of Paisley. It is believed she was built originally for Liverpool owners but the first definite news I have of her shows her as being owned by P.Barr of Stranraer in 1899. Shortly afterwards she was sold to E.W.Turner of Garston and some time between 1890 and 1895, passed into the hands of J.D.Penny's Aberdovey and Barmouth S.S.Co.Ltd., which early in the present century became the Liverpool and Menai Straits S.S.Co.Ltd., still under Penny's management. Between 1909 and 1913 however, the management passed to Robert Owen. She passed out of Owen's hands early in the first World War, becoming the "Braebeg", but retaining her Liverpool Registry. Her subsequent history is unknown to me.

GUY SLOMAN.

OF GENERAL INTEREST

OLD DOCK SILL. The original harbour of Liverpool was a creek which left the River where the old Custom House formally stood, that being then the River bank, and extended up through Paradise Street and Whitechapel to the old Haymarket.

In 1708 Thomas Steers was engaged and laid before the Corporation a plan to turn the pool into a wet dock by impounding water with gates, this being the first commercial wet dock constructed in England, and was opened in 1715. The sill of this dock was at a level approximately 10 feet above low water spring tides.

Subsequently in 1753 a pier was run out on the North side of the entrance to the old dock, the area immediately south of this being eventually extended to form what was called a dry basin.

In 1829 this was enclosed by the construction of the Canning Entrance and became, with alterations, Canning Dock.

The old dock itself was closed in 1826 and the gauge cut on the stone on Canning Pierhead at the River wall is supposed to be the transfer of the level of the old dock sill.

The probable reason for this perpetuation of reference to O.D.S. as a datum is that the first Tide tables for Liverpool were published by the Rev.G.Holden, M.A., about 1768 and referred to the old dock sill, which was also the datum for soundings in the River until well into the last century, when a level of 10 feet below the old dock sill was adopted.

The ordnance levelling of Great Britain was commenced in 1840 and completed in 1861. A provisional datum was taken as a 100 feet below a bench mark on St.John's Church, Liverpool, and subsequently it was decided to adopt mean sea level as the zero ordnance datum. Tidal observations were taken in Liverpool at 5 minute intervals from the 7th March to the 16th March, 1844, and the mean of these observations was adopted as the zero for ordnance datum. These observations were cut on a gauge at Victoria Dock, and on a gauge at George Ferry Basin, the zero of which was supposed to be on the same level as the old dock sill.

The second geodetic levelling of England and Wales was carried out between 1912 and 1921 and the new system of levels are referred to mean sea level at Newlyn, Cornwall, as derived from the mean of hourly readings for the period from 1st May 1915 to 30th April, 1921. The accuracy of the old datum was very high as the differences between the datum adopted in 1844, and the new datum at Newlyn is only .13 of a foot.

George Ayre.

SOCIETY LITERATURE

This is the last issue of News, Notes & Queries for 1958, and members should now have two blue backed booklets each complete with six issues, plus an Annual Report and Balance Sheet for each season. If you are short of any number please let me know. We have plenty of spare copies; this particularly concerns members who have joined in the last twelve months and who may not have the first volume. A few copies of "In Retrospect" remain and plenty of the supplements - 1 and 2 - giving changes in membership detail and particulars of past meetings. A new supplement to "In Retrospect" is in preparation now. We also have plenty of copies of volume 8 of Transactions. Cost to Members 3/6d each, including postage; a bargain.

R.B.S.

RESIGNATIONS

Two members have recently resigned on their transfer to another area and we send our congratulations and best wishes to H.A. Taylor on his appointment as County Archivist of Northumberland and to J.D. Hodson on his appointment as Archivist to Nottingham Corporation.

CORRECTION

In News, Notes & Queries Vol.1 No.4, under the heading 'Corrections, page 14', it is stated that Thomas Bland Royden first Chairman of the Underwriters Association, was the grandfather of our President, Sir Ernest Royden. We are sorry for this mis-statement; Thomas Bland Royden was Sir Ernest's father.

QUERIES

No.11. Can anyone inform me when the North Western Shipping Co., came into existence; what were its functions and what connection had the firm with Ismay Imry & Co.?

W.J.Oldham.

No.12. Maryport Harbour. I understand from the Librarian at Maryport, that some years ago, documents relating to the affairs of the harbour during the 19th century were sent "to a Nautical collection at or near Wallasey". This may indicate that a past or present member of the Society has these papers or knows of their whereabouts. If so, will they please advise me.

R.B.Summerfield.

No.13. Can anyone give the origin of the use of the dolphin on H.M. Ships. Members will recollect that the bell bracket from H.M.S."Liverpool" was in the form of a dolphin which is now in the Liverpool Shipping Museum Stores.

R.B.Summerfield

OTHER MEETINGS OF INTEREST

Two meetings which may be of interest to members:

Wednesday, Feb.4th: "Some problems associated with the design of a nuclear propelled vessel" R.P.Kinsey, A.I.E.E. At the Picton Library, William Brown St., at 7.30 p.m. Admission free, by ticket, obtainable from the Library.

Thursday, Feb.12th: The Mersey Estuary. J.E.Allison, M.A. Hoylake Historical Society. At The Good Companions Cafe, The Crescent, West Kirby, at 8 p.m.

EDWIN A. MESSER

It is with regret that we have learnt of the death of our member from Mount Gambier, Australia. Mr.Messer originally came from Liverpool, and in the first world war spent some time in H.M.S. "Eagle" before being drafted to the Bristol White Funnel Paddler "Ravenswood", by then a naval minesweeper.

SAMUEL WALTERS (1811-1882)

In conjunction with the Bootle & District Historical Society, Bootle Public Libraries Museum and Art Gallery intend to hold an exhibition of the work of this Marine Artist at Bootle Art Gallery in April 1959. Mr. A.R. Hardman, Director of the Art Gallery has asked us to enquire if any member of the Society has a painting or engraving by Samuel Walters which could be mentioned in a biographical catalogue, and whether they would consider lending the same for the exhibition, if required.

R.B.S.

SUBSCRIPTIONS

After a very good start, at the beginning of the Season, subscriptions have not been coming in as well as expected. If you have not sent your pound for the current season, please do so now and help the Honorary Treasurer in her duties.

E.M.H.

FEBRUARY MEETING

Due to circumstances outside our control, we have found it necessary to change the date of our February Meeting.

Instead of the second Thursday, it will be the THIRD Thursday, February 19th, on board the "Landfall" at 7.30 p.m.

The Speaker will be our member, Mr. Leslie Speller, who is coming specially from Windermere to read his paper "The First Hundred Years of Clyde Steamers". Mr. Speller intends to say something about the changes which followed the introduction of steamship travel and the ships used for the purpose. As the Clyde is the birthplace of the steamship in this Country, this subject should be of great interest to those of us who live on Merseyside, where the first glimpse of a steamer was the Clyde built "Elizabeth" of 40 tons, which voyaged down via the Isle of Man to the Mersey, arriving on 28th June 1815. Mr. Speller has prepared some sixty slides to illustrate his paper.

MARCH MEETING

On board the "Landfall", at 7.30 p.m., as usual, on Thursday, March 12th. The speaker will be our Vice-President, Mr. E. Cuthbert Woods, F.R.Hist.S., whose subject will be "A Proposed Ship Canal in the 1820's, to join the Dee to the Mersey, via Wallasey Pool". At the close of the 18th century, the Hyle Lake had almost completely silted up and the Rock Channel, the only channel into Liverpool at that time, was dry at low water, from abreast Leasowe to the Rock. This channel could only be negotiated in daylight, it being bouyed, not beacons, after vessels had partly unloaded their cargoes in the Hyle Lake. William Laird, John Tobin and others, conceived the idea of a Ship Canal from somewhere near Hilbre Island to Birkenhead. Had this come about, there would most probably have been a Port of Birkenhead, rather than a Port of Liverpool.

Mr. Cuthbert Woods, who now lives in South Devon, does us a great service in offering to travel to Liverpool specially for this meeting. He will be bringing plans, documents and illustrations to augment his paper.

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

TWENTY-FIRST BIRTHDAY EXHIBITION

Thursday, 9th April 1959

ON BOARD THE CLUBSHIP "LANDFALL"

INTRODUCTION

Twenty-one years ago, on April 11th, 1938, the Liverpool Nautical Research Society was inaugurated, the three men chiefly concerned with its formation being, A.C.Wardle, Captain E.A. Woods and W.Stewart Rees. They founded the Society with the object of promoting public interest in Liverpool's maritime history, of collecting and collating all available material relating to Liverpool ships and seamen of the port, and of undertaking an historical survey of locally owned vessels, their masters and their owners.

Thursday, April 9th, 1959, has been chosen to celebrate the 21st Birthday of the Society, for although it falls just two days before the actual anniversary, the Society's custom of holding its meetings on the second Thursday of the month has been adhered to.

It has been thought fitting to mark the occasion by an exhibition on "Nautical Research", presented by members of the L.N.R.S. for their mutual interest and for the enjoyment of their guests, and as intimated in a previous issue of News, Notes and Queries, the Lord Mayor has kindly consented to open the Exhibition.

Through the kindness of the Master and Committee of the Merseyside Master Mariners Club, we are using the full facilities of their Clubship "Landfall" berthed in Canning Dock.

SOCIETY ARCHIVES

The Society is fortunate in having amongst its possessions a number of books and documents which are available to members for research and reference. A number of these are on exhibition and the following brief notes may be of interest:

"The Custom House, Liverpool", by Eric H. Rideout, published 1926.

This book traces the history of Custom collections in Liverpool from the establishment of the Custom House at the east end of the old dock in 1721 until the building of the new Custom House on the site of the old dock in 1826. This building was unfortunately destroyed in 1941.

"Thomas Steers", a memoir by Henry Peet, published in 1932.

Thomas Steers is well known to nautical historians as the Engineer for Liverpool's first dock, which was commenced in 1710. This is a very authoritative book which gives a great deal of information about the development of Liverpool in the early eighteenth century.

"Fairfield Shipbuilding and Engineering Company". Published 1909.

"Denny's of Dumbarton". Published 1908.

The histories of these two shipbuilding firms form useful books of reference in relation to the early steamships built by them. Both books contain a magnificent collection of early steamship photographs.

"Rickmers 1834 - 1934".

"Holland-America Line 1873 - 1923".

Histories of famous foreign owned shipping lines frequently give useful information about the careers of ships owned outside this Country.