

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

NEWS, NOTES AND QUERIES

Vol.III. (New Series) No.1January-February 1959

JANUARY MEETING

On January 8th the Society met in 'Landfall' to hear a paper by the Hon.Secretary, Mr.E.W.Paget-Tomlinson, 'Inland Waterways' was the title he chose for his description of the English river and canal system. His paper was illustrated by a fine set of slides, the majority of which were from his own photographs.

The first part of the paper was historical; the importance of England's great rivers to commerce from mediaeval times until the mid-eighteenth century was explained, but it was emphasized that, owing to the demands of expanding industry the need was for this river system to be extended by means of artificial waterways. Thus the latter half of the eighteenth century witnessed a period of gradually mounting canal construction which culminated in the 'canal mania' of the 1790's. After the first three decades of the nineteenth century, a long decline set in on the English canals, a decline which cannot now be arrested, since first railway, and now road competition, have killed the possibility of large scale waterway development.

From this rather gloomy later history of the waterways, Mr. Paget-Tomlinson turned to consider features of the present-day system. He divided this part of the paper into headings and spoke of locks, lifts, earthworks, aqueducts, tunnels, overbridges, waterside buildings, types of boats and their method of operation. This part of the paper was profusely illustrated by scenes from various waterways, including the River Weaver, the Shropshire Union Canal, the Leeds and Liverpool Canals, the Oxford Canal, and the Grand Union Canal. There were notable shots of the Anderton boat lift near Northwich, of the great Pontcysyllte Aqueduct over the River Dee near Llangollen, and of the portals of the now dis-used 2 mile long Sapperton Tunnel near Cirencester, Gloucestershire.

Of considerable interest to his audience was the section on types of boats, for not only was the ubiquitous canal narrow boat described, but also such craft as the Humber keels, Severn trows and Weaver flats, which used to be seen on inland navigation. Of these only the Humber keel is still with us, not under sail, but as a powered craft or dumb lighter.

The paper concluded with a brief account of the types of cargo handled by the waterways, and a tentative prophecy for their future.

The chairman, after commenting on the number, variety and excellence of the slides, specially prepared for this paper, and thanking Mr.Tozer for his usual efficient handling of the projector, called on Mr.Tapson to propose a vote of thanks. Following some well chosen words in appreciation of the author's work both with this paper, and also for the Society generally, the proposal was seconded by David Hughes and carried with acclamation.

R.B.S.

FEBRUARY MEETING

On Thursday, February 19th, the Society met on board "Landfall" to hear a paper by Mr.Leslie Speller of Windermere on Clyde steamers from 1812 to 1912, or, in other words from Henry Bell's "Comet" to MacBrayne's three-funnelled "St.Columba", built in 1912 and now being broken up at Port Glasgow.

The paddle steamer "Comet" demonstrated the practicability of a steam passenger boat and she was the first of a long line. Her immediate successor was the "Elizabeth", a vessel of interest to us on Merseyside, because she was the first steamer to enter the river. She can also claim to be the first steamer in the world to make a sea passage from Glasgow to Liverpool by way of Stranraer, Ramsey, Isle-of-Man and somewhere on the Welsh coast, a passage amusingly described by Mr.Speller.

Speed quickly became the governing factor in the career of a Clyde steamer, no consideration being given to the comfort of the passengers in the early days. This demand for speed had a direct bearing on the American Civil War because the Confederates bought many of the Clyde steamers for use as blockade runners, for which they were ideally suited, being not only fast, but also shallow draughted and manoeuvrable.

Although the railway companies had tried to take part in the Clyde steamer enterprises in the 1840's, their early venture had

not prospered. Towards the end of the nineteenth century, however, the Caledonian, Glasgow and South Western and North British Railways entered the field in force, and there was fierce competition on converging routes, not only speed, but also comfort being promoted by the railway companies.

Mr.Speller extended his paper to cover the "Royal Route" to Inverness by way of Ardrishaig, Oban, Fort William and the Great Glen, so christened by MacBraynes since Queen Victoria once took that way to the Highlands. For the Glasgow-Ardrishaig leg of this route MacBraynes built the famous paddle steamers "Iona" of 1864 and "Columba" of 1878. For the Crinan canal portion a curious steamer called the "Linnet" was employed, described by Mr.Speller as a large floating tram car; The Royal Route was completed by a passage up the Caledonian Canal in the "Gondolier".

Another avenue was opened by Mr.Speller when he spoke of the Clyde "puffers", which have been a well loved feature of the Firth for a hundred years. The value of the puffer as a carrier of coal and general cargo between Glasgow and the Western Isles is unquestioned, and new diesel-powered examples are being added to the fleets.

From the "puffer" Mr.Speller turned to the first commercially-operated steam turbine vessel, the "King Edward" of 1901, built by Denny's for the Williamson fleet. She was an immediate success, and the pioneer of a fine series of Clyde steamers. With a beautiful colour view of the "St.Columba" of 1912 embarking passengers at Tighnabruaich, Mr.Speller ended his story, a story which commanded great interest from the Society.

After the chairman had thanked the author for coming specially from Windermere for this meeting, Mr.John Smart proposed a vote of thanks in which he made reference to the number and excellence of the slides, Mr.Fletcher seconded and the proposal was carried unanimously by acclamation. The chairman added his thanks to Mr.Tozer for his duties as projector operator.

E.W.P-T.

ACKNOWLEDGMENT

The Society gratefully acknowledges the gift of a copy of the Anchor Line History 1856-1956, presented by the Company through our member, Mr.K.Longbottom, and a manuscript log book of the No.2 Liverpool Life-boat, 1865-1890, from Mr.Leslie Stephenson of Prescott.

QUERIES

No.14. Required, any details of a small coaster named "Tiger", broken up at Port Dinorwic in the 1920's by Messrs. Campbell Brothers of Liverpool. The foreman of the breaker lives in Wallasey and gave the name of this, the only vessel broken up by the firm.

N.R.PUGH

No.15. Required, confirmation that about 1928 Alfred Holt & Co. used a steam lighter named "XENOPHON" to convey cargo from Canning Dock to Birkenhead. Her sister-ship "XANTHUS" is still in their service as an oil separator vessel, but Messrs. Holt have no records of the other ship. What became of her?

N.R.PUGH

NEW MEMBERS

Captain F.W.Skutil,
Fred J. Reid,

Liverpool.
Wallasey.

RESIGNATIONS

The following resignations have been received with regret:-

Hugh Dovey
Grahame Farr
A. Peacock
K.C. Rathbone
M.M. Schofield
R.B. Smith
Lancaster

Liverpool.
Bristol.
West Kirby.
Surrey.
Widnes.
Birkenhead.
Public Library.

APRIL EXHIBITION

Arrangements are well in hand, under the able guidance of our Hon.Secretary, Mr.Paget-Tomlinson, and from present indications the material on display is calculated not only to interest members and their friends, but to surprise them by its variety and conception. With this issue comes a synopsis of the Exhibition which will, I hope, call forth a very representative attendance of local members and their friends, the one vital factor to ensure an outstanding twenty-first birthday celebration.

R.B. Summerfield.

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
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NEWS, NOTES AND QUERIES

Vol.III. (New Series) No.2

March-April 1959

MARCH MEETING

On Thursday, March 12th, the Society met as usual on board "Landfall" and was very glad to welcome their Vice-President, Mr. E. Cuthbert-Woods, who read a paper on "The Intended Ship Canal between the River Mersey and Dee"; a paper which was the result of much research.

This project of early nineteenth century Merseyside history is not generally known and members were interested to learn the background story and details of the scheme.

The value of Wallasey Pool as a harbour had been realized since the sixteenth century, and by the 1820's the Cheshire side of the river had been developed both as an industrial and a residential area. Liverpool merchants abandoned their quarters over their counting houses and went to live in Birkenhead; the new steam ferry service made this possible.

In 1824 William Laird opened his boiler works at Birkenhead which he later extended into a shipyard. Laird has been given credit for the ship canal idea but he was not the originator. It was a Mr.Jordan, who in 1824 had approached the Mayor of Liverpool over the matter, but the Mayor took no interest.

Mr.Cuthbert Woods explained why the idea of a canal crossing the Wirral should be so attractive. It was due principally to the poor anchorage available to ships entering Liverpool. The traditional anchorage in the Hyle Lake was silting up. This anchorage was necessary to ships using the Rock Channel, which could only be navigated in daylight since it was not beacons. Moreover the anchorages in the Mersey itself were poor. A ship

canal would cut out the Rock Channel and Hyle Lake, and vessels could use Wallasey Pool as a berth, where docks could be built. It was found that a good anchorage was available on the Point of Hilbre and the ship canal was to enter the Dee Estuary there. Altogether the scheme had many attractive features for those who had bought land on the shores of Wallasey Pool. The principal landowners were William Laird, Sir John Tobin, a shipowner and John Askew, Harbour Master of Liverpool. All three were keen to pursue the canal scheme.

Three engineers of great experience were engaged to submit a plan and estimate for the scheme. They were Thomas Telford, Robert Stephenson and Alex Minno. Mr.Cuthbert Woods explained their plan, which was completed in 1828, in some detail. There were to be docks along the shores of Wallasey Pool for timber vessels, barges and flats, and a 400 yard long dock for ocean-going ships. From Wallasey Pool the canal was to go in the direction of Leasowe Lighthouse, then turn to the Westward near Meols and finish up opposite Hibre Island. The cost was estimated at just under one and a half million pounds. This was a shock to Laird and Sir John Tobin, and a revised estimate was demanded. This, after eliminating certain work, such as warehouses, was reduced to only £734,163, "with that marvellous elasticity to be observed in dealing with big figures".

Mr.Cuthbert Woods then explained how everything was ready to start work when the Liverpool Corporation stepped in. The threat of a rival port on the other side of the Mersey with an independent access to the sea was a matter of grave concern to the Town Council. The Council showed themselves to be very anxious to buy up the land held by William Laird and Sir John Tobin. Laird sold his portion without consulting Sir John Tobin, who was thus forced to sell his portion. This killed the canal scheme, but the promoters had sold their land at a 300% profit. Mr.Askew, the Harbour Master, played a curious role in these proceedings. He showed himself very unwilling to survey a new channel into the Mersey and obstructed the work of a naval hydrographer, Lieut.Evans, who was called in to carry out the survey. The survey showed a very practicable channel independent of the Hyle Lake and the Rock Channel so that the main reason for the construction of the ship canal was removed. Mr.Cuthbert Woods drew the conclusion that Askew was financially interested in the ship canal scheme and so hindered any survey work on the Mersey Estuary which might prejudice the canal project.

Mr.Cuthbert Woods answered many questions on details of the scheme, the meeting developing into an informative and lively discussion circle. Mr.Wilfred Raine proposed a vote of thanks to Mr.Cuthbert Woods, who had come up from Paignton specially to read this paper. This was seconded by Captain Ewart and carried unanimously with acclamation.

APRIL MEETING

The last edition of News, Notes and Queries included a synopsis of the Exhibition held on April 9th on board "Landfall" to mark the 21st birthday of the Society.

The exhibition was entitled "Nautical Research" and its object was to display the activities of the Society. For this reason the exhibition was divided up into three portions; the first dealt with the sources of research, the second the work of research, and the third the outcome of research.

The exhibition occupied the dining saloon of "Landfall". It was prepared by many willing hands in a matter of hours and was just ready in time for the arrival of the Lord Mayor of Liverpool (Alderman Harry Livermore) and the Lady Mayoress at 7.45 p.m. The Lord Mayor was welcomed by Captain Astbury on behalf of the Mersey-side Master Mariners Club, Mr.G.Lysaght Finigan, senior Vice President of the Society and the Chairman Mr.R.B.Summerfield. A bouquet was presented to the Lady Mayoress by Miss Anne McManus, daughter of our member Mr.E.P.McManus. The Lord Mayor expressed himself as very happy to open the exhibition, and the Mayoral party made a detailed inspection, through a great press of members and their guests.

The dining saloon of "Landfall" was crammed with all sorts of maritime material. Along the starboard side were the sources of nautical research; charts and manuscripts were mounted on insulation board covered with coloured crepe paper. On tables were log books, books on naval architecture, various relics and maritime registers. The port side of the saloon was occupied by the works of research, displayed on mounted boards and tables, undertaken by members of the Society. The members themselves were stationed by their exhibits, ready to explain points of interest. Down the centre of the saloon were ranged long tables on which the outcome of members research was displayed. Not only were books and pamphlets shown, but also paintings and models.

INTERIM ACCOUNTS FOR PERIOD 1ST

At the A.G.M. on 9th October 1958, as reported in News, Notes & Queries
1st September - 30th August, to 1st April - 31st March, and the next
These interim accounts are submitted to members to keep them advised

1957/1958

	To Chairman's and Treasurer's Expenses	
8. 7. 5	and postages	6.18. 6
4. 0	" Receipt Book	- - -
	" Express Duplicating Service: N.N.& Q.,	
25. 0. 3	Notices, Reports etc.	31.12.11
1.14.11	" Letterheads	6. 7. 0
13. 9	" Projector repairs and renewals	- - -
1.10. 0	" Subscription Historic Soc.Lancs & Ches.	1.10. 0
1.10. 9	" Account charged in error	- - -
	" Exhibition Expenses:	
	"Landfall"	8.13. 6
	Insurance	2.12. 1
- - -	Materials & gratuities	<u>3. 3. 6</u>
- - -	" Cost of "Dolphin"	14. 9. 1
		<u>6. 0. 0</u>
39. 1. 1		66.17. 6
43. 1.10	" Balance Excess Income over Expenditure	45. 8. 1
		<u>82. 2.11</u>
82. 2.11		£112. 5. 7
=====		=====

BALANCE

12.14. 2	To Balance of previous year's expenses	12. 1. 2
11. 0	" Bank Commission	8. 6
42.17. 6	" Cheque on account Transactions	50. 0. 0
2. 6	" Cheque Book	- - -
24. 4. 9	" Bank balance at 31/3/59	<u>45. 8.11</u>
80. 9.11		£107.18. 7
=====		=====

The payment against Transactions, as indicated in the previous Balance Sheet
Several donations made or promised since 31/3/59 will reduce considerably
All outstanding accounts will be settled prior to the commencement of the next year

MEMBER 1958 - 31ST MARCH 1959

As Vol.II No.5, the financial year of the Society was changed from A.G.M. will be held in April 1960, after a full financial year. of the financial position of the Society.

R.B.Summerfield, Chairman.

1957/1958

1.10. 6	By Subscriptions not paid in last Season	- - -
10. 0	" Arrears of subscriptions received	2. 0. 0
52. 4. 5	" Current subscriptions 1958/59	95.19. 5
7.10. 0	" Subscriptions in advance	2.10. 0
- - -	" Donations "Dolphin"	6. 0. 0
15. 3. 0	" " Exhibition	4. 5. 5
5. 5. 0	" Advertisement Fees	- - -
- - -	" Refund of account charged in error	1.10. 9

<u>82. 2.11</u>	<u>£112. 5. 7</u>
=====	=====

SHEET

25. 6.11	By Bank Balance at 31/8/58	24. 4. 9
12. 1. 2	" Accounts shown above, unpaid at 31/3/59	38. 5. 9
43. 1.10	" Balance of Income over Expenditure	45. 8. 1

<u>80. 9.11</u>	<u>£107.18. 7</u>
=====	=====

ice Sheet, was the final amount due.
trably the cost of the very successful Exhibition held in April, 1959.
of the coming season.

Signed E. M. HOPE, Hon.Treasurer.

APRIL MEETING - Contd.

Over one hundred guests attended the Society's 21st birthday exhibition and all were very impressed by the exhibition. It well illustrated the wide field of nautical research and the diverse maritime interests of members. The numerous sources available to the research worker were portrayed; the various means by which he went about his work were detailed and the outcome of his work, in all its forms, was displayed.

Many guests said they wished that the exhibition could remain open longer, there was so much to see, and it was a great pity to have to close it that same evening. Nevertheless, the Society's birthday was celebrated in a fitting manner; and it was felt that the exhibition was a worthy portrayal of the history and activities of the first 21 years of the Liverpool Nautical Research Society.

H.M.S. LIVERPOOL.

On Sunday, 3rd May 1959, a Service was held in Liverpool Cathedral in commemoration of victory in the Battle of the Atlantic which was attended by numerous Naval contingents and local dignitaries. The Chairman, Mr.R.B.Summerfield, attended by invitation, and several other members of the Society were observed amongst a very large congregation.

During the Service, which was most impressive, the 45lb bell of H.M.S.LIVERPOOL was presented by the Commander in Chief, Plymouth, Admiral Sir Richard Onslow, K.C.B., D.S.O., on behalf of Western Approaches Command, to the Dean and Chapter for safe keeping in the Cathedral. It will be recalled that the dolphin bracket for the large (160lb) bell was recently presented by the Society to the City.

On the following day the Chairman and Mr.W.P.Raine attended a very pleasant ceremony at the Town Hall when the Silver and Trophies of the last two ships named LIVERPOOL were handed over to the City by Admiral Sir William Slayter, K.C.B., D.S.O., D.S.C., on behalf of the Liverpool Nautical Research Society, the Society having been instrumental, through the Chairman, in obtaining these items on permanent loan from the Admiralty.

Admiral Slayter commanded H.M.S.LIVERPOOL in 1941-42 and four officers who served with him travelled specially to Liverpool to be present at this ceremony. The Royal Navy was represented by the Captain and First Lieutenant of the destroyer H.M.S.CHAPLET, which was berthed at the Landing Stage in connection with the visit of

C-in-C. Plymouth. It so happened that the First Lieutenant, Lieutenant Commander D.L.Harding, had also served in H.M.S.LIVERPOOL at a later period in her career. The R.N.R. (H.M.S.EAGLET), the Navy League, a number of Members of the Council and Corporation Officials were also present.

The Silver and Trophies were received by the Lord Mayor, Alderman Harry Livermore, who paid tribute to Mr.Summerfield for his efforts in obtaining these valuable relics for the City and this will be echoed by all members of the Society.

W.P.R.

MUSEUM EXHIBITION

To mark the dedication of the ship's bell of H.M.S.LIVERPOOL, 1936, in Liverpool Cathedral on Sunday, May 3rd, 1959, and the acceptance by the Liverpool City Council of silver and other relics from the ship recorded above, the Museums staged a small exhibition of material relative to the ship and to her predecessors of the same name.

This exhibition entitled simply "H.M.S.LIVERPOOL 1741-1958" was arranged by Mr.R.B.Summerfield and the bulk of it was from his own collection of LIVERPOOL material. Mr.Summerfield displayed photographs and photostats showing all six LIVERPOOL's from the frigate of 1741 to the 6 inch gun cruiser sent to be broken up last year. One of the outstanding exhibits is an oil-painting of the second LIVERPOOL, a 28-gun frigate of 1758. This is the work of the late William McDowell and the painting hung in the Captain's day-cabin of the 1936 LIVERPOOL. The bulk of the photographs were of this last LIVERPOOL. Her only visit to Liverpool, in January 1939, was recorded, while there were fine views of her on Arctic convoy work in 1942 and under repair at Rosyth, after being torpedoed in June 1942. The final photographs showed her being broken up at Bo'ness on the Firth of Forth; one of these illustrated the dolphin shaped bracket (now in Liverpool Museum, to whom it was presented by the Liverpool Nautical Research Society), from which the ship's 160lb bell hung on the quarter deck.

Interesting relics from the sixth LIVERPOOL included a 6 inch and a 4 inch gun tampion, bearing the ship's crest, a liver bird and the motto of the City of Liverpool, the carved hammer in a heavily carved casket used by Lady Montague Norman to launch the ship in 1937; a beautiful silk Union Flag, and a silver bugle.

The Union Flag and a silk White Ensign will ultimately be deposited in the Cathedral and the silver bugle is being deposited, on permanent loan, with the Area Officer of the Sea Cadet Corps for use by the Corps on Ceremonial occasions.

This exhibition remained open until the end of June. It attracted much attention and interest. Some notes on the six warships named LIVERPOOL may be of interest to readers :-

1. 44-gun Frigate, 5th Rate. Built by John Okill & Co., of Liverpool, and launched in 1741. 681 tons. Length overall 124 ft..3 ins. Disposed of in 1756.
2. 28-gun Frigate, 6th Rate. Built by Gorell & Pownall of Liverpool, and launched in 1758, 587 tons. Length overall 118 ft. 4 ins. Wrecked Long Island 1778.
3. 50-gun Frigate, 4th Rate. Built by Wigram & Co., of Blackwell, and launched in 1814. The design was copied from the captured French frigate LA POMONE built about 1792. LIVERPOOL'S tonnage 1238⁶⁷₉₄ Length overall 159 ft. 2³/₈ ins. Sold at Bombay 1822.
4. 50-gun screw Frigate, 4th rate. Built by the Royal Dockyard, Devonport, and launched in 1860. 2656 tons. Length between perpendiculars 235 ft. Broken up in 1875.
5. 2nd Class Protected Cruiser, "Town" Class. Built by Vickers Sons & Maxim at Barrow-in-Furness and launched in 1909. 4800 tons displacement. Length overall 453 ft. Sold for scrap 1921 and broken up in Germany.
6. 6 inch gun Cruiser, Improved "Southampton" Class. Built by the Fairfield Shipbuilding & Engineering Co., Ltd., Govan, Glasgow. Launched 1937, 9400 tons displacement. Length overall 591 ft. 6 ins. Sold for scrap 1958 and broken up at Bo'ness on Forth.

NEW MEMBER

W. R. PRITCHARD,

BIRKENHEAD.

ACKNOWLEDGMENT

The Society acknowledges with thanks two bound volumes of "Sea Breezes" for the years 1934 and 1939, together with a donation of ten shillings from our member Mr. W. Hayes. He tells us that at the age of eighty-one he still takes a great interest in shipping and we are grateful for his continued support of the Society.

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.III. (New Series) No.3

May-June 1959

THE PRINTING STRIKE

No apology under this heading is possible, those responsible for these leaflets were unaffected. In contrast, the pressure of legitimate business, greatly increased by the long fine summer, has made the tackling of spare time duties such as this, very difficult.

PROGRAMME 1959/60

A brief comment on the coming activities: There will be six lecture meetings as usual commencing in October and terminating in March, to be followed by an Exhibition and the A.G.M., both in April.

The choice of the second Thursday in October for Polling Day made it necessary for us to change our usual day to a more convenient one. A further complication arose when we were invited to take part in Liverpool's Commonwealth Fortnight. The completed programme is now as follows:

1959

Oct.22nd: A. N. Ryan "Nelson"

Nov.26th: In Liverpool's Commonwealth fortnight

Guest Speaker "Canadian Shipping

Dec.10th: J. Smart "Reformation Afloat"

The Story of the Akbar

1960

Jan.14th: E.Jones "Liverpool Waterfront"

Feb.11th: T. D. Tozer "Lampart & Holt". An Interim Report.

Mar.10th: R. B. Summerfield "The sadness of the sea"

A story of shipwreck and rescue.

Apr. 7th: A Nautical Exhibition to be arranged by E.W.Paget-Tomlinson.

Apr.28th: ANNUAL GENERAL MEETING.

All meetings are on a Thursday evening at 7.30 p.m. on board the
"Landfall", Canning Dock.

LIVERPOOL COMMONWEALTH FORTNIGHT

The Secretary of State for Commonwealth Relations approached the Civic Authorities in Liverpool to support a series of publicity activities in the City.

The focal point of this fortnight will be the staging of a Commonwealth Exhibition in the Corn Exchange, Brunswick Street, from November 19th to December 5th 1959.

In order to take part in these activities our November date was changed to suit and we shall be having a guest speaker from Canada who will talk about some aspects of Canadian Shipping. His name and the exact subject about which he is going to speak will be notified in due course.

THE SOCIETY ARCHIVES

"What shall I do with all my books?" was the question.
"Read them" I answered. "But if you cannot read them,
"at any rate handle them, and, as it were, fondle them.
"Peer into them. Let them fall open where they will.
"Read on from the first sentence that arrests the eye.
"Then turn to another. Make voyage of discovery,
"taking soundings of uncharted seas. Set them back
"on their shelves with your own hands. Arrange them
"on your own plan, so that if you do not know what is
"in them, you at least know where they are. If they
"cannot be your friends, let them at any rate be your
"acquaintances. If they cannot enter the circle of
"your life, do not deny them at least a nod of recognition".
Winston S. Churchill.

On numerous occasions the interesting selection of books and other documents available at 28 Exchange Street East, has been brought to the notice of members.

The number of members who have taken advantage of this facility in the last four years is five. It seems doubtful whether it is worth while devoting a small room at 28 Exchange Street East, merely to store books.

It would seem that these books could be better employed in the Liverpool Record Office or the University Library, or even in some members private collection, if they are of no interest to local members on loan.

A complete list is being prepared for circulation with N. N. & Q., and any book or document may be borrowed by a member for a period of one month. There is no charge except postage when incurred.

MEMBERSHIP

It is disappointing to record a total loss of eleven members who have resigned this year following the inevitable increase in subscription last season. But the Society is grateful to them for their support in the past and with several new members coming along, it is anticipated that the membership will not seriously be affected.

The Honorary Treasurer still records six subscriptions unpaid for last season. It would be a great help to the Society if these could be disposed of before the new season commences. For those concerned, a reminder slip is enclosed.

RESIGNATIONS

The Society has received with regret the following resignations, additional to those given in N.N.& Q. Vol.III No.1:-

Lt. Comdr. J. H. Craine, R.N.R.(rtd.), (Jason) London.
G. W. D. Dishman, Liverpool. K. Longbottom, Hooton.
Bristol Library.

EDITOR FOR NEWS, NOTES & QUERIES

The present trio, who endeavour, in compiling these notes, to make them as interesting and topical as possible, are greatly handicapped by the demands of their own spheres of activities. Would some member resident on Merseyside, other than a Council Member, take on this pleasant job?

All that is required is a rough compilation of information bi-monthly, to be deposited at 28, Exchange Street East. The Honorary Treasurer and the Express Typewriting & Duplicating Service will, between them, attend to the layout, insertions of resignations, new members and similar information not necessarily available to the Editor and will then arrange production and distribution as at present.

QUERIES

No.16. Information is required about a small racing cutter or yacht named ZEPHYR, which is the subject in an oil painting by Samuel Walters. She is shewn racing in the Mersey.

R.B.Summerfield.

No.17. Information is required about an iron sailing barque named MONEKA. In an oil painting she is shown flying a white flag with red letters R.G.D., and a second white flag with a red ball. This vessel is not shewn in our comprehensive lists of sailing ships.

R.B.Summerfield.

No.18. Can any member suggest sources of information relating to the Naval History of the late seventeenth and early eighteenth century, with particular reference to Merseyside and North Wales.

Alan H. McClelland.

On the subject of queries generally, not very many replies are received. It would be helpful if members would send in information even if what they have does not seem very important. Often it is the apparently trifling note which completes the story.

In order to deal with members' queries more expeditiously in future, both questions and answers should be sent to:

E. W. Paget-Tomlinson,
Liverpool Public Museums,
Carnatic Hall, Liverpool, 18.

ICELAND

The following note has been sent in by our member N.R. Pugh.

The Iceland fishing war still goes on, though little appears in the newspapers. The Naval ships mostly concerned are MALCOLM, DUNCAN, PELLEW, RUSSELL, BROADSWORD, VIGO and EXMOUTH based on Rosyth, with WAVE VICTOR and WAVE RULER doing fuelling duties.

The three sea areas patrolled are known as Butterscotch, Toffeeapple and Spearmint, and the following signals were made, at the end of one of the Patrols:

"Fighting THOR in a fishing war	"Little Miss THOR sat in her haven.
"Filled VIGO with foreboding	"Eating a Butterscotch pie,
"We kept our watch in Butterscotch,	"She sighted a trawler,
"But all we saw was ODINN".	"Was just going to board her,
	"My God, it's the MALCOLM, goodbye".

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.III. (New Series) No.4.

September-October 1959

OCTOBER MEETING

The 1959-60 season started on October 22nd, when the Society met on board "Landfall" to hear a paper by our member, Mr. A. N. Ryan, on Lord Nelson.

Although, as Mr.Ryan said, more has been written on Nelson than on any other single sea officer, the speaker tackled the Admiral's biography in a refreshing manner. Mr.Ryan explained how Nelson's career was guided by three forces; the determination to follow the path of duty; the desire for praise and flattery; and the keenness to excel in the pursuit of war at sea, for which his life was trained. For Nelson, the pursuit of war at sea had one objective, annihilation of the enemy.

Mr.Ryan did not dwell on the details of Nelson's life, but pointed out the interesting aspects. His entry into the Navy was aided by the influence of his uncle, Captain Maurice Suckling. When a junior captain in the West Indies he showed great zeal in maintaining his country's Navigation Laws against the United States. This earned for Nelson the enmity of the British Planters, who were doing well out of the illicit trade; but it showed Nelson's determination to stand by principle and shoulder his responsibilities.

Nelson's great sense of responsibility is well illustrated by his action at the Battle of Cape St.Vincent in detaching his ship from the line, contrary to orders, and attacking the Spanish fleet. Victory repaid his disobedience and daring, and he won the praise of Admiral Jervis, later Earl of St.Vincent.

Mr.Ryan mentioned that Nelson's career was not a complete success story, and he instanced the attack on Tenerife, where Nelson lost his right arm. But in spite of this failure, Nelson

was entrusted with a fleet to operate in the Mediterranean against the French expedition which in May 1798 had left Toulon for an unknown destination. Nelson's success in finding and defeating the Expedition's fleet at Aboukir made him a national hero, and pushed him into the limelight which he so much desired. This craving for adulation and flattery made him appear very foolish and was a source of embarrassment to his friends.

The victory of the Nile was a tribute to Nelson's ability to plan his battles (having estimated the risks involved) and to confide in his subordinates, who thus knew exactly what was going on and what was expected of them. His plan at the Nile was to concentrate on a portion of the enemy fleet and break their battle line, so that their ships would be isolated and could be destroyed in detail. Nelson's objective was the annihilation of the enemy.

An even greater tribute to Nelson's planning was the victory at Copenhagen, where the risks were heavier than at Aboukir. The anchored Danish fleet was protected by shoals and well sited batteries, and much depended for Nelson's success on the direction of the winds. He was rewarded by a great triumph, although tempered by heavy casualties on both sides.

Trafalgar illustrates Nelson's plan of concentration on a portion of the enemy's line. Their line was broken and the British ships were able to get in among the enemy, and prevent their line reforming.

Mr. Ryan made two interesting final points. One was Nelson's famous Trafalgar signal, which could not have been flown before 1779, when Howe's and Popham's codes were drawn up. Previously admirals could send only a few, stereotyped messages by flag. The improved signalling of Howe and Popham made Nelson's battle plans possible to execute, and allowed such messages as his Trafalgar signal to be sent.

The other was Nelson's love of display. His wearing of the full dress uniform of a vice-admiral, complete with decorations, made him a conspicuous figure on the quarterdeck of the VICTORY. He was a tempting target for a sharpshooter in the mizen top of the REDOUBTABLE.

The talk was well illustrated by slides showing portraits of Nelson at various periods, and plans of his battles. A lively discussion followed Mr. Ryan's closing words on Nelson's possible career if he had survived Trafalgar, naval gunnery of the period, and on Napoleon's Middle East aims.

A vote of thanks to Mr. Ryan for such an illuminating talk was proposed by Mr. John Smart, seconded by Mr. E.P. McManus, and carried by acclamation.

NOVEMBER MEETING

Thursday, 26th November, at 7.30 p.m. on board the "Landfall", when Mr. G. Musk of the Canadian Pacific Railways will show a colour film on the St. Lawrence Seaway and afterwards speak both about the Seaway and the development of shipping services between Canada and this country. Mr. Musk has travelled widely and is well versed in his subject; we are promised a most interesting evening. Visitors will be especially welcome.

As mentioned in the last number of News, Notes and Queries, this meeting falls in Liverpool's Commonwealth Fortnight, the highlight of which is a visit by Her Royal Highness, Princess Margaret on November 19th, to open a Commonwealth Exhibition in the Corn Exchange and the new Commonwealth Library in William Brown Street.

NEW MEMBERS

J. W. Cooke	Wrexham
G. Hampson	Liverpool

Mr. Hampson is the Archivist at the Liverpool Record Office; he will be very pleased to see any member who cares to call and inspect their new quarters on the fifth floor of the Brown Library, entrance through the International Library.

THE BROMBOROUGH SOCIETY

Nov. 27: "The history of the River Dee". Captain G.A. Wright, O.B.E.,
M.C., M.I.W.E.

The development of the Estuary from 1700 A.D.
Illustrated with slides and maps.

Jan. 29: "The importance of the River Weaver". Miss Joan Beck, M.A.
Cheshire's own River. Illustrated.

Mar. 25: "Mona's Isle". F. Bradley Dixon Esq.
A pictorial and sound record of Anglesey,
with slides and tape recorder.

All meetings are held in the Lady Lever Art Gallery, Port Sunlight at 7.30 p.m. Members of L.N.R.S. are welcomed as visitors.

MARINE ENGINES AT LIVERPOOL MUSEUMS

There can now be seen at the Liverpool Museums Gallery in William Brown Street, Liverpool, 3, one of the finest collections of Model Steam Marine Engines in this country. Indeed the collection is second only to that at the Science Museum, South Kensington.

In 1955 Liverpool Museums, possessed only one model marine engine, a triple-expansion. At the end of 1956 by a very generous gift from their maker, Mr.E.B.Wilcox of Weaverham, Cheshire, three more were acquired. These were a diagonal compound surface-condensing paddle engine of about the 1890 period, an inverted compound screw engine of 1883 and a triple-expansion screw engine of about 1920. All these engines of Mr.Wilcox's have won prizes at the Model Engineer Exhibition in London. In 1958 his triple-expansion won the Duke of Edinburgh's Trophy, the highest award open to model engineers in this country.

At the end of 1958 the Museums were able to acquire by the very generous help of Members of the Liverpool Steam Ship Owners Association, a set of five model marine engines made by the late Engineer-Commander W.T.Barker, M.B.E., R.N. These models cover 100 years of steam marine engine design, from 1837 to 1937. All five are to approximately the same scale, that is about half an inch to a foot. First comes a side-lever paddle engine of 1837, the type of engine fitted to the early Cunarders like the BRITANNIA and PERSIA, then an oscillating cylinder paddle engine of about 1847, an engine much favoured for excursion steamers in the mid-nineteenth century. Third in the series is a horizontal return-connecting rod engine whose prototype dates from about 1857. This type of engine was used to propel the early screw warships. Fourth and fifth are triple-expansion engines, the fourth dating from about 1887, a massively constructed machine, while the fifth is a modern poppet-valve engine of North Eastern Marine Engineering Co. Ltd. design.

These engines are arranged on two parallel stands. Each stand contains an electric motor and a long shaft, from which a chain or belt drive is taken to each engine above. One stand features the Wilcox engines, the other those made by Commander Barker. The engines are not run continually all day owing to their delicate construction. Their running times are as follows:

Weekdays - Mondays to Saturdays, inclusive -
1 to 2 p.m., 3 to 4 p.m.
Sunday, 3 to 4 p.m.

The engines made by Mr. Wilcox have in fact been running since June 1957; they were first exhibited at the Liverpool Charter Celebration Maritime Exhibition. They show no signs of wear.

Alongside the engines a small exhibition has been arranged. This shows the types of ship in which these engines were used, by means of models, pictures and diagrams. There is a model of the GREAT EASTERN, which had the largest set of oscillating cylinder paddle engines ever constructed, 14 foot stroke. There is a sectional view of the screw battleship MARLBOROUGH 131 guns, completed in 1885, showing her horizontal return-connecting rod engines and a diagram of the diagonal engines of the famous paddle steamer LA MARGUERITE, of 1894.

A handbook on the whole display is now on sale at the Museum in William Brown Street, Liverpool, but some notes on each engine might be of interest.

Paddle Engines.

Side lever Paddle Engines, 1837. A model of the engines of the Hon. East India Company's armed sloop and mail steamer BERENICE. The nominal horse-power was 230, the steam pressure from 4 to 6 lbs. per square inch and the engines made 10 to 12 revs per minute. Scale 1:24.

Oscillating Cylinder Paddle Engines. c.1847.

A set of small oscillating engines suitable for a coasting or excursion steamer of about 500 tons. There are two cylinders and the model is complete with paddle wheels. The horse-power would be 250 nominal, the steam pressure from 8 to 12 lbs., per square inch and the paddle wheels would make 12 to 16 revs per minute. Scale 1:24.

Diagonal Compound Paddle Engines, c.1890.

This arrangement found favour with cross-channel and excursion steamers towards the end of the nineteenth century. This example possesses two cylinders and would indicate 800 horse-power. Steam pressure would be about 100 lbs. per square inch and 27 revs per minute would be the normal speed. Scale 1:24.

Screw Engines.

Horizontal Return Connecting-Rod Screw Engines, c.1857.

An early example of screw engines which would be fitted to a small sloop-of-war or corvette of about 800 tons displacement. The

compact arrangement of cylinders and motion is made to fit transversely across the beam of the ship and below the waterline, out of reach of shot. The engines would develop about 450 nominal horse-power, using steam at from 12 to 25 lbs. per square inch and revving at from 40 to 60 revs per minute. Scale 1:32.

Inverted Direct-Acting Compound Screw Engines, 1883.

The inverted engine came into increasing favour in merchant ships from the 1860's. This is a model of the engines of the s.s. ST.ROGNVALD, a passenger and cargo steamer owned by the North of Scotland, Orkney and Shetland Steam Navigation Co.Ltd. They developed 1500 indicated horse-power, using steam at 90 lbs. per square inch. The engines ran at about 70 revs per minute. The model is complete with thrust block, shaft and four bladed propeller. Scale 1:24.

Triple-Expansion Screw Engines, c.1887.

These are an early set of three stage expansion engines suitable for a cargo ship of about 2000 to 2500 gross tons. The indicated horse-power is about 1500, the steam pressure about 120 lbs. per square inch and the speed about 60 to 80 revs per minute. Scale 1:24.

Triple-Expansion Screw Engines, c.1906.

A small high speed set of engines which might be fitted to a steam yacht, a pilot vessel, or a small warship, like a sloop. They are of about 800 indicated horse-power, with a steam pressure of about 180 lbs. per square inch. The speed would be as high as 150 revs per minute, but the model on display is running very slowly, at only 20 revs per minute. Scale 1:24.

Triple-Expansion Screw Engines, c.1920.

A set of triple expansion engines of 450 indicated horse-power, suitable for a steam yacht. The steam pressure would be 160 lbs. per square inch and the engines' normal speed would be about 80 revs per minute. Scale 1:12.

Triple-Expansion Screw Engines, 1937.

An improved type of triple-expansion set with poppet valves and a re-heater. The prototype of this model was fitted to the cargo steamer LOWTHER CASTLE, built in 1937. The engines of this vessel indicated 2600 horse-power at 88 revs per minute. The steam pressure was 215 lbs. per square inch. Scale 1:24.

QUERIES

No.19. Engines of the HOMERIC. A query has been received from a Danish correspondent who is anxious to make a model of the engines and boilers of the White Star Line's HOMERIC, launched by Schichau of Danzig in 1913. The engines were quadruple expansion and believed to be the largest reciprocating set ever installed. Does any member know where drawings of these engines might be found? Cunard, Schichau, Norddeutscher Lloyd, Harland and Wolff, (who converted the ship from coal to oil fuel) and Thomas W. Ward who scrapped her, have all been approached, without success.

E.W. Paget-Tomlinson.

No.20. Clyde Gabbarts. Readers of "Para Handy", the famous Captain of the steam lighter VITAL SPARK, will recall many references to the gabbarts. These are known to have been sailing coasters of the Firth of Clyde rather like our own Mersey flats but further information on them is non-existent. Has any member looked into the history of these craft?

E.W. Paget-Tomlinson.

ILLNESS

We were sorry to learn that our member, Major E.H. Pattinson, has recently been in Kendal Hospital for an operation. We wish him a speedy recovery.

OF GENERAL INTEREST

The steamer GONDOLA on Coniston lake was 100 years old in October. She was launched in October 1859 at the yard of Jones, Quiggin and Company in South Liverpool, on the site of the present Harrington Dock. GONDOLA was screw propelled and is of iron construction. She operated regularly on Coniston Lake from 1860 to 1908 and occasionally right up to the second World War. Since 1946 she has been a houseboat, moored at the southern end of the lake,

MUSEUM NEWS

Members might be interested to hear what of Maritime interest may be seen at Liverpool Museums in William Brown Street, Liverpool, 3.

The display of marine engine models is described elsewhere in this issue; but apart from this permanent feature, there is one showcase which contains something new each month.

During October three ship models have been on show. The oldest was a twin-screw Mersey tug called the KNIGHT OF ST. PATRICK. She was built in 1885 at Grangemouth on the Forth for John Prendiville of Liverpool. She must have been one of the earliest twin-screw tugs on the river. Prendiville's firm was founded in the 1840's and lasted until 1924. KNIGHT OF ST. PATRICK herself was sold to Turkey in 1895.

The second model was an early steam trawler, the NELLIE, built in 1898. Compared with modern trawlers she was very small, only 93 feet long, but she can only have been intended for the North Sea fishing. She was owned by a South Shields firm and was sunk by a U-boat in 1915. She had the characteristic high bow and conspicuous wheelhouse of the trawler.

Third came a very humble vessel, a grab hopper dredger employed by the Arbroath Town Council. She was built by Henry Robb of Leith in 1923 and named FAIRPORT, the name Sir Walter Scott gave to Arbroath in his novel the "Antiquary". FAIRPORT equipped with a Priestman steam grab crane, is still at work at Arbroath.

In November these models were replaced by three sailing vessels. Two are models of eighteenth century east coast collier barks. One of these is a contemporary half-model of the Shields collier TWO SISTERS, built in 1783, the other is a recently made, fully rigged, exhibition model of an earlier collier, the LIBERTY AND PROPERTY of 1752. The Museums are lucky to possess a contemporary sailor made model of a whaler of 1784, the NEPTUNE of London. This model has been recently re-rigged and looks very well, although the hull is a bit rough and betrays the sailor made origin. With the NEPTUNE will be displayed some scale model whaling instruments, harpoon, lance, flensing knife etc.

Since this display at the Museums is a monthly feature, it is felt that members might like to hear about it in each number of News, Notes and Queries. Because most of the ship models in the Museums' collection are in store, and because there is so little exhibition space in the Museums' one re-opened gallery, a frequently changed display is essential to bring the variety of the collection before the public.

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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.III. (New Series) No.5.

November-December 1959

NOVEMBER MEETING

This was held on Thursday, 26th November, during Liverpool's Commonwealth Fortnight and The Society was privileged to receive a visit from Mr. George Musk of Canadian Pacific Railways who gave a very interesting and enlightening talk on the St.Lawrence Seaway and the development of shipping services to this country and indeed to the whole world. This was followed by a coloured film which illustrated in a most graphic manner the way in which countless difficult problems of engineering construction had been overcome in order to produce what is, in effect, an Eighth Sea. It is the second largest area of inland water in the world, larger than England, Scotland and Wales.

Although the engineering problems were formidable, legal problems must have been no less so, as the Seaway is a joint undertaking of the Canadian and United States Governments. Mr. Musk explained that there was, at one time, considerable opposition to the project by the American east coast railway and port interests who foresaw inevitable loss of freight traffic. Canada however had decided to "go it alone" if American co-operation was not forthcoming. Finally, however, a joint agreement was reached between Canada and the United States resulting in the building of the Seaway, but it is to Canada that the greatest credit must go for this wonderful achievement. The cost is being shared - two-thirds by Canada and one-third by the U.S.A. - and will be recovered by Tolls on ships and cargo passing along the Seaway over a fifty-year period.

In 1954 the Ontario Hydro Commission and the New York State Power Commission started to build the 2 million hp. generator, designed to produce $1\frac{3}{4}$ million kilowatts - more than enough power

to supply four towns the size of Liverpool. The cost, \$600 million, and the output to be shared equally.

Between Lake Ontario and Cornwall, a drop of 92 ft. was concentrated at the Barnhardt Power Dam. A large area was flooded, four towns and many miles of railway and roads had to be re-located and more than 6,000 people re-housed. Lakes Superior, Michigan, Huron, Erie and Ontario together with the St. Lawrence River form the basis of the Seaway and as long ago as the early eighteenth century, canals and locks were built to improve the navigation. Progressive improvements were made over the years until a considerable tonnage of cargo was carried each year. Approximately 85% of this is bulk cargo such as iron ore, grain and coal requiring ships of a type found nowhere else in the world.

Mr. Musk gave a description of the various types of shipping using this vast stretch of water including Upper Lakers, Canalers, and Packaged Cargo Ships. The Upper-Lakers, the long, low bulk carriers which ply Superior, Michigan, Huron and Erie with ore, coal and grain. One of the biggest is the GEORGE N. HUMPHREY, 710 feet long which can carry 24,900 tons of iron ore. The Canalers, little shallow draught ships averaging some 250 feet long which can negotiate the 14 feet canals whilst carrying 2,500 tons of cargo. These vessels will probably disappear in time. The packaged cargo ships. These specialise in the movement of general cargoes around the Lakes. Two of the latest are of very advanced design incorporating four high speed elevators and five side ports for the quick loading and unloading of traffic with fork lift trucks. The upper decks have a flush asphalt surface to carry automobiles.

Apart from tramps going up to the Head of the Lakes for grain they will mostly be dry cargo ships carrying manufactured goods to and from Europe.

Passenger traffic will not be very large because the ships will be of relatively small size, and very few will have any passenger accommodation, although two are being built to carry 100 passengers each.

Another problem for the ocean ship owner will be finding employment for the ships between December and April when the Lakes and River are closed to navigation.

Mr. Musk explained that hitherto ocean going ships up to 1500 tons gross could get to the Lakes, but since the opening of the

Seaway ocean going cargo ships of approximately 8,000 tons gross will be able to load and unload their cargoes 2000 miles from the sea at a height of 600 feet above sea level.

A vote of thanks was proposed by Mr.W.P.Raine, seconded by Mr.David Hughes and was carried with acclamation. The interest shown in this paper was reflected in the fact that there were twenty-three guests present to whom the Chairman gave a very hearty welcome.

W.P.R.

DYNOMENE MEMORIES

Members will probably have seen the article contributed by the Liverpool Nautical Research Society in the 80th Birthday supplement of the Liverpool Echo, issued on Tuesday, October 27th.

The photograph of the Liverpool ship DYNOMENE, which appeared with the article, brought back some early memories to me. I remember meeting a man who served his apprenticeship in the ship. He recalled that a steam donkey engine raised the upper topsail yards. A sister ship, the PHILOMENE, had no donkey engine; my friend served as second mate in her and worked with the watch when hoisting the upper topsail yards.

A.W. Beal.

DYNOMENE:- Liverpool. Off.No.86204. code. W.L.T.F. ship. iron.
Built 1882 at Liverpool by W.H.Potter & Sons.
Dimensions. 270.0-39.8-24.1. Reg.Ton. 1900 }
Fitted with single top-gall., royals Gr. " 1949 }
H. Fernie & Sons, Liverpool. 1898, Reg. Ton. 1809
19.5.1907 dismasted West of C.Horn, on pass. S.Shields - San Francisco, Cal., in 55.10 S., 82.30 W.
1908, sold, for £2300, for a hulk at Burutu, owned by Niger Co.
September 1925. condemned & sunk.

PHILOMENE:- Liverpool. Off.No.70956. code. P.B.C.S. ship. iron.
Built 1875 at Sunderland by T.R. Oswald & Co.
Dimensions. 240. 7-37.1-23.2. Reg.Ton. 1423 }
Fitted with single top-gall., royals Gr. " 1465 }
H.Fernie & Sons, Liverpool. 1895, Reg. Ton. 1352
1906, sold to P.Molins, Barcelona, Spain.
re-named SAN ANTONIO. code. J.G.R.N.
15. 9. 1909 wrecked at Morro Castle, Havana.
1910, salvaged & conv. to hulk, re-sold to Italy. Re-named MONTE NERO.

The information about the DYNOMENE and the PHILOMENE is taken from the Directory of Sailing Vessels compiled by our member, Captain John Beard.

GALATEA

The sale of this fine little vessel to a Belgian buyer for conversion into a yacht brings to a close the career of a very well known vessel on Merseyside where she has sailed for the last fifty three years under the ownership of the Mersey Docks and Harbour Board.

A twin-screw ship built by J.P. Rennoldson & Sons Ltd. at South Shields, she was launched on 27th October 1905, and came to the Mersey during the following February. Her tonnage and dimensions were as follows:-

569 tons gross and 221 tons nett

182'0 (overall), 170'0 p.p. x 30'3 x 13'8.

Her speed was a modest 10 $\frac{1}{2}$ knots and she had a passenger certificate for some 120 passengers.

From 1906 until 1949 she took part in all the leading events connected with the Dock Board's activities in the course of which she carried many distinguished visitors.

High lights in her career were in July 1913 when she conveyed H.M. King George V and Queen Mary and the Prince of Wales, at the opening of the Gladstone Graving Dock and in 1923 when she took the Duke and Duchess of York on a trip down the river.

In July 1927 she again carried H.M. King George V and Queen Mary at the opening of the Gladstone Dock and finally in 1949 she carried H.R.H. the Princess Elizabeth and the Duke of Edinburgh to open the new Waterloo Lock.

When not required for official duty she was generally employed as a busy tender and fire-float and served in both the 1914-1918 and 1939-1945 wars as an examination vessel and seaward defence ship. She was renamed "PYGMALION" in the latter war, presumably to avoid confusion with H.M. cruiser "GALATEA".

She was sold in January this year to Wrightson Brothers of Liverpool for use as a yacht club to be moored at Palma, Majorca but this fell through and she was sold to Belgium.

Towards the end of October she left the Mersey in tow of the tug "Merchantman" for Antwerp.

Douglas B. Cochrane.

WILLIAM MCDOWELL

Members will remember the beautiful painting of the second H.M.S. LIVERPOOL of 1756 which is now in the Liverpool Shipping Museum. It was painted by William McDowell specially for Fairfields and presented by them to the Captain and Officers of the six inch gun cruiser launched from their yard in March 1937. It is thought that the following brief biography of the artist may be of interest.

Born in 1888 in Barrow-in-Furness of an Irish father and a North Cumbrian mother. After leaving school he attended night technical classes for Naval Architecture and served the firm of Vickers for 20 years, becoming an Associate Member of the Institute of Naval Architects.

Later he left shipbuilding and devoted himself to painting, chiefly pictures of liners for the steamship companies - including the famous one of the Queen Mary, painted a couple of years before she was launched. He also executed several panels for the mural decoration of famous ships, including the "Mauretania", "Stratheden" and "Queen of Bermuda".

Then he decided to cease painting for a time and he wrote his first short story "The Gun". He followed with his first novel "Roughanapes" - which became a best seller - in 1939. This appeared in America under the title "The Seventh Plank", published by Putnams and was translated into Swedish and Dutch. Turning to radio, he did a broadcast series called "Across the Gangway - Sea Lore for Landsmen". When war broke out he joined the Royal Naval Scientific Service and remained an officer of that Service until his death in 1950.

The war over, in addition to service with the R.N.S.S. he also completed many paintings for commercial and exhibition purposes, exhibiting at most of the leading London exhibitions. His work was notable for its accuracy of detail and he was a fierce critic of those who portrayed a vessel with little regard for accuracy.

Finally he wrote and illustrated his last book "The Shape of Ships" which was published two weeks before his death. A week before his death, he completed plans for the reconstruction of "Captain Cook's Endeavour" which appeared in the Dome of Discovery in the Festival of Britain Exhibition.

The foregoing information was given to me by his daughter, Mrs. Sheila Micklewright to whom I wish to record my thanks.

R.B.S.

OF GENERAL INTEREST

THE NAVY. H.M.S. CUMBERLAND, the last of the County Class cruisers, and recently used as a trials ship, arrived at Newport, Monmouth, on 3rd November in tow of the ENGLISHMAN and SEAMAN (United Towing) to be broken up. It will be recalled that the CUMBERLAND took part in the recent film of the Battle of the River Plate.

H.M.S. DUNKIRK, Battle class destroyer, has rendered valuable service to the British trawler CORDELLA off Iceland. The trawler sprang a leak in the stokehold and the destroyer sent across a powerful pump. The cause of the leak was a missing rivet. A wooden plug was first used to stop the inflow, but two divers were sent over from the warship and a new rivet fitted, enabling the CORDELLA to continue fishing.

A LONG TOW. One of the most recent additions to the Watts, Watts & Co. fleet of tramps, WEYBRIDGE, recently arrived in London, having been towed from the Suez Canal by the Smit tug THAMES. The steering gear of the WEYBRIDGE was seriously damaged after stranding in the Canal.

COASTWISE. The new vessel MEATH for the Dublin-Mersey cattle trade of the British and Irish Steam Packet Company was launched on November 4th at Dublin. The former MEATH was mined and sunk off Holyhead Breakwater in August 1940.

With the depression in the British coasting trade, many ships usually employed purely in home waters have sought cargoes further afield.

ADRIATIC COAST (Coast Lines Ltd.) has been to Archangel and to the Baltic.

LURCHER, ex SAXON QUEEN, (Coast Lines Ltd.) has just arrived from Oskanshamn, Sweden.

AMETHYST (Gem Line Ltd.) has recently completed a particularly stormy voyage from Casablanca to Londonderry in the late October gales.

EMERALD (Gem Line Ltd.) came from Sweden to Briton Ferry at about the same time.

PEARL (Gem Line Ltd.) has been to Sweden.

TYNEWOOD (Constantine Shipping Co.Ltd.) brought a deck cargo from Kem in the White Sea to Newport, Monmouth.

LAMPTONIAN (Stephenson Clarke Ltd.), previously employed solely in the Tyne-Thames coal trade, loaded timber from Archangel to Liverpool.

ETHEL EVERARD (F.T.Everard & Sons Ltd.) has traded to Stettin and Baltic ports.

LONDON (Dundee, Perth & London Shipping Co.Ltd.), after coasting in Canadian waters, has arrived back in Britain.

N. R. PUGH

MUSEUM NEWS

Fresh models to be seen in Liverpool Public Museums, William Brown Street, Liverpool 3, in December are of ships with some odd features.

The first is a twin-hulled Mersey ferry of 1817, the ETNA. This model was made by our member N.W.Kennedy. ETNA was built from two barges, placed side by side and joined by a platform. The engine was in one hull and the boiler in the other, and the single paddle wheel worked between the hulls. ETNA's engine was supplied by Fawcett and Littledale (now Fawcett, Preston & Co.Ltd.) and the vessel was fitted out by Dawson & Co., of Liverpool. She plied as a ferry between Queens Dock, Liverpool and Trammere. She was 63 feet long overall and 28 feet in beam over both hulls.

A freakish iron double hulled craft was built on the Clyde in 1856 for use in the local passenger service. She was the ALLIANCE and the Museums have a 1:48 scale model of her. She apparently had four funnels, a central paddle wheel between the hulls, and small paddle wheels at bow and stern with their axes at right angles to the large central paddle wheel. These small wheels were presumably for steering and manoeuvring from piers. Both bow and stern were identical in the ALLIANCE. The two hulls were later joined and the vessel left the Clyde, becoming a blockade runner during the American Civil War. The ALLIANCE was 140 feet long and 30 feet in beam.

Third to be put on show in December is a model of the famous TURBINIA Charles Parson's experimental turbine propelled launch, built in 1894. She made a dramatic appearance at Spithead at the Diamond Jubilee Naval Review in 1897. TURBINIA originally had one propeller shaft, but in 1896 three were fitted, each with three propellers. The model shows the arrangement of the nine propellers. The starboard shaft was driven by the high-pressure turbine, the port by the low-pressure. The after section of the TURBINIA,

containing the machinery, is now preserved at the Science Museum, South Kensington.

DECEMBER MEETING

Once again on Thursday, December 10th, we are to have the pleasure of listening to John Smart, who will speak to us about the AKBAR which lay for many years in the Mersey. The title will be "Reformation Afloat" and the slides illustrating the subject will be projected by Edward Jones from his own collection.

7.30 p.m. on board the "Landfall", with a coffee interval as usual.

GOOD WISHES

Our honorary secretary, with a grumbling appendix, has recently been in hospital for an operation. He has survived the ordeal and when several members visited him they found him in excellent spirits. He is now at home and we send him our good wishes for a speedy recovery and return to Liverpool. Incidentally, this may delay the change of models at the Museum, referred to on another page.

NEW MEMBERS

Charles G. Mack	Blundellsands
A. W. Kay	Ainsdale

GIFT

The thanks of the Society are due to Messrs. Cammell Laird (Shipbuilders & Engineers) Ltd., for sending a copy of their interesting book, recently published, "Builders of Big Ships".

ST. LAWRENCE SEAWAY

Apropos the recent film shown to the Society and reported on page 23 of this issue, the Journal of Commerce issued a souvenir number last August commemorating the opening of the Seaway by H.M. Queen Elizabeth II and President Dwight D. Eisenhower.

Copies of this information and well illustrated 44-page booklet are still available, price 2/6d each, and can be obtained from 17 James Street, Liverpool.

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GREETINGS

May I take this opportunity of wishing all members and their families a Happy and Peaceful Christmas with a Prosperous 1960 to follow.

R.B. Summerfield,
Chairman.