

**LIVERPOOL
NAUTICAL RESEARCH SOCIETY**

NEWS, NOTES AND QUERIES

VOLUME FOUR
(New Series)

1 9 6 0



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

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

R E S E A R C H S O C I E T Y

"All delight is in masts and oars and trim
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NEWS, NOTES AND QUERIES

Vol.IV (New Series) No.1.

January-February 1960

DECEMBER MEETING

On December 10th 1959 our member Mr. John Smart gave another of his excellent papers on the Old Wooden Walls of Merseyside. He has already spoken to the Society about H.M.S. EAGLET (ex EAGLE), the naval reserve drill ship. This time his subject was the AKBAR, the reformatory ship for Protestant boys which lay anchored in the Sloyne until 1907.

Mr. Smart introduced his subject by explaining that the living conditions in the towns of the early Victorian period, during the industrial revolution, bred numbers of problem children. The same period saw the establishment of many charitable foundations, one of which was the Liverpool Juvenile Reformatory Association, whose aim was to suppress juvenile crime and provide training and discipline for those who had transgressed.

Between 1855 and 1907 this Association had two ships to act as training centres for boys who had committed crimes and who had already served short prison sentences; they came to the ships for their discipline and training. These two ships were both named AKBAR; the first AKBAR was an old East Indiaman built in 1800. She came to the Mersey as a quarantine hulk, in 1829. The Liverpool Juvenile Reformatory Association took her over in 1855 and kept her until 1862, when she was broken up.

The second AKBAR had a very dull history. She was built in 1816 as a 74-gun ship the WELLINGTON, but served for the first thirty-two years of her life in the reserve. In 1862 she came to Liverpool to replace the first AKBAR and took the name of her predecessor. She remained as a reformatory ship until 1907, when the boys moved to a shore school at Heswall.

Mr.Smart gave a very interesting description of life and events aboard the AKBAR. There was not much food and a typical day's menu was: Breakfast: a pint of porridge and 4 ounces of biscuit; Dinner: 4 ounces beef, 1 pint of soup, 3 ounces biscuit and 12 ounces potato or 4 ounces rice; Supper: a pint of porridge.

The AKBAR and the other training ships moored in the Mersey had their share of excitement. Their boats performed rescue work and there was the danger of the ships themselves breaking from their moorings. This happened to the AKBAR in 1877 when she ran ashore between Rock Ferry and New Ferry. The other ships moored in the Sloyne with the AKBAR were the CONWAY (Officers Training Ship), INDEFATIGABLE (Training ship for orphaned sons of seamen and boys in poor circumstances) and CLARENCE (Reformatory ship for Roman Catholic boys). There were two CLARENCE's, both were destroyed when their inmates set fire to them, the first in 1885, the second in 1899.

Seamanship occupied much of the training programme and many boys made their careers at sea. They also had time for relaxation; friends could visit them and they were able to play cricket and football. There was also a band on board, the members of which could later gain an entrance to regimental bands. The end of the AKBAR came in 1907 by which time it was unfit for human habitation. Many of her people had been ill, and indeed towards the end of the last century all hands had been taken off to the isolation hospital in New Ferry whilst the ship was cleaned and fumigated. AKBAR was broken up on the beach at Morecambe.

Mr.John Smart was ably assisted by Mr.Edward Jones who provided the lantern slide illustrations from his own photographic collection. These were of great interest and were warmly appreciated by the audience. All the old wooden training ships in the Mersey were to be seen, the CONWAY, INDEFATIGABLE, AKBAR, CLARENCE and EAGLE. There was a view of these vessels anchored off Rock Ferry in about 1886, together with the GREAT EASTERN. Mr.Smart had also placed on display a collection of AKBAR relics including cap ribbons and a further series of photographs of the training ships.

A vote of thanks to Mr.Smart and Mr.Jones was proposed by Captain Ayre and seconded by Captain Ewart and was carried with acclamation. The meeting ended following a discussion on the AKBAR and her sisters.

E.W.P-T.

FOUNDER MEMBER

Arthur Cecil Wardle, Fellow of the Royal Historical Society, born in Toxteth in 1891, died 1949.

Son of Henry Wardle, Arthur Wardle, like his father, remained an ardent Unitarian throughout his life, attending the Mill Street Domestic Mission under the Rev.Lloyd Jones and later Gateacre Chapel during the ministries of the Rev.Joseph Wilson and the Rev.Duncan Stewart.

Great affection for his native city, its history and particularly its maritime history led Wardle to self-educate himself in historical matters long after normal schooldays were over and after service with the 1st Batt.Cheshire Regiment, during World War I. Patience, perseverance and almost super-human attention to detail gained him ultimately the highest awards and many distinguished listeners in his particular field.

Between the wars Wardle became export manager to C. T. Bowring & Co., the well known Unitarian shipowners and served a period in their Newfoundland office at St.John's. It was during this period that his first two books were written: "Benjamin Bowring and his Descendants" and "Steam conquers the Pacific", the latter being subsequently translated into Spanish.

With Major B.L. Bastin, he formed the Much Woolton Ratepayers Association and with Captain E. A. Woods and W. Stewart Rees he founded the Liverpool Nautical Research Society in April 1938. Another labour of love was his work for the Lancashire and Cheshire Historic Society.

It was Wardle's discovery of the burial place and minute details concerning the life of Sir Thomas Johnson, maker of modern Liverpool, that gained him a Fellowship of the Royal Historical Society. He was also elected a member of the Institute of Export and of the Society for Nautical Research.

The symposium "The Trade Winds" (edited by Doctor C.Northcote-Parkinson) was published in 1948, a book with which Wardle was closely associated. A further book, "The History of the Mersey Ferries" was, unfortunately, incomplete at the time of the author's death in 1949.

With the outbreak of World War II, Wardle began his great work for youth which was continued by his junior officers for some seven

years after his untimely death. It began with "official Sea-scouting" but quickly developed into something much more individualistic when, in 1945, the "Arthur C. Wardle Sea Training Unit" (Training ship "Thermopylae") came into being. Over 300 boys passed through the ranks of this unit and the name Wardle came to be one to revere and to conjure with throughout South Liverpool. In 1948, he had the honour of a visit from Her Royal Highness the Princess Royal to his Sea Training Unit during one of the Unit's visits to the residence of Commander Heaton R.N. in North Wales.

Sydney Jeffery in the Liverpool Daily Post, (November 1949), wrote that the life of Wardle, albeit of only 58 years duration, was a shining example of how much can be achieved by patient diligence and perfectionism.

D. J. KNOWLES HAGUE.

PAPERS READ TO THE SOCIETY by ARTHUR WARDLE:

9th May 1938. Paper No.1. Early Liverpool vessels and Trade.

11th Jan.1939. " No.4. Liverpool and the Newfoundland Trade.

7th Nov.1942. " No.7. British Built Blockade Runners of the
American Civil War.

13th Nov.1943. " No.13. The early Liverpool Screw Steamers.

7th Oct.1944. " No.16. The ship "Thomas" of Liverpool.

LT. COMDR. J. H. CRAINE, R.N.R.(Rtd.)

It is with very great regret that we have learned of the death of our old friend, who was for very many years a member of the Society. He wrote frequently under the pen-name 'Jason' and was an enthusiastic ship modeller, always ready to assist in the formation of a new Ship Model Society.

LANDFALL

Our member, Leslie Speller, recently took a fine photograph of our meeting place and any one who would like a postcard enlargement can have one on application to 28, Exchange Street East, Liverpool 2, price 1/- post free.

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OF GENERAL INTEREST

The new tug SIR WILLIAM LUCE left Birkenhead on 1st January 1960 for Aden where she will go into service for the Port Trust. She is called after the Governor of Aden Protectorate, and has been built at the Northwich Yard of Messrs. Yarwood. This tug is almost identical in tonnage and dimensions to the Furness Warren FOYLEMORE also built by Yarwoods. She set sail for Aden on 28th December but returned owing to an engine defect - left again on 30th but this time returned through stress of weather, and finally left on New Year's Day.

HELEN CRAIG - a well known vessel in the port of Preston has gone to the breakers yard at Passage West, near Cork. She has been in the coal trade of latter years between that port and Belfast. She was built by Workman Clark & Co., Belfast in 1891 and had a gross tonnage of 417. Earlier in her career, she had carried strawberries and tomatoes from Jersey, and coal from the Bristol Channel to Cork. Her Captain Kennedy who retired a few years ago, served in her as A.B., Mate and Skipper over a period of 55 years.

Following on the sale by the Clyde Shipping Co., of their BEACHY to Yugo Slavs, these owners announce the withdrawal of their cargo service between Glasgow, Waterford and Cork which they have operated for many years - latterly by m.v. SANDA. Until a few years ago, this was a weekly passenger service, operated by the RATHLIN, which vessel we now know as GLENGARIFF on Liverpool - Cork service.

The coasting trade has revived considerably of late with plenty of cargoes offering. Robertson's AMETHYST made another voyage to Casablanca over Christmas, and arrived Londonderry 30th December whence she sailed from Liverpool to load coal for Ireland. BAY FISHER is also on passage to Casablanca. Reflecting the greater activity, John Kelly & Co., have augmented their fleet of "Bally" boats, with the charter of LESRIX, THE EARL, and DEVONBROOK.

Amongst new ships to be seen in the Mersey shortly will be the two Woodside Ferry motor vessels MOUNTWOOD and WOODCHURCH now fitting out at Dartmouth, also a new light vessel for the Mersey Bar to replace the ALARM. T. & J. Harrison have an interesting new vessel completing named ADVENTURER which will probably load in Liverpool. She will be very different from any ships they have

owned before, and will have German heavy lift gear for 180 tons. Those who visited the Shipping Exhibition in the Liverpool Corn Exchange in 1959 will no doubt have seen a fine model of this vessel.

A link with the past is the Auxiliary craft RESULT which is trading with south coast and Channel Island ports. Her history is given in a recently published book "No Gallant Ship" (by Michael R. Bouquet). As a Q-ship in World War I, she had two actions with U-boats. Our member L. Speller photographed her last summer in Jersey.

N. R. PUGH.

NEW MEMBER

G. D. Hawkins Upton.

MUSEUM NEWS

The exhibition of curious vessels at Liverpool Museums, as described in the last issue of News, Notes and Queries, will be replaced in February when two models, hitherto not seen by the public, will be displayed. Both date from the 1914 -1918 war period and both are vessels built by the firm of T.Crichton at Saltney, Chester, from whom the Museums have received a number of models.

The first is an Admiralty Rescue tug, built for deep sea tow-age and salvage work in 1916. The model is to a scale of $\frac{1}{4}$ " - 1ft. and shows a vessel 135 feet long and 29 feet in beam. She has powerful lines and a triple expansion engine developing 1200 h.p. On the fo's'cle is a small 12 pounder quick firing gun. The model has no name but represents a class of tugs.

Also to a scale of $\frac{1}{4}$ " - 1 foot is the second model, of a river hospital ship, the NABHA, built for work on the Tigris. Her construction and equipping was financed by the Maharajah NABHA. Completed in 1917, she could carry 100 patients on two decks. She was propelled by oil engines and had twin shafts, each with two propellers working in tunnels; triple rudders were fitted. With such equipment the NABHA could operate in shallow water for she drew only 2'9". She was, of course, painted white with red crosses displayed on her squat funnel and on either side of her upper decks. NABHA was 150' long by 30' in beam.

March will see a display of sailing ship models in the Museums, and these will be described in the next issue of News, Notes and Queries.

DYNOMENE MEMORIES

Mention of this vessel in the last number of News, Notes and Queries (Vol.III No.5) calls to mind that our Founder Member, Captain E.A.Woods commenced his career in sail in another vessel owned by H. Fernie & Sons, the EULOMENE. Later he served as 2nd Mate in the MYLOMENE, a sister ship of the DYNOMENE.

R. B. S.

EULOMENE:- Liverpool. Off.No.99307. code M.G.V.L. 4.m.ship.steel.
Built 1891 at Sunderland by R.Thompson & Son.
Dimensions.310.5'-43.0'-24.5'. Reg.Ton. 2607. Gr.Ton. 2725.
H.Fernie & Sons, Liverpool. In 1892, reg. as 4.m.barque.
1895, Reg.Ton.2539. Gr.Ton. 2725.
27.1.05. sailed Bremerhaven-Tyne, in tow.
3.30 a.m., 30.1.05, parted from tug & went missing.

MYLOMENE:- Liverpool. Off.No.86157. code W.G.V.S. ship. iron.
Built 1882 at Liverpool by W.H. Potter & Sons.
Dimensions. 270.0'-39.8'-24.0'. Reg.Ton. 1900. Gr.Ton. 1949.
Fitted with single top-gall., royals.
Sister to DYNOMENE & JESSOMENE.
H. Fernie & Sons, Liverpool.
1894, Reg.Ton. 1808. Gr.Ton. 1949.
1910, sold, for £2300, to Naam.Ven. F. Rijdijs Scheepsloperij,
& broken-up, in Holland.

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

ILNESS

We are sorry to hear that our member, Major E.H. Pattinson, is again in hospital. We hope he will soon be well enough to return home and send him our best wishes.

ACKNOWLEDGMENT

My thanks to the very many members who so kindly sent Christmas Greetings.

R.B.S.

SUBSCRIPTIONS

In spite of a very good response in the early part of the season, there are still twenty-five subscriptions outstanding for 1959-60. The help of those members concerned to clear these arrears would be appreciated.

E.M.H.

FEBRUARY MEETING

On Thursday, 11th February, on board the "Landfall", our member Mr.T.D.Tozer will give an interim report on his research work in connection with his history of the Lamport & Holt Line Ltd. For the moment he is concentrating primarily on the two founders: William James Lamport (1815-1874) and George Holt (1825-1894), and their family background. He has recently been studying a privately published biography of George Holt, Senior, father of George, the founder of the Line, and the reasons and motives for their connection with Liverpool and Shipping make a fascinating story. Mr.Tozer is illustrating his talk with a number of photographs.

MARCH MEETING

"The Sadness of the Sea". A Story of Shipwreck & Rescue, by Mr. R.B. Summerfield. This tale of disaster and heroism, the work of the lifeboats and salvage craft, and the measures taken to prevent the toll of the sea, will be graphically illustrated by lantern slides and photographs. On "Landfall" as usual, at 7.30 p.m. on Thursday, March 10th.

APRIL MEETING

Nautical Exhibition, April 7th. The theme will be "Liverpool Coastal Shipping" and fuller details will be given in the next issue of News, Notes & Queries.

Annual General Meeting, April 28th. This meeting marks the new date for the A.G.M., and it is intended to arrange for an interesting item to follow the more formal proceedings. Details next issue.

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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

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NEWS, NOTES AND QUERIES

Vol.IV (New Series) No.2.

March-April 1960

JANUARY MEETING

1960 opened for the Society with a meeting on board LANDFALL on January 14th. The speaker was our member Mr.Edward Jones, and his subject "The Liverpool Waterfront". He constructed his talk around his wonderful slides, prepared from his own photographs. His aim was to portray the history, during the last sixty years, of the area bounded on the north by Princes Dock and on the south by the Salthouse Dock, interest being focused on the present Pier Head area, once George's Dock.

Mr.Jones began by explaining the course of the old Pool, which reached inland to the present Byrom Street. He continued by describing the building of the first or Old dock, followed by Salthouse and George's. His views of the George's, when it was filled with coastal sailing vessels, provided a remarkable contrast with the Pier Head area today. Mr.Jones showed slides of the crowded dwellings of the Dicky Sams and their families on Mann Island, and he commented on the number of pubs in that area, six on Mann Island alone. From the actual waterfront, the Society were taken inland to views of Castle Street and Lord Street in about 1905. The trams, the dresses, and the heavily moustached police, all caught the eye. Talking of trams, there was a scene showing an old horsedrawn tram crossing the George's Dock bridge.

The Customs House, Riverside Station, the Landing Stage, were all featured by Mr.Jones, and he showed some excellent views of the construction of the Royal Liver Building, with the foundations being dug in the bed of the George's Dock. He also showed the construction of the present Tower Buildings, a framework of steel girders covered by a shell of masonry.

From shore Mr.Jones turned to ships, the ships that have come alongside the Stage during the last sixty years. First of all the Ferries, then the Tenders, the SATELLITE and the SKIRMISHER, the Isle of Man boats, including a notable bow view of the EMPRESS QUEEN, and the North Wales steamers. Here Mr.Jones produced a superb photograph of LA MARGUERITE going down river, crowded with tourists for the Menai. Mr.Jones gave the Society some splendid views of the MAURETANIA and LUSITANIA, and, at the other end of the scale, the sailing trawlers that used to work out of Canning Dock, where LANDFALL is moored today.

Mr.Jones has the faculty of making a good photograph and story out of the most everyday scenes. He showed the Society a warehouse door protected by two old cannon barrels with the muzzles embedded in the ground and from this recalled the number of surplus cannon after the Napoleonic Wars. He has been busy photographing scenes which people took for granted at the time, but which now have great historical interest. Who in 1905 would have thought of photographing the policemen of the day? But in 1960 these men and their uniforms have an antiquarian interest. Mr.Jones has impressed on the Society the need for making records and photographs of present day scenes for the benefit of posterity.

Naturally a number of questions were asked about the waterfront scenes. Something was said about Mersey sailing flats, and how they were expertly handled by two men. The granite trade, which has occupied our Chairman for nearly forty years, and salt from Winsford were discussed. Somebody mentioned the Liverpool gig boats, two masted sail and oar craft which were owned by boatmen who took on the job of mooring vessels in the docks after their crews had been paid off. These gig boats used to race out to ships coming up the channel to negotiate for work.

A vote of thanks to Mr.Jones and to his lantern operator, Mr.John Smart, was proposed by Captain Ewart and seconded by Mr. Paget-Tomlinson. The motion was carried with unanimous acclamation.

FEBRUARY MEETING

On Thursday, February 11th, the Society met on board LANDFALL to hear a paper by Mr. T.D. Tozer about the Lamport & Holt Line, which he called "An Interim Report". Members were welcomed to the meeting by a display of photographs of Lamport's ships and by the

bold red and white of the company's House Flag. Another flag which Mr. Tozer had unfurled for the Society was the flag of the CITY OF LIVERPOOL, blue with a central roundal containing the Arms of the City. This handsome flag is flown at the jack by all Lamport and Holt ships. The privilege dates from 1932.

Mr. Tozer began by describing the Lamport family history. Coming originally from Devonshire, William James, the shipowner's father, was a Unitarian Minister in Lancaster. At an early age W.J. Lamport Junior came to Liverpool and was apprenticed to the famous firm of Gibbs, Bright & Co., who owned the screw steamer GREAT BRITAIN for a time. Following his father's lead, W.J. Lamport himself was a devout Unitarian and it was in the Unitarian circle in Liverpool that he met his partner George Holt.

The history of the Holt family is more detailed than the Lamports. The Holts came from Rochdale and were weavers and dyers. George Holt Senior, the father of the George Holt of Lamport and Holt, came to Liverpool in 1807 and entered the Cotton Broking business. He married Emma Durning in 1820. They had a large family, among whom were George Holt Junior born in 1824, Alfred and Philip Holt who started the firm of Alfred Holt & Co., and Robert Holt who became the Cotton Broker.

Lamport and Holt was founded in 1845, their first ship being the barque CRISTOBEL of 300 tons. She and her sisters traded to the Mediterranean. Lamport and Holt owned forty sailing ships in their time. A portrait of one the EMMA hangs at Sudley, Mossley Hill, Liverpool, the home of Miss Emma Holt, a daughter of George Holt. Miss Emma bequeathed the house to the City of Liverpool as an Art Gallery and Museum.

Steamers entered the Lamport and Holt fleet in the late 1850s. Here the influence of Alfred Holt the engineer was felt. Alfred and Philip were in Lamport and Holt before they started their own firm in 1865 with the famous AGAMEMNON, AJAX and ACHILLES.

In the 1860s Lamports entered the South American trade, where they have remained to this day. They had many steamers built during the 1860s and 70s and started the policy of naming their ships after men of Science, Arts and Letters. GALILEO, TYCHO BRAHE, KEPLER, COPERNICUS, were mentioned by Mr. Tozer. The 1870s seems to have been a flourishing time for Lamport and Holt, or the Liverpool, Brazil and River Plate Steam Navigation Company

as it had become after 1866. During the 1870s too, the Conference system started, by which freight rates were arranged by mutual agreement between the cargo liner companies. Lamports belonged to three South American trade conferences.

Mr.Tozer sketched the later history of the company in outline only. George Holt died in 1896. In 1911 the company was bought by the Kylsant group, which crashed in 1923. The company came under the present Vestey interest in 1944. Mr.Tozer explained that his main work of research had, up to now, been the early history of the firm and the family history of the two founders, (which he had presented so attractively in his paper). His next task was the history of the firm from 1900 onwards, a task for which members of the Society expressed their best wishes.

A vote of thanks to Mr.Tozer was proposed by Mr.Cooke, seconded by Mr.Worthy and carried with unanimous enthusiasm. The discussion afterwards centred round the Lamport and Holt ships, their names, funnel colours and houseflag. No explanation has been given for the choice of funnel colours or houseflag.

MARCH MEETING

Due to circumstances outside my control, it was not possible for me to read my paper "The Sadness of the Sea", on Thursday, March 10th.

It was a great disappointment to me, but I hope it will be possible at a later date to show the many slides and photographs I had prepared, illustrating graphically the tragedy of shipwreck and the heroism of rescue and salvage.

However, our Hon.Secretary offered to give a talk on Fishing Craft illustrated by models from the Museum's collection, an offer I gladly accepted. Members had a most enjoyable evening and a report will appear in our next News, Notes & Queries.

R.B. SUMMERFIELD.

APRIL EXHIBITION, COASTAL SHIPPING

Much progress has been made in the preparation for this exhibition to be held on LANDFALL, on April 7th, at 7.30 p.m. It has been decided to have Liverpool's Coastal Shipping as the theme, because many members are interested in this branch of nautical research.

Briefly, the exhibition will outline the development of Liverpool's coastal trade from the early days, starting with the 18th century. Of course Liverpool had a coastal trade going back to the days of King John, but few records are available. The exhibition will deal principally with the coastal ships themselves, and much help has been received from the Coastal Shipping Companies. Here is a summary of what will be seen:

Drawings of 18th century sailing coasters by our member, E.W. Paget-Tomlinson, taken from prints of the period.

Model of a sailing collier of 1750, contributed by Liverpool Public Museums.

Notes and sketches on early steamers by our member, Nigel W. Kennedy, who will also contribute a model of the first steamer in the world to make a coastwise passage from the Clyde to the Mersey, the famous ELIZABETH of 1812.

Much manuscript material from the archives of Coast Lines Ltd., including sailing advertisements and brochures, a passenger certificate of 1877, and a mortgage on a ship called the AMERICAN, dated 1862.

Two water colours of steam coasters, one the ELAINE, contributed by Coast Lines Ltd., the other the ESPERANTO, contributed by J.S.Jones & Co., of Liverpool.

Models from Liverpool Museums, of a Mersey flat and a topsail schooner, and another model of a topsail schooner, the JAMES POSTLETHWAITE from Mr.J.W.Coppack of Connahs Quay.

Our member, Edward Jones, will display a number of his magnificent slides of coastal vessels at the turn of the century.

The development of coastal and cross-channel passenger services during the past six decades will be featured by our member, E.P.McManus in a display from his fine collection of photographs.

A model of the coaster AGNES ELLEN from John S. Monks Ltd.

The Chairman will contribute two shipment books dating back to 1910, listing the coasters which have loaded granite at Carreg-y-Llam Quarry, near Nevin, North Wales.

In the modern section, many photographs have been received from Coastal shipping Companies.

Our member, N.R. Pugh, will display some waterline models of his own construction and a selection of his graphic sketches of coasters past and present, together with photographs by himself and by our member L.Speller.

Coast Lines Ltd., are contributing two models, of the OCEAN COAST and the POINTER.

This display will be mounted against a background of house-flags and representations of funnels contributed by the Liverpool Coastal firms. The effect should be gay.

Mr.M.Arnet Robinson, Managing Director of Coast Lines, and Chairman of the Mersey Docks and Harbour Board, has kindly consented to open the exhibition and the seal to its success is dependent on attendance of as many members and their friends as possible.

FOG

Fog, descending rapidly on the Ribble Estuary on Monday evening, 25th January 1960, caused trouble for the vessels outward bound on the tide. IONIC FERRY for Larne, HULIGATE for Kilkeel, HEATHERGATE for Carrickfergus all used radar to negotiate the Channel and avoid AQUEITY anchored and later aground on the north side of the channel, at the $5\frac{1}{2}$ mile buoy.

AQUEITY had been grounded for four days in the same place a fortnight previously - she was now loaded with motor spirit for Preston.

OLNA FIRTH with coal to Belfast tried to pass north of AQUEITY and grounded for the night.

CRAIGANTLET with a pilot but no radar managed to reach the sea and clearer visibility, with difficulty.

THELMA bound for the Clyde, grounded and next morning swung across channel shearing off her rudder.

AQUEITY also lost her rudder and is to be towed to Liverpool for a new one.

ARAK - for Santander with pitch, went ashore but proceeded on the next tide. The fog closed in as soon as these ships had left the lock at Preston Dock.

N. R. PUGH

MUSEUM NEWS

Sail will be displayed in the Museum at William Brown Street, Liverpool in March. Three models have been selected, all with a Viking ship ancestry.

First is a nineteenth century Norwegian fishing boat, called a Femböring, from Norway's northern-most districts. She was a cod and herring boat, using lines for the cod and drift nets for the herring. The model, to a scale of 1:8, has a double ended, fine-lined hull, like the old Viking longship of the ninth and tenth centuries A.D. She is clinker-built of fir, and steps a single mast, carrying a squaresail and a small square topsail. Oars, five a side are also shown on the model, because the Femböring was very much of a pulling boat. Her square rig did not allow her to sail close to the wind, she must have needed expert handling in heavy weather, because she had a very low freeboard. The type is now extinct with the advent of the small fishing vessel.

Very similar in hull form to the Femböring is a model, to a scale of 1:16, of a Faroe Islands eight-man whale boat. These were used to pursue and harpoon the whale in the waters around the Faroes. The model represents a boat dating from 1858. She is double-ended and clinker built and sets a dipping lugsail in addition to the eight oars. The Faroe whale boat was very fine lined and could show a pretty turn of speed. She was the prototype for the whale boats used in Arctic and Antarctic waters, before the adoption of the harpoon gun.

Practically identical to the Faroe whale boat is the Ness Yole from the Shetland Islands. Indeed the differences are in detail only. The Ness Yole has but six oars. The Museum model is to a scale of 1:12 and represents a boat called the HAWK registered at Lerwick LK 191. The HAWK would be used for line fishing and general work around the islands, carrying peat, farmers to market etc.

Certain constructional characteristics are common to all three models. Their planks are few and wide, while their ribs are not bolted to the keelson, but only to the planking. Both stem and stern posts are curved and in the case of the Femböring and Faroes boats, project well above the gunwale. This means that the tiller cannot be mounted ordinarily at the rudder head. Instead a short arm projects out from the port side of the rudder head and to this is pivoted a long horizontal tiller.

The dimensions of the three types are as follows:-

Femböring	Length overall 36 ft. Breadth 8 ft.
Faroe Whale Boat	Length overall 28 ft. $6\frac{1}{2}$ ins. Breadth 7 ft. 4 ins.
Ness Yole	Length overall 25 ft. Breadth 5 ft. 7 ins.

OLD STEAM DRIFTERS

On a visit to Scarborough in August 1958, I saw two very old steam drifters, both registered at Aberdeen. They were used for the herring fishing. One was the EMULATOR, built in 1899 at Glasgow, by Mackie & Thompson. She is now owned by George F. Harrison of Scarborough and is 104 ft in length by 21 ft in beam, and of 168 gross tons. She has a green hull, buff upperworks, and a green funnel with a red and white band.

W. P. RAINE.

ANNUAL SERVICE TO COMMEMORATE THE BATTLE OF ATLANTIC

The Battle of Atlantic Commemoration Service will be held this year at 11 a.m. Sunday, 1st May, in Liverpool Cathedral. The Service will follow the same pattern as for last year with contingents from the Royal Navy, Royal Naval Reserve, Women's Royal Naval Service, Sea Cadets and Merchant Navy attending the Service and marching past the Cathedral steps afterwards.

RESIGNATIONS

We have received resignations from the Southport Library, and Mr. G. A. Kiddie. Whilst sorry to lose them we are grateful for their long support of the Society.

Mr. Kiddie's resignation is due to ill health following a major operation, and we hope he will soon be feeling better again.

SEVENTEENTH ANNUAL GENERAL MEETING

Notice is hereby given that the Annual General Meeting will be held on board "Landfall" in Canning Dock, on Thursday, April 28th, 1960, at 7.30 p.m. Details of the business to be transacted at the meeting will be circulated prior to the meeting. Members wishing to propose amendments to the Rules or Constitution should do so in writing to the Hon. Secretary prior to April 14th, 1960.

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.IV (New Series) No.3.

May-June 1960

MARCH MEETING

On Thursday, March 10th, the Society met on board LANDFALL to hear a talk on Fishing Boats given by our Hon.Secretary, Mr. E. W. Paget-Tomlinson. The Chairman, introducing Mr.Paget-Tomlinson, expressed his deep regret that he himself was unable to give his paper dealing with Shipwreck, Salvage and Rescue at this meeting owing to pressure of business engagements which did not allow him to complete his paper.

Mr.Paget-Tomlinson brought to the meeting ten models of British and Dutch fishing craft from the collection at Liverpool Public Museums. He constructed his talk around these models, starting with an historical introduction on sea fishing. He explained how the fickle migration of the shoals of herring from the Baltic in 1425 ruined the Hansa merchants who exported the dried fish to the Mediterranean. He outlined the development of the North Sea herring drifter from the three masted buss of the sixteenth century, to the Yarmouth and Lowestoft drifters of the nineteenth, whose story is so ably told by Edgar J. March in his book "Sailing Drifters". Mr.Paget-Tomlinson then sketched the history of the sailing trawler from the gaff-rigged fish carrier and told how the Brixham men experimented with the beam trawl in the 1800's.

From this introduction, the speaker mentioned the three principal methods of sea fishing, long line, drift net, and trawl before considering the models. First of these was a Northumberland coble, a builder's half model, dating from the end of the nineteenth century. Then came a delicate model of a Cromer crab boat, with its distinctive oar ports and large dipping lugsail. Next a typical beach boat from Aldeburgh in Suffolk, employing a beam trawl in the sprat fishing.

Mr. Paget-Tomlinson had also brought some of his own charcoal drawings to illustrate types of boats of which no model could be presented. The first of these was a Hastings Lugger with the characteristic lute stern, which allowed the rudder to be drawn up when the boat was beached. From the South Coast the speaker moved very rapidly to the North West and Morecambe Bay, with a fine model of a shrimper made by our Vice-President, Mr. E. Cuthbert Woods. Another of Mr. Wood's models was on display, a Manx Nicky named EXPERT. Unfortunately, there was no space to show Mr. Wood's remarkable model of the boat building yard at Arnside in Westmorland, where most of the Morecambe shrimpers were built.

Mr. Paget-Tomlinson now turned to Scotland, whose fishing boats are well represented in the Museums. He showed drawings of a Scaffie and a Zulu; the latter was named after the Zulu war of 1878, being introduced at that time. He had a model of a Loch Fyne Nabbie, whose hull form closely resembled that of a Zulu, with a vertical stem and a raked stern. He presented a fine model from the Shetlands, of a sixern, or six oared boat, built on the same lines as the Viking longships, long, narrow, double-ended and clinker built. Also double-ended was a yole, from the Orkneys, but she was considerably more beamy than the sixern. The Orkney boat had a remarkable two-masted sprit rig.

Two boats from Holland were produced from the extensive collection of these craft in Liverpool Museums, probably the finest in this country. One was an old "schokker" dating from 1660, a trawler for smelts which were brought to port alive in a well amidships. The second was the fantastically shaped "bom", practically a rectangle. She was a North Sea herring drifter and was so stoutly built that she could run up on an open beach to unload her catch.

Whilst his description of the models was in progress, Mr. Paget-Tomlinson allowed them to circulate round the audience. Members showed considerable interest in these models examining their fine workmanship with great appreciation and it was some time after he had finished speaking that the last model returned to his care.

A vote of thanks was proposed by Mr. Tapson and seconded by Mr. Hawkins. It was carried unanimously. Afterwards there was brisk discussion about methods of fishing, about models and model makers, and about the future expansion of the Museum's collection.

APRIL MEETING

Thursday, April 7th, was the Society's exhibition evening. This exhibition held on board LANDFALL was entitled COASTAL SHIPPING. The last issue of News, Notes and Queries gave members a preview of the display which was opened by Mr.M.Arnet Robinson, Managing Director of Coast Lines Limited and Chairman of the Mersey Docks & Harbour Board. The Society's own Chairman, Mr.R.B. Summerfield, introduced Mr.Arnet Robinson and said how honoured the Society were to welcome such a distinguished member of the Shipping Industry to their exhibition.

Mr.Arnet Robinson made a tour of the exhibition before he opened it. He met members of the Society who had prepared the exhibition and who displayed examples of their own work of research. In his opening speech Mr.Arnet Robinson referred to the valuable work done by members of such a Society as ours to salvage the past history of our shipping industry and prevent the loss of further historic material now and in the future. He appreciated the work that had been put into the exhibition, which featured an aspect of the shipping industry which had had a very busy past. Unfortunately today, coastal shipping faced ever increasing competition from the roads. But the cross channel trades remain firm, for, as Mr.Arnet Robinson said, you cannot build roads across the sea. He dismissed the Channel Bridge Project as wishful thinking.

Mr.Arnet Robinson ended by quoting from John Masefield's Poem 'Cargoes' :-

Dirty British Coaster with a salt-caked smoke stack,
Butting through the Channel in the mad March days.

Nowadays he said, a British Coaster is not dirty and the smoke stack can hardly be seen, but the salt is still there, as are the mad March days.

When Mr.Arnet Robinson had spoken, members and their guests flocked into the after saloon of LANDFALL. It was estimated that at least 120 people saw the exhibition; among them were members of other nautical and historical societies, representatives from coastal and cross-channel shipping companies and from other organisations which had contributed to the exhibition.

Flanking the main companionway they saw a brave display of house-flags and funnel replicas contributed by Coast Lines Ltd. In the saloon were hung more house-flags providing a colourful

backdrop to the exhibition. Round the sides were hung paintings, sketches and photographs on colourful mounts, and down the centre of the saloon the models were displayed. Log books, cargo manifests and other manuscript material were shown on tables disposed conveniently about the saloon. Visitors were able to handle much of the manuscript material, which created an added interest for them. They could turn the pages of albums, and sketch books, while Coast Lines Limited generously provided postcards of ships of their fleet and Arthur Guinness, Son & Co.Ltd., a short history of their vessels, free for people to take away.

At about 9.30 p.m. the exhibition closed after a very happy evening, enjoyed by all. It was a pity the show could not be available to a wider public for a longer time, but perhaps this can be arranged in the future.

MUSEUM NEWS

Since I last wrote, the Museum in Liverpool has had one or two interesting accessions. In March we were given a beautiful 1:100 scale model of the famous four masted barque WANDERER built by W.H.Potter of Liverpool in 1891. This ship has been immortalised by John Masefield and members will recall how she was dismasted on her maiden voyage, how she caught fire off San Francisco and how eventually she was run down by the liner GERTRUD WOERMANN in the Elbe in April 1907. The model is complete with furled sails and is wonderfully detailed, with oars in the lifeboats, and ropes flemished down on deck. She won a silver medal at this year's National Model Exhibition in London. WANDERER will be put on show at the Museum Gallery in William Brown Street, Liverpool in May for a few months. We hope to welcome to the Museum in June the maker and donor of this model. He is an engine driver for the Western Region of British Railways and lives in Oxford. He spent nine years in building the WANDERER and is now engaged in building the Waverley Line's full rigged ship CEDRIC THE SAXON, also of Liverpool.

Another model has been a gift from the Liverpool firm of John S.Monks Ltd., of the s.s. AGNES ELLEN built in 1908. She was a typical coaster of the period with a single long hatch and both bridge and machinery aft. She was built by Scott & Sons of Bowling on the Clyde with a gross tonnage of 292. She became a war casualty in 1940. This gift was a direct result of the Society's Coastal Shipping Exhibition, reported in this issue, and the Museums are very grateful to John S.Monks Ltd., for their generosity.

At present the Museums are showing a couple of river paddle steamer models. These will be displayed until the end of April. One is the Ohio River Mail steamer GREY EAGLE built in 1892. She was a side-wheeler with a very low freeboard hull and two tall thin funnels with ornamental caps. She had three decks, the lowest one for fuel and freight and the other two for passengers. Above all was the pilot house complete with bell and tri-tone whistle. GREY EAGLE plied between Louisville and Henderson, Kentucky. She and her sisters suffered from railroad competition and she herself met her end in 1917 when overcome by ice at the mouth of the Tennessee River.

With the GREY EAGLE is a 1914-18 river tug for use on the Tigris and Euphrates during the Mesopotamian campaign. She was built by J.Crichton & Co. of Saltney, Chester in 1917. She was not strictly a stern-wheeler, but had two independent paddle wheels, side by side aft. Doubtless this arrangement gave her great ability to manoeuvre. She could herself carry men and materials to the front, in addition to the capacity of the barges she towed. Her dimensions were as follows: length 150 feet, breadth 33 feet.

If any of you are interested in aircraft, the Museums have just put on a display of the model aeroplanes in their possession. All are rather dated now, the earliest is 1925 and the latest 1930. Two models are suspended from the roof of the showcase, one with her propellers turning by electric power, and two more are shown on the ground. One of these is an Armstrong Whitworth "Argosy", G-AAC I, 'CITY OF LIVERPOOL'. This plane was on the Liverpool - Amsterdam service of Imperial Airways. She met her end in 1933 when she caught fire over Belgium and crashed.

They are displayed against a background of Speke Airport as it was in 1933, when officially opened by Lord Londonderry, Minister for Air. On this occasion, our Chairman acted as Honorary Deputy Airport Manager for the day and was responsible for much of the internal organisation in conjunction with the Airport Manager.

SUBSCRIPTIONS

In a recent issue of News, Notes & Queries, the number of subscriptions outstanding was given as 25. Since that date all but SIX have been received. The attention of these six members is requested so that the season can be closed with all subscriptions paid.

E.M.H.

ANNUAL REPORT

At the seventeenth Annual General Meeting held in October 1958 it was agreed to amend Rule 3 of the Society and in future to hold the Annual General Meeting in April, the eighteenth meeting to be in April 1960. Thus there is an eighteen months gap between Annual General Meetings and there are two seasons on which to report. The following Officers of the Society were elected for the period October 1958 - April 1960.

As Chairman	Mr. R.B. Summerfield.
As Treasurer	Miss E.M. Hope.
As Hon.Secretary	Mr.E.W.Paget-Tomlinson.
As Archivist	Mr. T.D. Tozer
Council:	J.A.Howard-Watson, F.R.Hist.S.
	Captain George Ayre, A.I.M.A. A.N.Ryan, M.A.
	A.M.Fletcher, B.Sc. W.P.Raine

The following papers have been given:

1958 November	H.M.S. EAGLE, THRICE A FLAG SHIP, John Smart & Edward Jones, Members.
December	Discussion Evening.
1959 January	INLAND WATERWAYS. E.W.Paget-Tomlinson.
February	CLYDE STEAMERS. Leslie Speller, Member.
March	THE INTENDED SHIP CANAL BETWEEN THE RIVERS MERSEY AND DEE. E.Cuthbert Woods, Vice- President.
April	NAUTICAL RESEARCH. An exhibition to mark the Twenty-first Birthday of the Society.
October	LORD NELSON. A.N. Ryan, Member.
November	ST.LAWRENCE SEAWAY. George Musk of Canadian Pacific Railways.
December	THE REFORMATORY SHIP AKBAR. John Smart & Edward Jones, Members.
1960 January	LIVERPOOL WATERFRONT. Edward Jones, Member.
February	LAMPORT & HOLT. T.D. Tozer, Member.
March	FISHING CRAFT OF BRITAIN. E.W.Paget-Tomlinson.
April	COASTAL SHIPPING EXHIBITION.

In the 1958/59 Season all the papers were given by Members of the Society. In November, as customary we heard a Naval Paper from John Smart on the old Mersey drill ship EAGLE. December was a discussion evening with the Chairman talking about H.M.S. LIVERPOOL then being scrapped at Bo'ness, followed by the Hon. Secretary who showed a colour film strip, made in the Liverpool Museums of early steamers from 1817 to 1860. The Hon. Secretary again spoke in January, on the Canals of England. In February we heard a finely illustrated talk by our member Leslie Speller on Clyde Steamers from the COMET to the SAINT COLUMBA. For our March meeting we welcomed our Vice President, Mr. E. Cuthbert Woods who spoke on the proposed ship canal across the Wirral. April 9th was the Society's Twenty-First Birthday and this was marked by a very popular exhibition on Nautical Research at which the Lord Mayor of Liverpool, Alderman E. Livermore, accompanied by the Lady Mayoress, performed the opening ceremony.

The 1959/60 Season opened with a naval subject by our member A. N. Ryan, who re-examined Nelson's career. Liverpool's Commonwealth Fortnight in November was marked for the Society by a talk on the St. Lawrence Seaway by Mr. George Musk of the C.P.R. Publicity Office, London; it was magnificently illustrated. In December we heard John Smart on the Protestant Reformatory Ship AKBAR, and in January Edward Jones held our interest with some of his wonderful photographs illustrating the Liverpool Waterfront from 1900 to 1960. Our member T. D. Tozer told us of his researches into the early history of the Larnport and Holt Line at the February meeting, whilst in March the Hon. Secretary gave a talk illustrated by models from Liverpool Museum's collection on Fishing craft of Britain. April 1960 was again an exhibition month, the subject being Coastal Shipping. This exhibition proved to be a tremendous success and we were very glad to welcome Mr. Arnet Robinson, Chairman of the Mersey Docks & Harbour Board and Managing Director of Coast Lines Limited, who performed the opening ceremony.

News, Notes and Queries have been well received by the Society. These have continued to appear bi-monthly and the format with the handy folder instituted in 1957, have met with general approval. Many queries have been put and a number of answers received. There have also been some fascinating notes by our member, N. R. Pugh, a radio amateur who listens in to the coasters calling each other. Our Chairman has contributed some interesting material about the sixth H.M.S. LIVERPOOL, now broken up.

One additional regular feature has appeared in News, Notes &

Queries. This is a report on the activities of the Liverpool Museums Shipping Collection. Every month the Museums display a fresh series of ship models at their Gallery in William Brown Street and the history of these vessels is reported to the Society.

Membership of the Society at the 31st March 1960 stands at 120. The Society must maintain its drive for new members in order to pay its way, and finance the publication of its Transactions which are an abiding record of its activities.

In October 1958, the Society was very sorry to lose the services of Mr.A.N.Ryan as Hon.Secretary. Mr.Ryan, who has been forced to resign for academic reasons performed much valuable work for the Society during his Secretaryship and to him we extend our grateful thanks. His task has been taken over by Mr. E.W.Paget-Tomlinson, previously the Society's Archivist. Mr.T.D. Tozer has become the new Archivist whilst Mr.Ryan retains his place on the Council. I feel sure the Society will wish me to express the gratefulness we feel towards our Chairman, Mr.R.B. Summerfield for his untiring work. We know how his business commitments have increased and this makes us feel all the more in his debt. We hope he will be able to carry on as Chairman, for there is none better fitted for the post.

As regards the next issue of Transactions, Volume IX, it is a question of accumulating sufficient funds, printing costs now being so high. The Hon.Treasurer has already placed £100 in a deposit account for the purpose, but the only real answer is an increased membership, for which we must all strive.

E. W. PAGET-TOMLINSON,
Hon.Secretary.

ANNUAL GENERAL MEETING

In the last issue of News, Notes & Queries, page 16, the A.G.M., to be held on Thursday, April 28th, was stated to be the SEVENTEENTH. This was an unfortunate error, the meeting about to be held will be the EIGHTEENTH Annual General Meeting of the Society.

Following the formal business of the Meeting our member, N.R. Pugh, will talk for a while about H.M. Royal Yachts. His talk will deal principally with a group of yachts which were based on Liverpool during the war, and will be illustrated by photographs displayed on the Epidiascope.

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.IV (New Series) No.4

July-August 1960

EIGHTEENTH ANNUAL GENERAL MEETING

On April 28th 1960, the Annual General Meeting was held on board LANDFALL. Twenty-one members plus two visitors were present. Having studied the Annual Report the Society were told of their happy financial position by the Honorary Treasurer. There was, she said, a balance of £100 in the bank and hopes were expressed of being able to publish another volume of Transactions.

All the serving officers were re-elected but a discussion arose about the duties of the Archivist. The Chairman hoped that the archives would be fully catalogued in the near future and a group of volunteers stepped forward to undertake this work.

The Honorary Secretary then spoke of the 1960 - 1961 programme in which both members and visitors would participate. It is also hoped to hold another exhibition, this time for a longer period possibly in the Liverpool Museum.

Much of the meeting was taken up with a discussion on a reduced rate of subscription for country members which had been suggested by the Council. It would be tedious to reiterate all the arguments put forward but the feeling was that since country members could not attend many meetings they did not receive the full benefits of the Society. One problem was the definition of a country member. A forty mile radius from the Liverpool Town Hall was suggested with a common-sense settlement of any borderline cases on the periphery. The meeting agreed to this with the proviso that the matter should be reviewed in two years' time. The reduced subscription for country members was agreed to be 10/- per annum.

Another question discussed was joint husband and wife

membership. It was agreed that 27/6 should hence forward be the joint subscription of husband and wife.

Messages of appreciation were conveyed to the President and Committee of the Merseyside Master Mariners' Club for the use of LANDFALL, and a special word of thanks was sent to the staff of the ship.

The Chairman received the thanks of the Society for his work during the past year.

After coffee the Society heard a really first-class talk by our member, N.R. Pugh, on His Majesty's Yachts of the Second World War. It was illustrated by photographs and by his own sketches. Since Mr. Pugh served on these vessels for most of the war he was able to speak from first hand experience. He gave the histories of a number of the yachts in which he was the radio operator.

These yachts were requisitioned by the Admiralty at the outbreak of the 1939-45 war and were manned largely by fishermen from the trawler base at Lowestoft with a sprinkling of R.N. and R.N.V.R. officers and ratings. Many of them were based on the Wallasey Dock and their job was to maintain a continuous patrol of the Irish Sea and approaches to the Mersey.

Mr. Pugh first described the Duke of Westminster's CUTTY SARK built in 1920 and turbine driven. He himself served $2\frac{1}{4}$ years in C.R. Fairey's EVADNE which was commanded by a succession of high ranking R.N. officers brought out of retirement. EVADNE destroyed a bomber over Holyhead in 1941 and she helped to sink a U-boat off Gibraltar in 1945.

Other yachts described by Mr. Pugh were Major Courtauld's VIRGINIA of 1930, Lord Inchcape's VENETIA built in 1905, ZAZA a steam yacht of 226 tons which helped in the evacuation of troops from St. Nazaire in 1940, and PHILANTE owned by Mr. T.O.M. Sopwith. She is now the NORGE, the Norwegian royal yacht. She was too big to be classed among the other yachts and found herself among the frigates and escort vessels based on the Gladstone Dock.

Mr. Pugh served for a long time in the old steam yacht HINIESTA built in 1902 as a tug for large racing yachts. Her original name was TRITON. In her, Mr. Pugh steamed 30,000 miles in circles while she acted as Calibration Vessel off Northern Ireland. She attended the surrender of the U-boat fleet off Londonderry and performed the services of a Royal Yacht when King George VI visited Derry. HINIESTA is still in service in the Southampton area.

Mr. Pugh received a heartening round of applause at the conclusion of his talk which provoked a brisk discussion. His sketches were much admired. A vote of thanks was proposed by Mr. Summerfield and seconded by Mr. Smart, being carried with unanimous enthusiasm.

E.W. P-T.

JOINT MEETING WITH THE HISTORICAL SOCIETY OF LANCASHIRE AND CHESHIRE AND AFFILIATED SOCIETIES

On Saturday, May 28th, the L.N.R.S. arranged a tour of the Liverpool Dock Estate for members of the Historical Society of Lancashire and Cheshire and Affiliated Societies. A party of thirty-nine embarked on a coach at the Pier Head at 10.15 a.m. for a run down to the South Docks and then up to the Gladstone. Quite a variety of ships were seen in the South Docks, including one Russian, and the coach was held up at the swing bridge between the Coburg and Brunswick Docks as the AKASSA PALM went through. She provided a fine sight for our visitors although she somewhat upset the schedule of the coach.

At Gladstone, the party divided into three groups so as to visit the Port Radar Station, the Entrance Lock and the Gladstone Graving Dock in rotation. The Graving Dock was occupied by the Mersey Docks and Harbour Board sand pump dredger LEVIATHIAN of 1910. She has a 10,000 ton capacity. She looked quite small inside the dock, which of course can accommodate the largest liners and tankers. Other ships seen in the Gladstone system were the whale factory ship SOUTHERN VENTURER, the CLAN CHISHOLM, SUEVIC of Shaw Savill and HERTFORDSHIRE of the Federal Line. Along the Gladstone sea wall the different gauge tracks for the loading of locomotives were noted.

Lunch was served on board LANDFALL and afterwards the party moved across to Princes Dock to inspect the ULSTER PRINCE. They were shown over both classes of accommodation, the bridge and the engine room. The ULSTER PRINCE is a motor vessel with two ten cylinder diesel engines. She was built by Harland and Wolff, Belfast, in 1936 as the LEINSTER for the British and Irish Steam Packet Company. She became the ULSTER PRINCE in February 1946.

The day ended with a trip across the river to New Brighton and high tea in the Grand Hotel. Members of the party expressed their enjoyment of the occasion and their thanks to the Liverpool Nautical Research Society for the excellent arrangements which had been made.

E.W. P-T.

WITH GREAT SORROW

We have to record the death of four distinguished members of the Society, within a matter of weeks. Each, in his own way, had contributed to the success of the Society over a long period of years and our loss is a very real one.

J. A. HOWARD-WATSON, on 2nd May. He joined the Society shortly after it resumed during the war and had been very regular in attendance at meetings. Elected to the Council in 1954, his advice and opinion was greatly valued. A solicitor by profession he had a comprehensive knowledge of the Admiralty Courts, and read a paper entitled The Office and Jurisdiction of the Lord High Admiral and of the Admiralty in November 1956. We extend our sympathy to Mrs. Howard-Watson, who herself has been a member of the Society for some years. The Society was represented at the funeral by the Chairman and Mr. W.P. Raine.

W. ERNEST CORLETT, on 22nd June, at the age of 94. He had been a member almost from the start and was elected a Vice-President in 1948. Although his many activities and latterly his age prevented his attendance at our meetings, he was a great benefactor to the Society, particularly in regard to the publishing of Transactions. The Society was represented at the funeral by the Chairman.

R. MARTIN SMITH, on 8th July, at the age of 82. He became a member when the Society reformed in 1942 and during the war years, when attendance and support was so vital, he hardly ever missed a meeting. His interest was not primarily shipping but he supported any organisation which had for its objects the fostering of an interest in the City and Port of Liverpool. The Society was represented at the funeral by the Honorary Secretary.

JOHN S. REES, on the 10th July, at the age of 82. Until last season, when he felt that he must remain at home with his wife who suffered from rheumatoid arthritis, Mr. Rees had been a continuous and active supporter of the Society from the very first. Although his brother, the late W. Stewart Rees took a more prominent part in the actual formation of the Society, John S. was at the Inaugural meeting in April 1938 and read the third paper presented to the Society, in the following November. Naturally the subject was The Liverpool Pilotage Service, a department of the Mersey Docks and Harbour Board in which he served for over forty years. He became a member of the Council

shortly after the Society resumed in 1942, becoming Chairman in 1949 and was elected a Vice-President in 1951. In addition to his own book 'The History of the Liverpool Pilotage Service' published in 1949, he was of considerable assistance to our President, Sir Ernest Royden, in the production of his history of Thomas Royden & Sons, Shipbuilders, published in 1953. He was ever willing to read a Paper to the Society. In addition to pilot vessels, he was very interested in tugboats and light-houses and the Society benefited from the following informative papers:-

Liverpool tugs and their owners.

- * Building of the Smalls Lighthouse.

The First and subsequent Cheshire Lighthouses.

Gill's Channel.

The River Alt as a possible rival to the River

Mersey for the building of the first dock.

- * Seacombe Ship Yards.

- * In collaboration with Mr. E. Cuthbert Woods.

We extend our sympathy to Mrs. Rees and to his son Derek, himself a member of the Society. The Honorary Secretary with Mr. John Smart and Mr. T. D. Tozer represented the Society at the funeral.

R.B.S.

RIVER AND COAST

In May the new cattle vessel MEATH of the British and Irish Steam Packet Company came into service between Eire and the Mersey. She was built by the Liffey Dockyard Limited of Dublin. Her gross tonnage is 1558 and she is motor powered. In the same month the diesel ferry WOODCHURCH arrived from her builders, Philip & Son Limited of Dartmouth to operate on the Liverpool-Woodside service in conjunction with the new diesel ferry MOUNTWOOD. The steam ferry BIDSTON has been chartered for tender duties at Cobh.

The Liverpool coaster SILVERTHORN has passed through the Kiel Canal on passage to Finland to load timber for the United Kingdom (14th June). SILVERTHORN was built in 1959 for S.W. Coe of Liverpool.

On June 1st a Cherbourg trawler, the CHANOINE BERNARD, C2304, berthed at the Princes Stage. She is wooden-built and

diesel propelled. Her hull is black and yellow, with green upper-works, a gay sight on the Mersey.

N.R. PUGH.

MUSEUM NEWS

The model of the 4-masted barque WANDERER has proved a great attraction at the Museum in William Brown Street, Liverpool. So much so that it has been retained a further month. But soon a fresh model will be seen, of the cargo steamer SPENNYMOOR. She was a very ordinary tramp of the 'three-island' type built in 1905 by J. Blumer & Co. of Sunderland for W. Runciman & Co. of Newcastle-upon-Tyne. Her gross tonnage was 2,733 and her length 314 feet.

The Museum acquired the model in 1933 and modified it in a striking fashion. The object was to present a model in the dazzle painted style adopted during the 1914-18 war to confuse enemy submarines and surface raiders. The style of painting used for the SPENNYMOOR was copied from the camouflage designs of the marine artist Norman Wilkinson. Three colours were chosen, light grey, blue and black and the museum commissioned an artist to dazzle paint the model. The hull is banded by strokes of black, blue and light grey, a pattern carried up the superstructure and funnel. Every part comes in for this camouflage treatment, all ventilators, boats, shrouds and skylights. The outline of the ship is broken by the contrasting colours and it was hoped that the watchers through the periscope could not tell which way the ship was heading or how far away she was.

The SPENNYMOOR survived the 1914-18 war and passed to Norwegian and finally Chinese owners. Her model likewise has survived the blitz of the Second World War. Since this is a large model to a scale of 1:64, there is no room for another for July.

But in August it is hoped to show quite a selection of small craft. The Museum has two models of currachs from Donegal, made by our late member Lieut. Commander J. H. Craine (Jason). One is from Mulroy Bay and has a distinctive sharp upward pointing bow and a square stern. The cumbersome counter-weights to her oars should also be noted. The other is a much more primitive type from the Rosses district, more like a coracle. The bow is hemispherical and the stern flat. Oars and paddles are used for propulsion. With the currachs will be shown a punt from Cambridge, a Thames rowing boat and a Lake Windermere dinghy made by our Vice-President, Mr. E. Cuthbert Woods, all quite a change from the SPENNYMOOR.

FOUNDER MEMBER

Ernest Alfred Woods, born in Warrington in 1883, died 1946.

Ernest Woods started his career in Elder Dempster's Liverpool office early in 1899 under Sir Alfred Lewis Jones. He soon tired of office life and at the age of about 15½ he went to sea under Henry Fernie & Sons, serving his apprenticeship with them. He served first in the EULOMENE and by 1903 had become 2nd Mate of the MYLOMENE. In 1904 he went to his first steamer, the MORAZAN, also owned by Fernies.

In 1905 he joined R.P.Houston & Co., as 3rd Officer in the steamship HORATIUS. Later he served in the HYACINTHUS, the HARMODIUS and the HELLENES.

In 1912 he passed for Master and joined the Irrawaddy Flotilla Co.Ltd., as 2nd Officer, in the paddle-steamer KERENNI.

He served the Irrawaddy Flotilla Co. for a quarter of a century being stationed at Rangoon. He was appointed in command of the steamship SYRIAM in 1916 and subsequently commanded many Flotilla ships including the stern-wheelers TIDDIM, and AMYEN, the paddle-steamers MANDALAY, CHINA, PANTHAY, and ANANDA, and the Royal Mail steamers JAPAN and CEYLON.

ANANDA was his last command and he retired on reaching the age limit of 55, in 1938, to settle in Wallasey.

Captain Woods had devoted the leisure hours of a lifetime to sailing ship research and in 1949, some years after his death, there appeared a well informed chapter on the White Star Sailing Packets, in the current volume of the Transactions of the Lancashire and Cheshire Historic Society of which he was a member.

Almost as soon as he arrived on Merseyside he was in touch with Arthur Wardle and others with the idea of forming a Research Society and in April 1938 with Wardle, Stewart Rees and a number of others who had teamed up, the Society was founded.

He was an original member of the Flag Circle having a great interest and knowledge of flags and flag signals as used at sea.

Amongst the many records that he left is a collection of notes on James Baines, Liverpool shipowner, and seven volumes containing brief details of thousands of sailing ships. These volumes are now in the Archives of the Society.

H.J.CHUBB.

PAPERS READ TO THE SOCIETY BY CAPTAIN E.A. WOODS:

26th Oct.1938 Paper No. 2 James Baines

3rd Oct.1942 " " 6 The White Star Australia Packets.

11th Dec.1943 " " 12 Captain James Nicol (Bully) Forbes.

3rd Mar.1945 " " 20 The "Marco Polo".

* * * * *

LIGHTS AND WHISTLES

Nowadays, in a crowded estuary like the Mersey, with many motor vessels on the move in close proximity, a number of ships may make "alter course" signals on their compressed air whistles. These, of course, leave no tell-tale plume of steam, so it is difficult to know which ship is signalling, and serious mistakes may be made.

Recently I saw an Italian tanker equipped with an all-round yellow masthead light which was synchronized with her whistle. This sensible device left no doubt as to which ship was signalling. Can any member throw any further light on this?

N. R. PUGH.

NEW MEMBER

A. J. Vose

Huyton

RESIGNATION

F. C. Watts

Bristol

SHIP PORTRAYAL

Our member N.R. Pugh asks how many members of the Society are marine artists? We know of one or two and Mr. Pugh feels that the artists among us should get together and hold an exhibition at one of the meetings next season. Would anyone interested in drawing and painting ships please get in touch with the Hon.Secretary at 28, Exchange Street East so that we can discuss such an exhibition?

It might need to be combined with ship models and photographs and members who include these two items in their activities might let the Honorary Secretary know.

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

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

NEWS, NOTES AND QUERIES

Vol.IV (New Series) No.5

September-October 1960

THE SEASON'S PROGRAMME

A varied programme has been worked out for 1960/61. Two of the speakers will be Members of the Society, but this season we welcome four guests who have kindly consented to read papers to us.

As in previous years, the meetings will be held on the second Thursday in each month, October to April at 7.30 p.m. in the Club-ship "LANDFALL", Canning Dock, by kind permission of the Master and Committee of the Merseyside Master Mariners Club.

October 13th: "The Sadness of the Sea", Mr. R.B. Summerfield.

November 12th: "The small warships of the period 1830-60; their design and their work", Mr. A.W.H. Pearsall.

See separate notice about these two meetings.

December 10th: Mr.J.E.Allison, an expert on the Mersey Estuary, about which he has published a book, is to give us an illustrated talk on this interesting subject.

January 12th: Our friend, Mr.Kenneth Brown of the "Journal of Commerce", will speak to us on the subject of "Shipbreaking", upon which he is an acknowledged authority. His talk will be illustrated.

February 9th: We are very proud to welcome Mr. R.S. MacTier, C.B.E., Chairman of the Liverpool Steam Ship Owners Association, and a partner of Alfred Holt & Co., and Mr.W.H. Falconer, a Superintendent Engineer of Alfred Holt & Co., to our February meeting. They will present a joint paper on "The Development of Marine Machinery" which will be illustrated.

March 9th: Mr. E.P. McManus, Member, whose subject will be "The Irish sea services of British Railways and their predecessors". We all know that Mr. McManus is an authority on this subject and look forward to a very informative evening. The paper will be illustrated.

April 13th: Once again, our Exhibition meeting. This time we hope to be more bold and establish ourselves for a week or so in the Liverpool Museums in William Brown Street, where there is now space for temporary exhibitions. No subject has been decided upon, although 'tugs' have been suggested. Any ideas would be very welcome to the Honorary Secretary.

OCTOBER MEETING

The Chairman, Mr. R.B. Summerfield, is to give his lecture, (postponed from last season) on shipwreck, prevention, rescue and salvage at the first meeting of the season, October 13th. Entitled "The sadness of the sea", the meeting will, in reality, be a conversazione; there will be available for examination, a comprehensive display of books and documents dealing with these subjects, as well as a big collection of photographs. The lecture will be illustrated with slides from Mr. Summerfield's own collection.

NOVEMBER MEETING

On November 12th, Mr. A.W.H. Pearsall, who is Curator of Manuscripts at the National Maritime Museum, Greenwich, will speak to us on "The Small Warships of the period 1830-1860: their design and their work". The small warships of that period have received little attention from the historian, who has tended to jump from the wooden walls of Trafalgar to the Warrior and the early Ironclads.

Mr. Pearsall proposes to link the description of these vessels with an account of the suppression of Chinese piracy and the suppression of the slave trade during the same period, for both of which tasks a special design of warship was evolved. The lecture will be illustrated.

FOUNDER MEMBER

William Stewart Rees, born in Bootle in 1876, died 1948.

Eldest son of John G. Rees, well-known as the manager of the Anchor Line for many years.

Stewart Rees commenced his business career in the Anchor Line in 1890. After many years experience with matters relating to the payment by the firm of Customs and Dock dues he was transferred to the passenger department, eventually becoming passenger manager. In 1929 he was appointed assistant manager of the Liverpool office.

Brocklebanks had in 1912, purchased four of the Anchor ships and the Calcutta Conference rights of the Anchor Line and the two companies shared an office in Royal Liver Buildings. In 1931 the Anchor Line discontinued their Liverpool office and Stewart Rees joined the staff of T. & J. Brocklebank, with whom he remained until his death. He had served the Anchor Line for over 40 years.

Between 1910 and 1920 he collected data concerning the Anchor Line (Henderson Brothers) Ltd. Later he was keenly interested in collating the facts preparatory to the writing, by Mr. John Frederick Gibson, of the history of the Brocklebank Line. Of his efforts in this connection, Col. Denis H. Bates, M.C., T.D., Chairman of the Brocklebank Line, wrote in the preface to the history:

"..... except for the diligence and enthusiasm
"of Willie Rees I doubt whether this story
"would ever have been set out".

The history was published in two volumes in 1953, five years after his death. Copies were presented by Brocklebanks to the Society.

In April 1938 Stewart Rees, in association with Arthur C. Wardle, Captain E.A. Woods and others, was a founder member of the Liverpool Nautical Research Society, and made a valuable contribution to the aims of the Society by the numerous papers he read at the meetings.

In addition to the research work already mentioned he was also closely identified with the work involved in compiling a complete list of over 250 vessels built between 1825 and 1893 by the famous firm of Thomas Royden, which list subsequently appeared in story of the firm written and privately circulated by Sir Ernest B. Royden, Bart. in 1953.

This account of his brother's nautical interests was written by the late John S. Rees for our Twentyfirst Birthday Exhibition.

PAPERS READ TO THE SOCIETY by W. S. REES:

15th May 1939	Paper No. 5	Liverpool - its ships, and their owners a century ago.
12th Feb. 1944	" No.14	Some Merseyside shipbuilders.
20th Feb. 1947	" No.28	Brocklebanks, Part I.
29th Jan. 1948	" No.29	Brocklebanks, Part II.

CAP BADGES

Our Member, Captain H.J. Chubb, has very kindly presented the Museums with a number of Merchant Navy cap badges. He recommended an appeal in 'Sea Breezes' for more badges and this has met with great success. As many as thirty-two have been received, some from America, and others from Plymouth, Aberdeen, Cardiff, Worthing, London and Liverpool. Many are of companies no longer with us, like Thomas A.Shute of Liverpool; A. & J.H. Carmichael of Greenock; Rankin and Gilmour; the Union Steamship Company, and the Inver Line of Aberdeen. The Museums propose to display these quite soon, each with a brief history of the Company. Such a collection may be expanded 'ad infinitum'.

QUERY No.21

On the 21st May 1837 the QUEEN VICTORIA left Greenock for Liverpool to commence the Manx service for the Isle of Man, Liverpool and Manchester Steamship Company. She arrived at 10 p.m. in Liverpool after a run of nine hours and twenty minutes, at an average speed of $22\frac{1}{2}$ knots. There was a heavy sea running with half a gale of wind. This was a record trip; can any member tell me if this timing still stands?

F. J. HENRY.

MUSEUM NEWS

The Liverpool Museums are busy preparing for an exhibition to be held for the month of October, to mark the independence of Nigeria. The exhibition will outline the history of the country from pre-historic times, while from the nineteenth century onwards a good deal of consideration will be given to economic growth. Crops and mineral products will be described, and the country's shipping links with Liverpool will be detailed.

Many exhibits are to be borrowed from The Guinea Gulf Line, from Elder Dempster Lines Ltd., and from The Palm Line. Centre piece of the exhibition will be a model of the ELIZABETH HOLT built in 1953, for The Guinea Gulf Line. But the Museums are

also showing models from their own collection. These will include a hull model of the ETHIOPE, built in 1954, of the African Steam Ship Co., and a fully rigged model of the FLAXMERE of 1915, one of the first ships owned by William Lever. Other maritime exhibits will include water colours of ships of the Guinea Gulf fleet and a fine oil painting of Elder Dempster's AUREOL in the Mersey.

Turning now to the permanent shipping exhibition in the Museums gallery; a new acquisition, on temporary display for a few months, is a model of the m.v. THE LADY GRANIA, one of the Guinness stout carriers. This model is to a scale of 1:96, and has been very kindly loaned by the firm of Guinness. THE LADY GRANIA was built in 1952 by the Ailsa Shipbuilding Company of Troon. Her gross tonnage is 1,252 and she can carry 27 steel and aluminium tanks, each tank containing 504 gallons of Guinness. She and her sister THE LADY GWENDOLEN are able to make three trips a week to Liverpool from Dublin. The third ship of the fleet, the s.s. GUINNESS built in 1931 goes from Dublin to Manchester, she is somewhat larger than the two motor vessels.

After a display of currachs and rowing boats, the Museums have turned to steam. On show for the month of September is a model of the coaster AGNES ELLEN, built in 1908 by Scott and Sons of Bowling near Glasgow for John S.Monks Ltd., of Liverpool. She was a typical single hatch, engine and bridge aft coaster of the period. Her gross tonnage was 292.6 and her length 130ft. Scott & Sons specialize in the construction of small coasters and have built the majority of the Clyde and West Highland puffer fleet. AGNES ELLEN traded for John S.Monks until 1940, when she became a war casualty. The model, to a scale of 1:48, has been kindly given to Liverpool Museums by John S.Monks Ltd., who loaned it for the Society's Coastal Shipping Exhibition in April this year, and afterwards handed it over to the Museums.

With the AGNES ELLEN will be displayed another single hatch cargo vessel, the River Weaver steamer CRESCENT, owned by Imperial Chemical Industries Ltd. She was built in 1910 and is still trading. Her gross tonnage is 200 and her length 105ft. She is a product of Yarwoods of Northwich and is typical of the Weaver fleet of steamers, with bridge and engine aft, a long hatch and single mast and derrick. Her machinery is controlled from the bridge. The model wears the funnel and house flag of Brunner Mond & Co., the predecessors of I.C.I. at Northwich. THE CRESCENT carries salt and chemicals down the Weaver from Northwich to the Mersey ports.

Finally, the Museums will show a model of a Leeds and Liverpool Canal Boat, the RIBBLE built in 1934. She, too, is still in service and was also built by Yarwood's of Northwich. She is steel hulled and diesel propelled. Her design is common to all the Leeds and Liverpool boats. Most of her length is hold, with a single long hatch covered by tarpaulins. There is a small cabin forward, while the engine is aft. RIBBLE measures 61 feet in length by 14ft. in beam, exactly fitting the locks of the Leeds and Liverpool Canal. On her fo'c'sle she mounts a powerful head light for use in tunnels such as Foulridge near Colne, which is 1640 yards long.

In October the Museums hope to put on a show of foreign types of craft. These will include a Maltese waterman's boat called a dghaisa. She is a small ferry used in Valetta harbour. Propulsion is by two pairs of oars whilst the passengers sit under a canvas canopy aft. The straight vertical bow, with a tall projecting stem head is the most noticeable feature of these harbour craft, which are brightly painted. Liverpool's model is dark blue with red, white and gold stripes running the length of the hull.

With the dghaisa will be shown a model Kayak from the Aleutian Islands, off Alaska. This is a wooden framed sealskin covered craft used for hunting. Kayaks are found in Canada, Siberia and Greenland, and differ in detail although the general design is the same, a long narrow canoe, with the hunter seated amidships in a sealed cockpit. Propulsion is by paddle. The example from the Aleutians is rather peculiar. It actually holds three men in separate cockpits. The bow is of distinctive shape with a horizontal cleft giving the appearance of an open jaw. This model is to a scale of about 1:8 and the length of the full size kayak would work out at 26 feet.

From the Polar Regions to the Indian Ocean. The Museums possess no less than 5 models of a Ceylonese fishing canoe called an oruwa. One of these will be on display. She is a single outrigger canoe setting a leg o'mutton sail, and she trolls for seer, a species of mackerel. Steering is by means of a long paddle and the canoe carries lee boards to give her a grip of the water when going to windward. Because the outrigger must always be to windward, the canoe can be sailed with either end acting as bow or stern. To balance her in a breeze, members of the crew sit on the outrigger and the strength of the wind is measured by the number of men outboard, a 1, 2, 3 or 4 man breeze.

WITH GREAT SORROW

Since the last issue of News, Notes and Queries, we have learned of the death of yet another of our older members, Harold Pattinson. We are indebted to our other member from Windermere, for the following note:

Harold Pattinson died on July 2nd at the comparatively early age of 70. He had been a member of the Society since 1945 and will be remembered for the talk he gave in 1954, on the steamers and motor craft at Windermere. He always regretted that his many activities at home prevented him from being a regular attender at the meetings.

He had a prodigious range of interests and was a veritable fountain of information regarding local history and people. He was an old Sedberghian and in the 1914 war served in the Border Regiment and what was then the Army Service Corps. He was awarded an M.B.E. and was twice mentioned in despatches. In the last war he was in the Kings Liverpool Regiment but was invalided out after a year. The British Legion was one of his greatest interests and he held high offices in the North Western sections of the movement. Seldom a week passed without him attending meetings at Carlisle, Preston or even London.

He was a founder member of the Windermere Motor Boat Racing Club and raced his own boats up to ten years ago. He was a mainstay of the local Rugger Club and seldom missed a match. He was a great philatelist and gained a Canadian International award for his Newfoundland collection. Among other interests he was an expert on old English clocks and their makers, especially those from this part of the Kingdom.

With his roots in the soil, he had never lived elsewhere than in Windermere, he naturally served on many local council committees: One which was greatly to his liking was the one which controlled the Lake Windermere Ferry, a joint Lancashire and Westmorland affair.

LESLIE SPELLER

ADDITIONAL ACTIVITIES

One or two members have proposed visits next summer. We feel that we should try and arrange something that is out of the ordinary. We might be able to make a trip up the River Weaver, or inspect some specialised shipyard like Yarwood's at Northwich. Any views on this subject would again be welcome to the Honorary Secretary.

LIGHTS & WHISTLES

With reference to Mr. Pugh's recent comments about lights synchronised with a ship's compressed air whistle, the following amendment to Rule 28 (sound signals for vessels in sight of one another) of the Collision Regulations, was adopted at the recent International Conference on Safety of Life at Sea:-

Any whistle signal mentioned in this Rule may be further indicated by a visual signal consisting of a white light visible all round the horizon at a distance of at least 5 miles, and so devised that it will operate simultaneously and in conjunction with the whistle sounding mechanism and remain lighted and visible during the same period as the sound signal.

If normal procedure is followed it will be some years yet before the revised rules are brought into effective operation.

This visual indication of compressed air whistle signals is by no means a new system, as I personally recall seeing as long ago as 1929 an American motor vessel fitted with all-round white lights at each corner of her bridge deck which flashed in synchronisation with her whistle.

W.L.S. HARRISON

NEW MEMBERS

Francis Goodacre	Aughton
T. A. Hume	Woolton
J. Foster Petree	Sutton, Surrey

HOW TO STUDY LOCAL HISTORY

The University are running a course of twenty lectures on Monday evenings, 6 - 7.30 p.m., extending from October to March. The lecturers will be:

Mr. J.J. Bagley, M.A., F.R.Hist.S., Staff Tutor in History in the University.
Mr. G. Hampson, M.A., Archivist-in-Charge, Liverpool City Libraries Record Office.
Mr. B.C. Redwood, M.A., Archivist, Liverpool City Libraries Record Office.

The Course is designed to show how, and why one should study local history, with particular reference to Liverpool history. The fee for the first part only is 12/6 and for the whole course £1/1/0. The second part cannot be taken separately. Copies of the syllabus are obtainable from 28 Exchange Street East, Liverpool, 2.

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

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

NEWS, NOTES AND QUERIES

Vol. IV (New Series) No.6

November-December 1960

WITH GREAT SORROW

Last October the Society suffered a grievous loss in the death of our President, Sir Ernest Royden, Bart., in his eighty-seventh year. After a private cremation, his remains were placed in the family vault at Frankby Church, in the presence of a large congregation including Captain Ayre, Vice-President, Messrs. E.W. Paget-Tomlinson, Wilfred Raine, John Smart and the Chairman. The following tribute, written by the Chairman for the Journal of Commerce is reproduced here with their ready consent.

In 1938, when the late Arthur C. Wardle, noted Liverpool historian, was actively canvassing support for the proposed research society in Liverpool, one of the first to show his interest was Mr. Ernest B. Royden. When the inaugural meeting was held in April, 1938, Mr. Royden not only attended, but accepted one of the vice-presidencies, under the late Lord Derby, as president.

It was not until 1948, however, when Mr. Royden succeeded Lord Derby as president, that the full weight of his support was felt by the society. The original rules and constitution required re-drafting and it was to the president that the council turned for guidance. With his advice a sub-committee drafted the necessary amendments, which, it was hoped, would contribute to the strengthening of the society.

The aftermath of the war, however, with the changed conditions brought a big fall in membership, and the council, in 1951, seriously considered winding up the affairs of the society. The president, who had succeeded to the baronetcy the previous year, advised against this course. At a meeting specially convened to consider the matter a message from the president urged the members to think

again, not only in memory of Arthur Wardle, the founder, but for the sake of Liverpool's maritime history. As a result, and with the support of Sir Ernest, the late John A. Todd took over the chairmanship, and thus began a revival in the affairs of the society.

Another problem was the high cost of printing 'Transactions'. Sir Ernest offered to finance this himself; the council, however, felt that the society must endeavour to be self supporting. Nevertheless they accepted a generous donation which was sufficient to bridge the gap between income and expenditure and placed the society on the sound financial footing which exists today.

Successive chairmen kept in frequent touch with Sir Ernest and his valuable co-operation played a big part in sustaining the efforts of the council to keep the society in the forefront of Liverpool's maritime affairs.

Despite his 79 years he attended one of the lecture meetings in Liverpool, and later invited the council to meet at his beautiful home, Hill Bark, Frankby. Presiding at this meeting he showed a lively interest in the affairs and progress of the society. After entertaining his guests to tea he gave an inspiring and informative lecture on his magnificent collection of marine paintings.

During this period he had been actively collecting material for his own book, Thomas Royden and Sons, Shipbuilders. He availed himself of the services of several of the members, notably the late W. Stewart Rees and his brother, John S. Rees, a vice-president, whose death we mourned only a month or two ago. The book, published in 1953, Sir Ernest's 80th year, was a fine contribution to Liverpool's shipbuilding history, and Sir Ernest generously provided a large number of copies for the members of the society.

Liverpool's charter celebrations provided yet another avenue for his generous support, and 12 of his pictures were loaned to the Maritime Exhibition held in Liverpool in June, 1957.

A valuable contribution to the society was the gift of a badge designed for Sir Ernest by the late Mr. George Gray, but never used. A change in wording gave us the badge which the society uses today. It will be a permanent memorial to a kindly gentleman, always ready to help any cause connected with Mersey-side shipping.

In October, we learnt of the death of another octogenarian member of the Society, William Hayes, who passed away on 12th September 1960. He was a native of Merseyside, but resident for some years with his daughter at Sandy in Bedfordshire. He wrote to us from time to time, to tell us of his interest in Liverpool and how much he enjoyed our News, Notes and Queries.

After his death his daughter, Mrs. Eakins, advised us that her father had expressed the wish that his Nautical Books should come to the Society, an offer we have gratefully accepted and they will soon be in the Society's Archives.

OCTOBER MEETING

The Society met for the first time for the 1960/61 season aboard LANDFALL, on Thursday, 13th October. The speaker needed no introduction; he was our Chairman, Mr. R. B. Summerfield, who talked to us about "The Sadness of the Sea", or in other words, shipwreck.

Describing his evening as a conversazione, which, he told us means a general discussion on a topic, Mr. Summerfield opened the conversazione by explaining the causes of maritime disaster which could basically be narrowed to six: weather; failure on the part of the ship; failure on the part of her crew; some action by a third party; or fire and finally war. He gave instances of each of these and then turned his audience's attention to the books and photographs he had displayed for them to study. He hoped that consideration of these would promote the discussion or conversazione he had in mind.

That was certainly the effect. Mr. Summerfield showed a wide selection of photographs including a fine series of the burning and subsequent salvage of the EMPRESS OF CANADA in Gladstone Dock, Bootle, and of the raising of the MATRONA in the Bidston Dock, Birkenhead. Another notable exhibit was an original report of Captain Fred Young, Naval Salvage Adviser, which included drawings by Mr. Norman Wilkinson, now the well-known Marine Artist, illustrating salvage operations on the steam submarine K 13, sunk in the Gareloch, January 1917. After re-fitting, this submarine was renumbered K 22. Further photographs illustrated the sadness of collision, fire and stranding. In the last group was the four masted barque LIVERPOOL which went ashore on Alderney in February 1902. Mr. Summerfield also displayed illustrations of salvage vessels like the old

RANGER, in his series. His books showed great variety; among them were three books dealing with the Goodwin Sands, six dealing with the lifeboat and the Royal National Lifeboat Institution, the same number recording feats of salvage, and a selection on lighthouses, Trinity House and pilotage. Altogether more than fifty books, reports and other original documents were available for inspection.

After about half an hour of general discussion and coffee, Mr. Summerfield called the house to order and gave a short lantern lecture to wind up the evening's proceedings. He showed some thirty slides of all sorts of wrecks, that of the East Indiaman GROSVENOR springs to mind, also the BIRKENHEAD, the PRINCESS ALICE and many more. He ended by describing one final sadness of the sea, ship breaking, an inevitable end for a vessel not already claimed by one of Mr. Summerfield's list of possible disasters. As an example he illustrated the end of the cruiser LIVERPOOL, broken up at Bo'ness on the Firth of Forth in 1958. He showed slides of her in the early stages of dismantling and a more recent one, taken last summer of all that is left of the vessel, her keel and a few of her frames.

Owing to the rather informal nature of the evening, and by an unfortunate oversight, no vote of thanks was proposed or seconded for our Chairman; this can partially be remedied by use of these columns. The Society would like to express its warm appreciation of the work Mr. Summerfield undertook to provide the material for a memorable first meeting to a season; not only had he taken great pains to give the Society a wide range of photographs and books to study, but he had introduced his subject with great ability and terminated the evening by a beautiful series of slides.

E.W.P.-T.

NOVEMBER MEETING

On Thursday, November 10th, the Society met on board LANDFALL to hear a most scholarly paper from our first guest speaker of the season, Mr. A.W.H. Pearsall. Mr. Pearsall, who is Keeper of Manuscripts at the National Maritime Museum, had come up specially from Greenwich for the occasion, and our Chairman in making his introduction appreciated the kindness of the speaker in undertaking such a long journey for the benefit of the Society.

Mr.Pearsall chose as his subject "The Development of the Small Warship from 1830 to 1860", and illustrated his talk by reproductions of draughts from the collection at the National Maritime Museum and by contemporary photographs.

He opened by explaining that his subject was little known, many people thinking that the Navy stopped at Trafalgar and started again with the battleship DREADNOUGHT. But the nineteenth century was a busy one for the Royal Navy, it was a time of commercial expansion, when British interests had to be protected against the attentions of trade and colonial rivals. On the other hand the early part of the century was a period of economy in our armed forces after the extravagance of the Napoleonic wars. Thus the small warships came into prominence to protect British interests and to satisfy the needs of economy.

Mr.Pearsall traced the development of these vessels, starting with the 18 and 10 gun brigs of the 1830's, used against the slave traders operating from West Africa. The appointment of Sir William Symonds as Surveyor of the Navy in 1832, brought about a change in hull design, to provide a vessel fast enough to catch the swift slavers in the long chases which the anti-slavery patrol were forced to undertake. The Symondite brig was a beamy craft with a V shaped hull. She was a more successful chaser of slavers but still not really fast enough. The right type of slave chaser was found when captured slavers were converted for the job on the principle of 'set a thief to catch a thief'.

Having mentioned the final flowering of sail in the experimental brigs, Mr.Pearsall turned to consider the Navy's gradual adoption of steam, first for tugs in the 1820's, and in the 1830's for sloops, which could be used as despatch vessels or troop carriers. These were, of course, paddle vessels and for that reason vulnerable. The paddle wheel could easily be put out of action and furthermore, it limited the weight of a broadside. This latter disadvantage was somewhat offset by the use of centrally mounted pivot guns, with wide arcs of fire to port and starboard. These pivots had been a successful feature of the Symondite brigs, for a slave chaser needed a few guns of hard hitting power, wide arc of fire and long range, rather than a broadside of short range weapons.

The perfection of the screw ensured the wholesale adoption by the Navy of steam propulsion. Mr.Pearsall noted the trials between the paddle sloop ALECTO and the screw RATTLER, and went on to discuss in some detail the evolution of the screw sloop, first built of wood but soon to be of iron. The Crimean War gave a great impetus to the design of these small warships, for they were much in demand for inshore operations and for the bombardment of forts in the Baltic and Black Sea. Later these gun boats proved of value in the Chinese Wars of 1857-1860.

Mr.Pearsall was able to illustrate these developments with a wealth of contemporary photographs and reproductions of draughts, which were much appreciated by our members, and emphasised the points he was making.

A vote of thanks was proposed by Mr.Foster Petree, seconded by Mr.John Smart and carried with unanimous enthusiasm. Then came a brisk period of discussion when some interesting points were raised, particularly with regard to the iron gun boats built by Lairds.

E.W.P-T.

WALLASEY'S GOLDEN JUBILEE

The following notes were sent to us by Mr.L.White, the Chief Librarian at Wallasey:

Fifty years ago Wallasey crowned a period of phenomenally rapid expansion by becoming a Borough in 1910 and a County Borough in 1913. To celebrate the Golden Jubilee of the Granting of the Charter of Incorporation, the Council sponsored a very full programme of historical, cultural and social events designed to illustrate the history of the Borough, its Local Government services and its strong cultural traditions. To this end, in addition to encouraging all local associations to stage their own functions, the Corporation concentrated on a Carnival Procession, a Garden Party, an Historical Exhibition, a colour film of Local Government services and a second revised and enlarged edition of "The Rise and Progress of Wallasey" written originally by E.Cuthbert Woods and P.Culverwell Brown and published in 1929.

To the Nautical Research Society, Wallasey's connection with the sea and shipping is of direct interest and we may perhaps be forgiven for repeating again the well known quotation

from a return of 12th November 1565 when Wallasey is credited with three boats of 8, 14 and 24 tons respectively and 16 mariners!

With a sea and river frontage of some seven miles Wallasey, even if not closely associated with docks, ship building and related industries, has always been affected in its development by the sea. The remarkable growth of the town from the 1850's was due to the introduction of steam ferry services which could operate safely and regularly in summer and winter, and the tradition of safe and regular operation is exemplified today in the very fine fleet of ferry boats and the installation of the first shore based radar in the world for the control of local shipping.

Until the Birkenhead Dock Scheme was initiated in the early 1800's, Wallasey Pool had been a natural inlet from the river providing, at its wide entrance, shelter for a fleet of sailing ships. The development of the docks and the proposed Canal Scheme have been explained to the Society by E.Cuthbert Woods and John S. Rees in a joint paper, and it is clear that Wallasey men, particularly Sir John Tobin and James Askew were deeply involved in these matters.

Between 1750 and 1850 the Powder Magazines for the port were situated in New Brighton. Every ship entering and leaving the river landed or took on powder from the Magazines. Close to the Magazines, on the shore, was the Liscard Battery (the remains of which are incorporated in the War Memorial surround) designed to cover the entrance of the river, and at the river mouth stood the Perch Rock Fort. The Fort has now become redundant; like so many of our national monuments (not far removed in time) it reminds us of a day and age aeons away from nuclear warfare.

Before St.George's Channel was opened, buoyed and dredged in the early 1800's, the main entrance to the river was via the Horse and Rock Channels parallel to the Wallasey shore. In bad weather it was a hazardous journey for sailing ships with the prevailing westerly gales, and from the natural hazards of shipwreck and human hazards of wreckers sprang the idea of the Canal from the head of the Pool to West Kirby. The history of the Canal Scheme, the opening of the new Channel into the river and the Birkenhead Dock Scheme are still entangled and half obscured in a fog of personalities and profit making.

Still standing on the shore by Leasowe Castle is the tower of the old Leasowe Lighthouse originally the rearward of the two lights designed to guide ships into the Horse and Rock Channels; later it became the forward light after the shore light had been washed away and replaced by a light on Bidston Hill.

In an area which 150 years ago was a remote corner of an isolated peninsular bordering a busy river, many stories and legends could be expected to rise and flourish. Most of the local ones are associated with smuggling and wrecking and although some of the more lurid may be regarded as apocryphal it is clear that both occupations flourished locally. Smuggling would seem to have been based on old Mother Redcaps, the building still standing on the Egremont Promenade, and on the caves at New Brighton.

The exhibition held in the Town Hall illustrated very successfully by picture, map, photograph and text the history of the town, and the film was a fine record of the current Local Government services. The one permanent available record from the celebrations is the second edition of "The Rise and Progress of Wallasey" where all the subjects in this brief notice and a great many more are dealt with at length. E.Cuthbert Woods, a joint author of the original edition and well known to members as a vice-President of the Society, has been closely associated in a consultative capacity with the second edition. The book must be one of the best local histories to be sponsored by a Corporation; it has over 400 pages, 60 odd plates, a coloured frontispiece of the Coat of Arms and a 6 inch map of the district, and at 21/- is being sold at cost price!

Every effort has been made to marry a readable, interesting story of the development of Wallasey to a sound historical narrative so that the volume may be read for pleasure and relied on for fact. We hope that those members of the Society who feel they would like to read an authoritative, entertaining account of a not unimportant part of Merseyside, will obtain their copy from the Chief Librarian, Central Library, Wallasey. Orders may be placed through the Society Office at 28 Exchange St.East, L'pool 2.

THIS ISSUE

Some apology is necessary for the very late appearance of this, the last issue for 1960. I greatly regret that several unforeseen holdups finally defeated my efforts to send it out early in January. With a welcome accumulation of material for publication, I decided the best thing would be to divide it between two numbers, produced simultaneously, rather than not issue a November/December number.

R.B.SUMMERFIELD.