

**LIVERPOOL  
NAUTICAL RESEARCH SOCIETY**

**NEWS, NOTES AND QUERIES**

**VOLUME FIVE  
(New Series)**

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**"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

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#### DECEMBER MEETING

On Thursday, December 8th, the Society met on board LANDFALL at the usual time of 7.30 p.m. to hear a very fine paper from Mr.J.E.Allison of Birkenhead. Mr.Allison is an authority on the 'Mersey Estuary', about which he has written a notable book, and this formed the subject of his paper.

He started right away with a beautiful series of slides which illustrated all the points he was describing, as the lecture progressed. Mr.Allison began by setting out the advantages and disadvantages of the Mersey as a river leading to a great port. Fog, he said, is a great hazard, which all the members could well appreciate. Other disadvantages are the shifting pattern of channels and shoals and the exposure of the river entrance to the prevailing westerly winds. Against these, however, is the value of the great estuarial lake upstream from Liverpool, which acts as a reservoir of the tide, and sends a powerful ebb scouring out the channel through the narrows between Liverpool and Birkenhead.

Mr.Allison traced the history of the river as a crossing between Lancashire and Cheshire, and the growth of industrial Birkenhead and residential Wallasey. In this connection he laid great emphasis on the introduction of the steam ferries round about 1815-17. The double-hulled ETNA was one of these, operating between Queen's Dock and Tranmere. From the river crossing Mr.Allison passed on to consider the works of man along the river banks, the sealing of the pool of Liverpool and the construction of the docks, not dug out of the land, but built into the river. One of his slides showed the course of the pool superimposed on a map of Liverpool today. The water extended as far as the present Byrom Street, completely engulfing the Whitechapel - Paradise Street area.

Mr.Allison very rightly emphasised the magnitude of the present dock system, both at Liverpool and Birkenhead, and the herculean task accomplished by the engineers and labourers in the nineteenth century. His aerial views of the system were much appreciated by members and ably demonstrated the feat of impounding the swift river to create the still water of the docks. Mr.Allison brought his account of bank development up to date by describing the tanker terminal at Tranmere, also illustrated by an aerial photograph. He had a good deal to say about the development of industry on the banks of the river, particularly at Woodside. He explained how Woodside was very suitable for the establishment of the cattle lairage, since it was readily accessible at all states of the tide, for cattle deteriorate if they are left for long on board ship.

From the banks, Mr.Allison turned to the approaches to the port and the numerous channels by which the Mersey has, at one time or another, reached the sea. By displaying slides of charts from the late seventeenth century onwards, he was able to describe the course of these; the old Rock Channel, and the Hyle Lake, the Victoria Channel, discovered at about the time of the accession of that monarch, and the present day Queen's Channel. Mr.Allison ably explained the methods used to preserve this present channel, the training banks and the constant dredging at the Bar.

Indeed the final part of his talk was centred on the manifold activities of the Mersey Docks & Harbour Board, the guardians of the port. He detailed the duties of the Water Bailiff and made the important point that the Dock Board were just as much concerned about the state of the river above Liverpool as below. If, as is supposed in some quarters, the banks of the river upstream are hardening, due to the discharge of solids into the water, then it may be that the land will encroach on the water and the capacity of the Mersey's natural tidal reservoir will thus be decreased. This could mean a lessening of the tidal scour between Liverpool and Birkenhead with serious consequences to the depth of the channel.

By the end of the evening Mr.Allison must have shown the society nearly 100 slides. Many of these were graphic maps to illustrate the points he was making; for example, the growth of the dock system at different dates, and the shape of the banks of the upper Mersey. One slide showed the approaches to the Port of Liverpool on a radar screen, a most dramatic illustration of the power, and definition of this great modern aid to navigation.

Mr.Allison was warmly thanked for his talk by Mr.T.D.Tozer, seconded by Mr.E.P.McManus, and backed with the maximum approval of the Society.

After a coffee interval Mr.Allison was plied with questions about the tilt of the Wirral Peninsular, and the reasons why Bootle should be industrial and New Brighton pleasure seeking, among other subjects.

E.W.P-T.

#### OF GENERAL INTEREST

The following notes were contributed by the late John S. Rees, shortly before his death:

John G.Bowdler and Richard Chaffer established their shipyard in 1864, under the title Bowdler & Chaffer, Seacombe. In their first year they launched four vessels. The first to leave the slipway was the ORURO, on the 23rd July, 1864, an iron barque of 409 tons, built for J.B.Walmesley, the well-known Liverpool shipowner; she was towed to the Great Float to be fitted out. Four more vessels were in due course completed for the same client. The "Oruro" was followed by a new Liverpool Landing Stage for the Rock Ferry service. They next launched three blockade runners to try their fortune in the American Civil War. They were steel paddlers of nearly 500 tons. The shipowners for whom Bowdler & Chaffer built the greater number of vessels were Strong, Reid & Page, eight steamers being to their order. This shipyard was patronised by many prominent Liverpool shipowners, including Glynns, Frederick Leyland, T. & J. Harrison, Alfred Holt, John Bacon, Myers and MacAndrews. One of the vessels they constructed was the world famous yacht "Sunbeam" for Lord Brassey in 1874, a composite vessel of 354 tons, gross, with engines of 70 H.P. by Lairds. She was rigged as a three masted schooner with yards on her foremast and an imposing spread of canvas. Apparently she mainly relied on her sails for propulsion, using her auxiliary engines only when circumstances made it really advantageous to do so, and, wrote Lady Brassey, "when the sails were up the funnel was down". The "Sunbeam" ended her days in 1929 in Wards' ship-breaking yard, Morecambe Bay. Lord Brassey's "Sunbeam" was the first to become famous but, there was another famous "Sunbeam" in general appearance very similar to Brassey's yacht. In 1929 the year that "Sunbeam" I, was broken up, "Sunbeam" II, was launched. Built by Denny of Dumbarton for Sir Walter Runciman. She is of 661 tons, Thames Measurement, 400 H.P. This yacht has changed hands several times, and in 1955 her latest owners, the Clipper Line, renamed her "Flying Clipper". Probably,

she is best recollected as one of the contestants in the International Sail-Training Race from Torbay to Lisbon in July 1956.

In the afternoon of the 31st January 1872, a fire broke out in Bowdler & Chaffer's yard causing £3000 damage, in 1876 the firm was, owing to a strike of their employees, faced with financial difficulties, and the yard had to be closed. Among other vessels on the stocks at the time, were three for Frederick Leyland, the "Algerian" 1757 tons, "Alsation" 1765 tons, and "Andalusian" 1763 tons. To complete these vessels Leyland formed a company and, under the supervision of Bowdler & Chaffer the ships were in due course launched. This arrangement seems to have been to Leyland's satisfaction for he then constructed the "Anatolian" 1763 tons, and she was launched in October 1877. Three years later she was wrecked in Crosby Channel. In all six vessels were launched from this yard for Leyland. Bowdler & Chaffer's yard was not again occupied as a shipyard. Bowdler died at Everton in February 1899, aged 73 years.

#### OF GENERAL INTEREST

Whenever I visit museums I am on the look out for models of ships which were built or owned in the Middlesbrough area. At Bideford and Barnstable last year I found builder's models of two ships built on the Tees.

It occurred to me that members might like to know of two models in museums in my own locality.

At Preston Hall, the municipal museum of Stockton-on-Tees, there is the builder's model of the BARROWMORE, built in 1911 by Richardson, Duck & Co., Stockton-on-Tees and owned by W. Johnston & Co., of Liverpool.

In the Dorman Museum at Middlesbrough there is quite a good model, origin unknown, of the ship YOSEMITE built 1868 at Glasgow for T.H. Ismay of Liverpool.

PETER BARTON, Middlesbrough.

#### CHRISTMAS 1960

Once again I would like to thank the many Members who so kindly sent Christmas cards.

R.B.S.

## MUSEUM NEWS

The Nigerian Exhibition described in a recent issue of News, Notes and Queries proved a great success. The opening ceremony on October 7th 1960 was performed by the Federal High Commissioner for Nigeria, Alhaji Abdulmaliki, in the presence of the Lord Mayor and of a gathering which included many Nigerians in their national dress, robes of white, green, or intricately patterned.

There have been some interesting recent acquisitions by the Museum: first a cargo steamer of 1872 called the MURIEL built by Alexander Stephen on the Clyde for Blythe Bros. of Liverpool. Models of cargo steamers of this date are rare, and the Museum is lucky to have found a model maker, Mr.C.A.Burton of Birkenhead, to undertake the construction of the MURIEL, using plans supplied by Alexander Stephen. MURIEL was an iron screw steamer with two masts, she carried square sails on the foremast and fore and aft on the main. Her gross tonnage was 1162.

Marine engines have again come into Museum news. Our good friend, Mr.E.B.Wilcox of Weaverham, Cheshire, has just completed another model; this time it is a triple-expansion engine with a patent quick reverse gear. The engine dates from 1920 and is a 300 i.h.p. example built by Yarwoods of Northwich for a tug. The quick reverse gear means instant response by the engines to the orders from the bridge, very necessary in a tug. The model is now working in the Museum in William Brown Street.

From Appledore in North Devon comes a model of a topsail schooner, the W.D.POTTS built at Pwllheli in 1878. The model has been made by Captain W.J.Slade of Appledore, author of the excellent book "Out of Appledore", which is an autobiography and a history of his family's fleet of schooners and ketches. The W.D.POTTS was bought by the Slades in 1916, but in February 1917, with Captain W.J.Slade in command, she was sunk by gunfire from a surfaced U-boat off the Wigtownshire coast. Captain Slade and all his crew escaped in the boat. It is a remarkable acquisition for the Museum, a model of a vessel built by the man who owned and commanded her and who had the misfortune to have her sunk under him, it is now on exhibition, to the end of March.

Finally, the Museums have received an excellent model of a Scottish East Coast drift net boat of the type called a scaffie. The model has been made by a man in Fraserborough, who intended it for the Museum before the last war. Somehow, it never reached us

and the maker has since died. His son, however, carried out his father's wishes and has presented it to the Museum. The model is not quite finished, but the rigging should not be beyond us. Scaffies were a popular design of fishing vessel from the mid-nineteenth century until the 1880's, when they were replaced by the Zulu type.

Further exhibition plans at the Museum are now taking shape. It is proposed to remember the American Civil War this year, the centenary of the start of the conflict. For Merseyside played an important part in the War by supplying the South with war-ships and running cargoes to Southern ports in exchange for raw cotton. Thus an exhibition entitled "Merseyside and the American Civil War" is envisaged. It will feature the story of the blockade runners and the FLORIDA and ALABAMA, against a background picture of the course of the war. The exhibition will probably open in May 1961 and remain open for two months.

It is felt that the Liverpool Nautical Research Society might like to be associated with this exhibition, since the subject will have such a close association with Liverpool's Maritime History. Although April has been the usual exhibition month for the Society it could easily be postponed to May. The exhibition will, of course, be held in the Museum in William Brown Street, Liverpool.

E.W.P-T.

#### EXHIBITION NOTE

It has been suggested that the Liverpool Nautical Research Society exhibition be postponed to May, and the opportunity be taken for the Society to co-operate with the Museums in the presentation of their exhibition on 'Merseyside and the American Civil War' which will be opened in May 1961, for three months to mark the centenary of the start of the conflict. The exhibition will be staged in the Museum gallery at William Brown Street, Liverpool, and will feature the part played by Merseyside in the war, the operation of the blockade runners and the building of the FLORIDA and ALABAMA and of the iron rams at Laird's yard. Members help will be very welcome in the mounting of this exhibition, and they should get in touch with the Honorary Secretary, Mr.E.W.Paget-Tomlinson, at NOR.0001.

This arrangement now means that we can have another lecture evening in April, and our Hon.Secretary has kindly offered to fill this gap, on Thursday evening, April 13th.

He feels that rather than help mount another exhibition on LANDFALL in April, to last only one evening, he could well take the opportunity of telling the Society about his visit to Museums abroad, in Holland, Belgium, Denmark, Western Germany and Sweden. His talk will be entitled "The Maritime Museums of Northern Europe", and will be illustrated by slides. Having seen some of the catalogues and booklets issued by these Museums I can commend this lecture to all members.

R.B.S.

#### MEMBERSHIP

Despite the grievous loss of so many of our senior members in 1960, the strength of the Society has been maintained. More local members however, would be of great benefit in two ways:-

- (i) An increased income would facilitate the more frequent printing of Transactions. Instead of every four or five years, as funds permit, they could be issued bi-annually.
- (ii) Whilst attendance at the meetings has, over the last few years, been very heartening to those of us who run the Society, nevertheless an attendance of 40 or 50 at each meeting would be an added encouragement to our speakers, and enable us to look further afield. There is an untapped source of authoritative speakers in most of the large seaports; if assured of a good audience we would have no hesitation in inviting them to address us.

This question of increased local membership is one that only local members can rectify. An appeal is made particularly to those in any way associated with shipping and kindred trades within the industry. There must be many on Merseyside who, if approached in the right spirit and given examples of the work of the Society, might be prevailed upon to support us, not only financially to the extent of 20/- per annum, but by occasional attendance at our meetings.

R.B.S.

#### SUBSCRIPTIONS

There are still a number outstanding and reminders are included for those who have forgotten to send their remittance to Miss E.M. Hope.



## NEW MEMBERS

R. Quilliam	Bebington
D. W. Boyes	Liverpool
Mr. & Mrs. A.E. Wilding	Lytham
G. White	Wallasey
J.H. Cook (Jun. Member)	Wetherby, Yorks.

Early in 1960, we recorded the resignation of Mr. G.A. Kiddie, owing to illhealth. We were pleased to learn recently that following an operation, he has made an excellent recovery and has asked to be allowed to rejoin the Society. We are delighted to welcome him back again and hope he will continue to enjoy good health for many years to come.

R.B.S.

## BACK NUMBERS

This note is primarily addressed to members who have joined the Society during the last few years. There is, in the Society office at 28 Exchange Street East, a number of complete sets of the earlier issues of News, Notes and Queries. In theory at least, new members are automatically entitled to such back numbers that are available; in practice, it is necessary to ask for them. If those members concerned would like to avail themselves of this opportunity, will they please write to the Honorary Secretary stating what they require. The enclosure of a 6d stamp to ease the postage costs would be greatly appreciated.

These publications contain a wealth of interesting and factual information covering papers read to the Society; items of local interest and news of what is happening in the shipping section of the Liverpool Museum.

In addition to News, Notes and Queries, there are plenty of copies of the last issue of Transactions, Volume VIII. This covers papers read to the Society during the seasons 1953-54-55, and was published in 1957. If you have not received a copy, please ask for one; if you would like a copy to pass to a prospective member, we shall be pleased to oblige.

R.B.S.

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

## R E S E A R C H     S O C I E T Y

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### NEWS, NOTES AND QUERIES

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

Mid Summer 1961

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#### JANUARY MEETING

The New Year started for the Society on Thursday, January 12th, when we met on board LANDFALL to hear a talk from our third guest speaker this season, Mr.Kenneth Brown of the Editorial Staff of the "Journal of Commerce" and "Sea Breezes". Mr.Brown chose a little publicised aspect of Maritime history, "Shipbreaking", a subject on which he is an authority.

In the absence of the Chairman, owing to urgent business in London, the speaker was introduced by our Vice-President, Captain George Ayre, Harbourmaster of the Port of Liverpool. Mr. Brown started by explaining the structure of the shipbreaking industry in this country. Today, all vessels to be scrapped in the British Isles are, save for very small ones, bought by the British Iron and Steel Corporation (BISCO for short). BISCO allocate the ship to one of a large number of shipbreaking yards, varying from Thos. W.Ward Ltd., and Shipbreaking Industries Ltd., able to handle the largest liners and warships, down to four man concerns who dismantle tugs and trawlers.

Mr. Brown described all the centres of the shipbreaking industry in the British Isles. The industry is very naturally concentrated on those coasts which have a hinterland of iron and steel works. Thus the Clyde and Forth, South Wales, the Northumberland coast and Barrow, are the principle centres, but small firms are to be found along the South Coast, in the West Country and on the Thames.

From home to the extensive yards abroad, where today many famous British ships are being scrapped. Naturally a ship sold for scrapping abroad is out of reach of BISCO and the industry is highly competitive. Good prices can be obtained from firms

in Hong Kong, and Japan, in spite of the expense of sending the ship to the Far East and flying the crew home. The rise of these distant firms is a recent phenomenon. Some are ephemeral and may only buy one ship, perhaps a sideline to other activities, but others are soundly based and find a ready market for the salvaged materials.

By means of a fine series of pictures, projected by a powerful epidiascope, kindly lent for the evening by the Merseyside Branch of the World Ship Society, Mr. Brown showed how a ship was reduced to a pile of junk. Most of his scenes were of the activities of Ward's yard at Barrow. First he showed vessels lying alongside awaiting demolition. Then came the removal of the masts, funnel, superstructure and deck fittings. The hulk is then towed from the yard to a beach where the hull is dismantled down to the keel. Our members saw the reduction of the Bibby Line troopship "LANCASHIRE" and the cruiser "DIDO". One scene showed the engine room of the DIDO, uncovered by the shipbreakers, a jumble of pipes and shattered gauges. Another warship broken up by Ward's was the monitor "ABERCROMBIE". Mr. Brown's illustrations showed her great beam and anti-torpedo bulges.

Faslane is the largest shipbreaking yard in the British Isles and Mr. Brown showed a view of the installation, with the battleship DUKE OF YORK alongside. He also took us to Inverkeithing to see the NELSON and the RODNEY under the torch.

After a short coffee interval the meeting was thrown open to the house and many questions were asked. Souvenirs from the BRITANNIC were discussed, and the point was made that a ship must go to the breakers complete. One Scandanavian vessel arrived for demolition apparently minus her funnel and winches; the breakers protested but the vendors maintained she was complete. The missing items were later found in her hold.

A vote of thanks to Mr. Brown was proposed by Captain Chubb, seconded by Mr. McManus, and carried with unanimous enthusiasm.

#### FEBRUARY MEETING

On thursday, February 9th, the Society was very honoured to welcome Mr. R. Stewart MacTier, C.B.E., Chairman of the Liverpool Steam Ship Owner's Association, Chairman of the General Council of British Shipping and a partner of Alred Holt & Company.

With Mr. MacTier came Mr. W.H. Falconer, a Superintendent Engineer of Alfred Holt & Co., who had helped in the preparation of Mr. MacTier's paper.

Mr. MacTier spoke on "The Development of Marine Machinery from the 1860's to the present day". His paper, illustrated by slides, drew mainly on the history of Alfred Holt & Co., whose first ship, the AGAMEMNON was completed in 1865. She had a tandem compound steam engine of Alfred Holt's own design. This engine had only one crank and a large flywheel was necessary to achieve balance.

From the compound to the triple-expansion engine. Mr. MacTier explained that Holt's were slow to adopt the triple-expansion because their ships were not big enough to warrant it. Not until the late 80's was a triple-expansion engine tried in the 2000 ton ULYSSES, rather a small ship for an engine of 1604 indicated horse power. A slide showed these engines, with unlagged cylinders and massive framing, but very like triple-expansion engines of 60 years later.

The period between the 1890's and the First World War saw two important developments in marine machinery. In 1897 the TURBINIA showed her paces at the Spithead Review, and in 1912 appeared the East Asiatic Company's SELANDIA, the first dry cargo motor ship. The early direct drive turbine held no interest for the cargo shipowner, since the speed of such machinery was too high, but the marine diesel was a different proposition.

Here was a slow running engine suitable for cargo ship propulsion, which cut out the need for boiler rooms and so gave more cargo space to the shipowner. But the adoption of the motor ship was slow. Many Liverpool owners in the 1920's and early 30's still favoured the triple-expansion engine because of the low price of coal and the great reliability and low maintenance cost of the reciprocating engine. Those who fitted geared turbines ran into trouble with the gears and the blading, while those who experimented with diesel engines found many problems.

Among these were the high temperatures at which diesel engines operated, the lack of a rigid bed for the engine, and the very complicated method of fuel injection. Mr. MacTier

explained this by the aid of a very clear diagram. It is called blast air fuel injection because fuel is blown into the cylinder with high pressure air. This method has now been replaced by the solid injection system in which the fuel alone at 5,000 to 6,000 lbs per square inch, is blown into the cylinder.

Mr. MacTier continued by describing the various types of marine diesel introduced between the two wars. The first diesels were single-acting four stroke engines. Efforts to gain more power per cylinder resulted in the introduction of four stroke double-acting engines of great complexity. More successful were the two stroke engines introduced in the 1930's, which have remained basically unchanged to the present day. Other interesting developments between the wars were the Bauer-Wach system of combining a triple-expansion engine and a low pressure turbine which receives exhaust steam from the reciprocating engine, and the desperately complicated Scott-Still engine, fitted in two of Holt's ships, the DOLIUS and the EURYBATES. The idea was to generate steam from the waste heat of the oil engine and use it to help drive the engine. In the case of the DOLIUS, steam was applied to the underside of the oil engine pistons, while in the EURYBATES separate steam cylinders were used.

Mr. MacTier ended by describing the developments which have occurred since the war. He compared the merits of the steam turbine and the diesel in some detail. Turbines, he explained, have become compact and can be installed in a short engine room. Until recently their fuel costs have been less, but today diesels are constructed to burn furnace oil, the same fuel as is used in the boilers of the turbine driven ship. The difference in price between diesel oil and furnace oil is striking, £10.15.0. a ton as against £6.11.0. a ton.

To end his paper, Mr. MacTier looked into the future, he could not see the chance of greater fuel economy in the steam turbine or the diesel, in the cargo liner class of engine. Nuclear propulsion, he said, was out of the question for the cargo ship; no known reactor was small enough to be an economical power unit for this type of vessel. He felt that the gas turbine might prove a winner in the long run, but it is confronted by many difficulties today, chiefly the problem of going astern.

A vote of thanks to Mr. MacTier and to Mr. W.H. Falconer was proposed by Mr. Smart and seconded by Mr. Fletcher. This was carried with unanimous approbation. An interesting discussion followed, in which questions were answered by Mr. Falconer and Mr. MacTier. Many points were raised, notably about turbo- and diesel-electric drive, fuel costs, the use of furnace oil, and finally the engines of the EURYBATES.

#### MARCH MEETING

On Thursday, March 9th, the Society met on board LANDFALL to hear an illustrated paper by one of our members, Mr. E.P. McManus. His title was the "Irish Sea Services of British Railways and their Predecessors".

Mr. McManus explained that he had set himself a formidable task with the presentation of this paper. He briefly outlined the early history of the Irish Sea mail packets, founded in the reign of Elizabeth I, but his detailed story started in the mid-19th century with the coming of the railways.

Mr. McManus described the Holyhead route first, with the rivalry between the L.N.W.R. and the City of Dublin Steam Packet Company for the carriage of mail, and the curious berthing arrangements at Holyhead, whereby, after 1880, the L.N.W.R. vessels berthed by the station, whilst the City of Dublin boats were left alongside the exposed Admiralty Pier.

Mr. McManus punctuated his paper with excellent illustrations and very clear maps showing the rail and steamer routes. From Holyhead/Dublin he turned to Holyhead/Greenore and the interesting development of this route which involved the L.N.W.R. in the costly Dundalk Newry and Greenore Railway undertaking. The Greenore route, which it was hoped would provide a popular service between London and Ulster, never flourished, although a sailing was maintained as late as 1951 for cargo and cattle.

Liverpool has had little part in the railway steamer story. The Lancashire and Yorkshire Railway purchased the Drogheda Steam Packet Company, and operated a Liverpool-Drogheda service, which was continued until 1928 by the L.M.S. and then transferred to the British and Irish Steam Packet Company.

Much of the paper was devoted to the rise of the port of Heysham which eclipsed both Fleetwood and Barrow as the port for Belfast. The Fleetwood Service was operated by the Lancashire and Yorkshire and L.N.W.R. jointly. The Barrow route was sponsored by the Furness and the Midland Railways and prospered until the early 1900's. The Midland Railway, however, was very determined to have its own port for the Irish Sea traffic and the result was the building of Heysham, and four 2,000 ton vessels, two with reciprocating machinery and two with turbines, which commenced the new Midland Railway Belfast service in 1904.

The last route to be examined by Mr. McManus was that from Stranraer to Larne. Here the railway interest was represented by the Portpatrick and Wigtownshire Railway and the Belfast and Northern Counties (taken over by the Midland in 1903). All the vessels built for this route have been named after Princesses.

Having discussed the early history of these services, Mr. McManus passed on to the post 1923 period, when the old railway companies were grouped under four headings, G.W.R., L.M.S., L.N.E.R., and S.R. The L.M.S. took over all the Irish sea services which have been described and considerably reduced them. This was only natural since the old companies had been competing for the same traffic. The Greenore route last carried passengers in 1926, and the Fleetwood/Belfast service ceased a year later. Barrow had already gone, so everything was concentrated on Holyhead, Heysham and Stranraer. Mr. McManus spent some time describing the vessels used on the Heysham route, all named after Dukes. One, the DUKE OF LANCASTER, built in 1928, survived three collisions, three strandings and one fire.

Finally the Stranraer/Larne route, the shortest between Great Britain and Ireland. The loss of the PRINCESS VICTORIA was described and her replacement by the HAMPTON PERRY, employed in summer to carry cars. HAMPTON PERRY is the only non-Princess vessel which has used this route.

A vote of thanks to Mr. McManus was proposed by Mr. Nigel Kennedy and seconded by Mr. Ryan, after which the Society carried the resolution of approval with wholehearted enthusiasm. A lively discussion followed, a good deal was said about the pre-steamer services across the Irish sea and there were some speculations about the new Stranraer boat.

## MUSEUM NEWS

1960 was a year when the shipping collection of the Liverpool Museums received a great deal of material, and 1961 looks like being another full year for our Accessions book. Towards the end of 1960 two interesting models were added to the collection.

The first was a small line fishing boat from the Firth of Forth, called a Leith 'Baldie'. These craft were very like the larger herring drifters called 'Fifies' because they came from Fife. Both types had a straight vertical stem and a vertical stem. The 'Baldie' was decked, with a long narrow cockpit and a smaller cockpit aft for the helmsman. A standing lugsail was carried, and a jib. The Museums model represents a boat called the REFUGE, built in 1883 and broken up in 1926. There are no 'Baldies' left now and only one other model of the type, in the Science Museum at South Kensington. The maker of Liverpool's model is Mr. George MacLeod of Stornoway, Isle of Lewis. He is a retired fisherman and has completed three fine models for the National Maritime Museum at Greenwich. We, at Liverpool, have just commissioned another one from him, of a Hebridean craft, bearing the barbaric name of 'Sgoth'.

Remote from the Hebrides are the waters of the Aegean and the islands of the Cyclades. But our second model represents a trading vessel of those parts. She is a two masted caique called the ST. NICHOLAS from the Island of Syra. Her tonnage is 60, and the model is 1/20 full size. The caique has a very strong hull with a V-shaped midships section. The sheer is pronounced and the waist has very little freeboard when the vessel is loaded, so the decks are protected by long canvas strakes about 4 feet in height. The model carries two Italian type balanced lugsails, and two headsails. Sails are not much used nowadays since all caiques have engines, but the ST. NICHOLAS represents a caique of the 1930's when the motor was a rarity in the Aegean.

This model was specially made for Liverpool by an Athenian craftsman, and its cost was generously met by a Liverpool citizen. It will soon be on show in the Museum at William Brown Street.



The late President of the Society, Sir Ernest B. Royden, had a notable collection of marine paintings, two of which have recently been acquired by the Museum. One used to hang in his office in the Cunard Building and it depicts the Salthouse Dock in the 1850's. It is an oil by Norie who, although not a well known artist, was a competent one. Prominent in the background of this picture is the Old Custom House. The second picture hung at Hill Bark. It is an oil by Robert Salomon and shows the old Bidston lighthouse and the telegraph signal masts. The painting is signed with the artist's initials and dated 1825. Salomon painted many Mersey scenes in the early 19th Century. Later in life he moved to Boston, Mass., and his works are very much prized in the United States.

From pictures back to fishing craft; a fine model of a Yorkshire coble has just been received, the work of a Staithes fisherman. The coble has been the great inshore fishing boat of the N.E. coast since, probably, the 18th century. It is very strongly built, because it works off the open beach. The hull lines are complex and suggest a speedboat, with the open bow and flat stern. Twin keels aft facilitate the beaching of the coble, which is done stern first. The model has a lug sail and jib, but cobbles are powered nowadays.

#### WITH GREAT SORROW

We record the deaths of three valued members. Mr. T. W. Adams of Cape Town passed away in December 1960; he had been a member for more than six years. An old Liverpudlian, to use his own words, he often wrote to the Society with news of Liverpool ships visiting Cape Town. On several occasions he spoke to Societies in South Africa on 'Liverpool Ships'.

Ann Worthy, wife of our member, E.A. Worthy, in March 1961. This was a great shock to all of those privileged to know her. She had been a regular attender at our meetings and will long be remembered. Many were the expressions of sympathy sent by members to Mr. Worthy on his great loss.

Mr. Norman H. Greenwood of Llandudno (formerly Southport), who had been a member since the Society reformed in 1942. Unfortunately we have no information as to date or cause, but we are very sorry to lose a member of such long standing.

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

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Vol.V (New Series) No.3

September 1961

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APRIL MEETING

On Thursday, April 13th, the Society met on board LANDFALL, to be entertained by a two-fold programme. First came a film of the building of the American Nuclear Merchant Ship SAVANNAH, which was kindly provided by the States Marine Lines (the future operators of the ship on behalf of the U.S. Government) through the good offices of the Liverpool Steam Ship Owners' Association, and our member Mr. Tapson.

This film was in colour and showed the planning and construction of the vessel up to the day of her launch in 1959. Unfortunately, it was difficult to follow the complicated commentary, which jumped from factory to factory throughout the United States, from Kansas to Oregon, from Kentucky to Iowa, as each part of the SAVANNAH's power plant was made ready.

Nevertheless it became apparent that considerable team work was necessary to ensure the success of the venture. Of particular note was the assembly of the reactor vessel, the hemispherical ends of which were forged in one piece by a giant press. The construction of the ship proceeded along conventional lines as did the assembly of the propelling machinery, the ordinary steam turbine. The propeller is a five bladed one.

As the film continued, many members must have recalled Sir Stewart MacTier's words to the Society in his February paper. He had said that the nuclear power unit was not a commercial proposition for the cargo liner operator. One could now see why. The reactor, which replaces the boilers of a conventional steamer, is a large assembly which needs a thick armour of concrete and

lead to prevent the escape of radio-active material. From diagrams, which appeared in the film, it was apparent that the payload of the SAVANNAH would be small.

The film ended as Mrs. Eisenhower launched the ship, heavily garlanded and draped with red, white and blue hangings.

After the film came a talk by our Hon. Secretary, Mr. E.W. Paget-Tomlinson, on his tour of the Maritime Museums of Northern Europe. Mr. Paget-Tomlinson has made two such tours, one in 1955 to Denmark and Sweden and a second in 1960 to West Germany, Holland and Belgium.

From the Museums he visited he had gathered a wide range of postcards which he had had made into 2" x 2" slides. Most of these showed exhibits, but a few were useful to illustrate the display techniques of the Continental Museums.

Starting from Elsinore in Denmark, Mr. Paget-Tomlinson took his audience to Stockholm, which contains the best planned Maritime Museum in Europe. Gothenburg was a disappointing contrast, overcrowded galleries and a lack of cohesion. These three Museums completed the 1955 tour now a little dim in the memory of our Hon. Secretary.

Last year he made his second tour which covered no less than seven Maritime Museums. There was first the Fisheries Museum at Altona, a suburb of Hamburg and the History of Hamburg Museum, with a strong shipping section, comparable to the shipping section of the Museum here in Liverpool. From Hamburg, Mr. Paget-Tomlinson made a long journey to Munich in Bavaria, the improbable home of a remarkable maritime collection, part of the huge German Museum of Science and Technology. After a two day tour of this Museum, which requires a ten kilometre walk to cover all the sections, Mr. Paget-Tomlinson returned to the Low Countries.

He visited the Historical Shipping Museum at Amsterdam, and the Museum at Enkhuizen which tells the story of the people of the Zuider Zee, and their work, particularly fishing. He moved across to Rotterdam which possesses a Maritime Museum devoted to the Merchant Navy, and finally south to Antwerp. Here a medieval castle has been cleverly transformed into a Maritime Museum employing the most modern display techniques. The Curator has been undaunted by small rooms, narrow stairs and low ceilings. He had achieved a magnificent presentation by the use of individual case lighting and cheerful colour schemes.

This second tour occupied a hectic eleven days, which were nevertheless of great value to the planner of Liverpool's new Maritime Museum.

A vote of thanks to Mr. Paget-Tomlinson was proposed by Mr. Ryan and seconded by Captain Chubb. A good many questions were fired at him, mostly about Liverpool's own plans for the Maritime Museum at the Pier Head.

R.B.S.

## ANNUAL REPORT

At the eighteenth Annual General Meeting of the Society on April 28th 1960, the following Officers of the Society were elected for the 1960/61 Season :

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 :

1960	October	THE SADNESS OF THE SEA,	R. B. Summerfield
	November	THE SMALL WARSHIPS OF THE PERIOD 1830 - 1860, THEIR DESIGN AND THEIR WORK.	A.W.H.Pearsall
	December	THE MERSEY ESTUARY.	J. E. Allison
1961	January	SHIPBREAKING	K. Brown
	February	THE DEVELOPMENT OF MARINE MACHINERY FROM THE 1860's TO THE PRESENT DAY.	R.Stewart McTier, C.B.E. and W. H. Falkner
	March	THE IRISH SEA SERVICE OF BRITISH RAILWAYS AND THEIR PREDECESSORS.	E. P. McManus
	April	A FILM ON THE AMERICAN NUCLEAR MERCHANT SHIP SAVANNAH, followed by a report on the MARITIME MUSEUMS OF NORTHERN EUROPE by E. W. Page- Tomlinson	

This last season has been a lively one; we have been proud to welcome five guest speakers and the subjects of the talks we have heard have been pleasantly varied from Ship Breaking and the Sadness of the Sea to Maritime Museums and the Tides of the Mersey Estuary. Moreover, all our meetings have been exceptionally well attended; we feel this must have been helped by our reminder cards but good attendances mean that the Society is a living force with an eager body of members.

Apart from the run of winter meetings the Society acted as hosts on May 28th 1960 to a party of the Historic Society of Lancashire and Cheshire and affiliated societies, on a tour of the Liverpool Docks. This proved to be a great success and was enjoyed by hosts and guests alike. The tour embraced the south docks, the radar station, the Gladstone Graving Dock, the m.v. ULSTER PRINCE and finally a trip by ferry for tea at New Brighton.

By two resolutions at the last Annual General Meeting, the subscription for County Members living outside the radius of forty miles from the Liverpool Town Hall had been reduced to ten shillings per annum, and the subscription for the joint husband and wife membership is now twenty seven shillings and six pence per annum.

As a result of the Society's better financial position, we expect to be able to afford another volume of Transactions very soon. The membership at 31st March was 117; we have gained 12 new members and lost 13 members through resignation and death; indeed this last year has seen a sad thinning of our ranks. We lost our President, Sir Ernest B. Royden, Bart. in October; earlier in the year we lost two of our Vice-Presidents, Mr. John S. Rees, and Mr. W. Ernest Corlett; one of our Council Members, Mr. J.A. Howard Watson; Mrs. E.A. Worthy and five of the older members of the Society; Mr. R. Martin Smith, Mr. W. Hayes, Major Harold Pattinson, Mr. Norman Greenwood and Mr. T.W. Adams of Capetown. These losses have meant a considerable re-organisation in the composition of our Council; Captain George Ayre gladly accepted the office of Vice-President while Mr. John Smart and Mr. N.R. Pugh have stepped into the Council vacancies. The question of a President to follow Sir Ernest has still to be dealt with and there is a vacancy for one Vice-President.

News, Notes and Queries have continued to be a popular feature; Mr. N.R. Pugh is a regular and lively contributor with his Coastal News and Radio Reports; an important series of biographies

appeared, covering our three founder members; Arthur C. Wardle, Captain E. A. Woods, and W. Stewart Rees, contributed by members who knew them well. Museum activities continue to be reported and one or two queries have been answered.

The Society is indebted to the Master and Committee of the Merseyside Master Mariners' Club for the ready hospitality offered at LANDFALL, a delightful home for our meetings.

Finally we must express our continued admiration for the work of our Chairman who in spite of heavy business commitments has maintained the vigour of the Society; without Mr. Summerfield the Society would lose much of its sparkle and strength.

E. W. Paget-Tomlinson.

#### EIGHTEENTH ANNUAL GENERAL MEETING

This was called for Thursday, May 4th, on board LANDFALL and was well attended. The Annual General Meeting did not take long to complete. The Hon. Treasurer said that our financial position was good, with £125 available for Transactions. The preparation of a new volume of these is now to be undertaken. The same officers were elected for the ensuing year, viz :

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

#### Council:

Mr. A. M. Fletcher	Mr. A. N. Ryan
Mr. W. P. Raine	Mr. J. Smart

Mr. N. R. Pugh

Next year's programme is still in embryo, but a number of speakers were suggested, including our Vice-President, Mr. Cuthbert Woods and our member Mr. Foster Petree.

There was very little Any Other Business to put before the house. A special sub-committee was to choose the President and Vice-President, and another sub-committee was to prepare the new volume of Transactions. The Chairman wound up the meeting by saying that the Society Archives were now ready to be sorted.

With a quick A.G.M. Members were allowed more time to appreciate a small exhibition of their own valuable treasures, which had been laid out in the after saloon of LANDFALL. This proved to be a very varied display, ranging from cutlasses to flags of the American Civil War. Those of us who are artistic showed their Maritime paintings and drawings; also to be seen were a fine range of small scale waterline model warships and merchantmen. There was a detailed account of a blockade runner, a fine show of photographs from the collections of several members, and some interesting 19th century Naval Medals. Members had plenty of time in which to examine the display and the evening ended on a pleasant social note.

#### MUSEUM NEWS

Since the last issue of News, Notes and Queries, the Shipping Department of the Liverpool Museum has been busy on the American Civil War Exhibition, which has been planned with the help of members of our Society. The exhibition which is called "Merseyside and the American Civil War", was opened on June 13th by Sir John Nicholson, the Chairman of the local branch of the English-Speaking Union.

After about six months preparatory work the exhibition lay ready for the opening ceremony, with a few hours to spare. The Society was represented at the opening by the Chairman, Hon. Treasurer and a number of members of the Council. Since then the display has proved to be a very popular feature of the Museum, and has been visited by many school parties.

The idea has been to try and emphasise Merseyside's part in the four year conflict against a background picture of the course of the war in the States by sea and land. Thus the display starts with a brief exposition of the main causes of the war; the problem of slavery, the Southern desire for more state independence and even for a new Southern nation, and the problem of the new western territories, whether they should become slave states or not.

From causes to events, the events which led to war. John Brown's raid on the Federal Arsenal at Harper's Ferry in October 1859, the election of the Republican Lincoln as President, and finally the guns of Fort Sumter. Such a large and complicated subject as the war can only be treated in bare outline in a small exhibition. The Museum has made a large map which shows the main offensives by both sides and the principal battle fields. A fine

series of model soldiers illustrate the variety of uniforms adopted by both armies. The Museums Keeper of Design has drawn two life-size figures of Billy Yank and Johnny Reb, while contemporary photographs illustrate camp scenes and the aftermath of battles, Bloody Lane at Antietam and the Devil's Den at Gettysberg.

Liverpool comes into prominence with the Northern blockade and the blockade runners, many of which were Mersey built. The Museums show here their three models of blockade runners, the only exhibits owned by them; everything else having been specially borrowed or bought for the occasion. An early specially designed runner was the BANSHEE of 1863, while later come much larger vessels, the 1800 ton HOPE and COLONEL LAMB, the latter with a white hull, upperworks and funnels, to blend with sea and sky, on the moonless nights chosen for the run into Wilmington, North Carolina.

Of course Merseyside is chiefly remembered as the birthplace of the ALABAMA, the highly successful commerce raider which with her consorts cost the British Government £3,000,000 in compensation to the United States Government for damage done to their merchant fleets. The exhibition shows a fine model of the ship, kindly lent by Cammell Laird & Co. Ltd., which forms the centre-piece of the display.

Another ship model of interest is the WIVERN of our own Royal Navy. She was built by Lairds for the Confederacy together with a sister. Both were, however, arrested before completion, and were sold to an unwilling Admiralty, who made little active use of them, although WIVERN lasted as a floating workshop until 1919. The model of the WIVERN has been lent by the National Maritime Museum, Greenwich.

By early 1865 the Confederacy was split and surrounded by large armies on land and an effective blockade by sea. The exhibition tells of this last year of war, the carnage of the Wilderness, Sherman's march to the sea, Farragut's famous "Damn the Torpedoes" command at Mobile, and the surrender at Appomattox. Curiously, the last act of the war took place at Liverpool, in November 1865, when the Confederate raider SHENANDOAH arrived in disguise. She had been active destroying the Yankee whaling fleet in Alaskan waters, and did not hear of the end of the war until two months after Lee's surrender. She immediately hauled down the Confederate colours and made for European waters. SHENANDOAH had been a British ship, built by Alexander Stephen on the Clyde, and it was to a British port that she returned.



Apart from the American Civil War Exhibition, the Museums have been active in acquiring relics from the ex-White Star Liner BRITANNIC, now being broken up at Inverkeithing, on the Firth of Forth. The Cunard Line have very handsomely presented her forecastle bell to the City. This will look fine when established in a belfry, which has yet to be built. Our members E. A. Worthy and John Smart suggested to the Museums that an attempt should be made to secure one of the BRITANNIC's whistles. This has been done and the whistle in question lies waiting to be cleaned at the Museum's Bootle Store. It has three domes, 1 foot, 9 inches and 6 inches in diameter respectively. The whole assembly stands four feet high and weighs 5 cwts. The Museums would like to show the whistle as soon as possible, although mounting it may be a problem, whilst sounding it may cause the ruin of the Museum's building. This whistle was the steam operated one on the after funnel.

#### LIVERPOOL MUSEUMS

Mr. P. J. Welsh, who has just become a member of the Liverpool Nautical Research Society, recently entered the service of the Liverpool Museums' Shipping Department, where he works alongside our Hon. Secretary, Mr. E.W. Paget-Tomlinson.

For the last twenty-seven years Mr. Welsh has been at sea with Elder Dempster Lines, serving as boatswain for twenty-two of those years. He sailed in the old MARY KINGSLEY, the pre-war ACCRA, the ONITSHA and finally the CALABAR. A keen ship model-maker specialising in sail, he also makes full size astronomical telescopes. Astronomy and navigation are his particular interests, but he is tackling all aspects of the work of the Museums' Shipping Department very successfully.

R. B. Summerfield.

#### RESIGNATIONS

F. J. Reid  
D. J. Knowles Hague  
T. Laird

Whist sorry to lose them we thank them warmly for their support over many years.

#### NEW MEMBERS

A. E. Olsen	West Kirby
J. Chapelhow	Bebington
R. E. J. Varns	Cape Town
P. J. Welsh	Upton

# 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

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Vol.V (New Series) No.4

December 1961

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#### OCTOBER MEETING

The first meeting of the season took place on board "LANDFALL", on Thursday, October 12th, and our speaker was Dr. J.R. Harris, of the Department of Economics, Liverpool University. He gave us an excellent address on 'How Copper Sheathing became to be introduced into the Royal Navy'.

This proved to be a highly involved subject to which, as an economic historian, Dr.Harris had devoted much research. He began by telling us that the Romans had used lead sheathing to protect their ships against the teredo. Then came the period when a mixture of tar and hair was applied, covered by a wooden sheathing. Copper did not appear as a protection until the mid 18th century. In 1762 the 82 gun ALARM was coppered, as were many warships during the American War of Independence.

But copper set up galvanic action in the hull of the ship, which had the disastrous effect of eating away the iron fastenings; the keel bolts, the bolts securing the futtocks and the complicated fastenings at bow and stern. So serious became this action that by the end of 1782 coppering was very nearly abandoned in the Royal Navy.

The saviour of the Navy at this juncture was a Welsh lawyer called Thomas Williams, who made himself a copper tycoon. He had an opencast mine on Anglesey and a smelting works at St. Helens. By 1792 he was a copper monopolist who had gained the contract for sheathing the Royal Navy. He was able to do this because he had perfected copper fastenings and so solved the problem of galvanic action. By means of the Cort cold rolling process, copper was now strong enough to stand hammering, and threading. In 1784 the Royal Navy re-adopted coppering together with Williams' copper fastenings.

Dr.Harris showed us that Williams had all the attributes of an industrial baron. He conducted a large scale advertising campaign, with European coverage. He arranged exhibitions and demonstrations of his products. He made takeover bids for mines and smelting works. His work for the Navy, about to embark on the long struggle against Revolutionary France, should be emphasised.

Coppering meant that a warship could move faster, since her bottom did not foul up as rapidly as that of an unsheathed ship. Less time was spent in dock-yards cleaning her bottom, thus she had greater availability. Her whole service life was prolonged. One can appreciate how important these factors were to our warships, particularly to those in tropical waters, in the West Indies, and to those on the wearisome task of blockading Napoleonic Europe.

Coppering was equally valuable to merchant ships. Less maintenance meant more voyages, which could be accomplished at greater speed. Freight rates could be reduced and commerce would benefit.

Thus, Dr.Harris was able to expand his subject to show its far reaching effects; he made it very clear how coppering kept the Navy at sea when its efficiency was necessary to our survival.

Dr. Harris was thanked by John Smart, seconded by Nigel Kennedy for his fine paper. The meeting endorsed their thanks with acclamation. A lively discussion followed; it drifted well away from copper sheathing to embrace steam versus sail in the 19th century, the fuel problems of the early steamers, and the erroneous theories of what Dr.Harris described as the 'topgallent royal' school of sailing ship historians, who regard steamers as dirty marks on the face of the ocean, but sailing ships as white swans sailing into the sunset, with every stuns'l drawing.

#### NOVEMBER MEETING

On Thursday, November 9th, the Society were glad to welcome a distinguished member up from Surrey; Mr.J.Foster Petree, who presented a selection of his father's remarkable collection of Merseyside photographs, taken during the last two decades of the nineteenth century, and the first decade of the twentieth.

Mr.Foster Petree's father was with Laird Brothers for many

years, at whose yard Mr.Petree himself served his engineering apprenticeship. Photography was his father's principal hobby and he certainly made good use of his equipment. No less than 80 slides were shown to the Society, starting with the Egremont Ferry, across to the Liverpool Landing Stage, up Water Street, along Castle Street, the length of Lord Street, Bold Street, Ranelagh Street, and Lime Street. All these streets were decorated for the coronation of Edward VII in 1902. One slide showed St.Paul's Church, where the stadium now stands, and another the curious Lady and Tiger sign over one of the entrances of the Goree Piazza warehouses.

Mr.Petree produced many views of the docks in the 1900's; we saw the full-rigged ship ERIN'S ISLE being re-metalled, further views gave us the ill-fated KATE THOMAS, the Shaw Savill AUCKLAND and the CARNEDD LLEWELLYN, all sailing ships. Amongst the steamers were the White Star MAJESTIC, the Guion liner ALASKA, and the Allan line's NOVA SCOTIA, in addition to the Isle of Man boat, one of the first steam pilot boats, the DAVID FERNIE, paddle tugs and ferries.

The latter half of the slides dealt principally with the Cheshire side of the river. We saw New Brighton Tower, the Perch Rock Lighthouse, Leasowe Lighthouse, the four wooden wall training ships, and many scenes of Laird Brothers' shipyard. These were, perhaps the most interesting of a remarkably interesting series, because they were unusual. Four torpedo gunboats for Peru were particularly noteworthy, followed by the gilded stern of the ALMIRANTE BROWN, a gunboat for Argentina. Then came a series illustrating the rapid construction of the battleship ROYAL OAK, taken between 1890 and 1893.

Mr.Petree's last slide showed the Morpeth Entrance Time Gun, whose report caused a photographer friend of his father's to collapse over his camera tripod, whilst hidden under the focussing cloth.

These 80 slides, said Mr.Petree, form only a fraction of his father's collection, which he thinks number 800, with, in addition, many thousands of negatives. The slides are in a good state of preservation and the Society is eagerly looking forward to a further viewing, perhaps next season.

Mr.Foster Petree was thanked by Mr.E.A.Worthy, seconded by Captain Ewart. When the meeting was thrown open to the house,

members showed their intense interest by their questions. Cameras and photographic techniques were discussed, while there was one slide which had caught the attention of many, an old railway vessel aground on the Red Noses and used as a cafe. She was locally called NOAH'S ARK and it was agreed that the photograph dated from about 1897. But no one could identify the hulk.

#### DECEMBER MEETING ✓

On Thursday, December 14th, we were very glad to welcome a team from the Manchester Ship Canal Company to our meeting, held, not on LANDFALL but in the rooms of the Liverpool Engineering Society in Dale Street. The team was headed by Mr.M.R.A.Bell, the Assistant Public Relations officer of the Manchester Ship Canal Company, who was attended by a projectionist and a chauffeur.

Mr.Bell spoke to us on the Port of Manchester, a pretty big subject, but one very familiar to the speaker. With the aid of a map he explained how Manchester had, in her early days, suffered from a serious lack of communication with the sea. The Mersey and Irwell were difficult rivers to navigate and could be used only by small vessels. In 1761 the Bridgewater Canal was opened from Worsley to Manchester, and this was later extended to Runcorn. Manchester now had an outlet to the sea, but Liverpool remained her port, where barges from the Bridgewater Canal transferred their cargoes to ocean-going ships. The railways considerably helped Manchester's trade, but there remained always the bottleneck of Liverpool, where heavy dues were charged. Towards the end of the 19th century Manchester suffered a slump. Her industries declined because production became uneconomical, in the face of high transport charges. Many of her workpeople drifted away. The solution to this depression was the creation of a port whereby Manchester could handle her own trade. Ocean-going ships must be brought 30 miles inland.

Mr.Bell emphasised the difficulties which faced the promoters of the ship canal. Finance was the main problem; over fourteen million pounds were eventually expended on construction, and it was a long time before shareholders saw any return. Today, however, Manchester is a flourishing port and the third largest in the country in terms of traffic handled. For the port starts at Eastham and includes the Queen Elizabeth II Oil Dock, Stanlow Oil Dock, Ellesmere Port, Partington, and the docks

at Salford and Manchester itself. Thus tankers form a very large proportion of the tonnage entering the port.

Having spoken for about half an hour, Mr. Bell introduced the Manchester Ship Canal Company's sound and colour film 'Port of Manchester'. This briefly covered the history of the ship canal with some interesting views of locks under construction and the opening ceremony. But the prime purpose of this film was to sell the Port of Manchester. The variety of cargo handled was made clear, as was the accommodation available for large ships and tankers. Rail and road facilities were detailed, not only at Manchester and Salford, but also at Partington, and Ellesmere Port. Of particular interest were a series of shots of the Barton Swing Aqueduct, showing how it is sealed and how swung full of water, a total weight of 1600 tons. Stanlow and the Queen Elizabeth II Oil Dock were well covered, including the opening of the latter. Here was seen a contingent of the Liverpool Scottish, the only reference to Liverpool throughout the film.

Although this film gave a good idea of the activities of the Port of Manchester and the diversity of cargo handled, it was sadly deficient in many respects. Nothing was said about the working of the canal; no references were made to the canal pilots, to the tugs, to the locks. Indeed there were no shots of canal traffic, save incidentally, as a moving background to wharves and coal trucks in a siding. This was a slight disappointment to our members, who expected a film of a more maritime flavour. Furthermore, the scenes and commentary leapt from one end of the port to the other, from Eastham to Partington, from Weaste to Ellesmere Port. A few maps inserted into the sequences would have been of value.

After a coffee interval, a vote of thanks to Mr. Bell and his team was proposed by Mr. Beadle and seconded by Mr. Tapson. A lively discussion followed; Mr. Bell was asked about the canal tugs, about pilotage, maintenance, dredging, pollution (not the fault of the Manchester Ship Canal), and many other problems. He replied to all these questions with energy and skill.

## MUSEUM NOTES

Since I last reported, a good deal has happened in the Museum world. In September the Shipping Department was very glad to welcome Mr. Welsh who came from Elder Dempster Lines, with whom he had spent 27 years, 22 of them as Boatswain, Mr. Welsh has come at a particularly fortunate time, when plans for the new Pierhead Maritime Museum seem to be really taking shape. His help will be invaluable in many ways as the project moves forward.

The American Civil War exhibition proved to be an enormous attraction. It closed at the end of August, and about 75,000 people must have seen it since its opening in June. This particular war seems to have a perennial fascination for us, perhaps because it was on the border line between the older and newer methods of warfare. Certainly it introduced many novel features, the submarine, ironclads, the machine gun, scorched earth policy and the trenches.

The Shipping Department turned from the American Civil War to re-model its own display on the Lower Horseshoe Gallery, long overdue for a change. Because the Liverpool Nautical Research Society exhibition on coasters was so popular, we decided to feature coasters in the new layout. This was completed by the end of November. The theme is Liverpool coasters from the 18th century to the present day. Thus brigs and schooners and a Mersey flat are first seen, in model form of course, followed by a large half model of the TREDAGH, a paddle steamer owned by the Drogheda Steam Packet Company. She was built in 1872. Then come a group of steam coasters of the early 1900's, a Stephenson Clarke collier of 1931 and finally two motor coasters, the NATRIM COAST of 1937 and a curious little vessel called the SIDIBARRANI, built during the last war for service in the Far East. Later she operated from Famagusta, along the North African Coast and down the Red Sea. She was then managed by a subsidiary of James Fisher and Sons Ltd., of Barrow-in-Furness.

It is amazing that eleven models have been fitted into one not so large showcase without the appearance of overcrowding; but models are not all, there is plenty of illustrative material, including a map of coaster routes from Liverpool and two cut-away scale drawings of a steam and a motor coaster. Providing a colourful frieze along the top are the funnels and house flags of some

of the coaster companies which have been and are associated with Liverpool. These include the old Powell Line, W.S.Kennaugh, Robert Gilchrist, Monroe Brothers, Kelly's, the Ramsey Steamship Company, and the Link Line.

Shortly two other nautical displays will be featured, both the work of Mr.Welsh. One will describe the International Code of Signals, with coloured flags, and the other the Beaufort scale showing how the strength of wind is measured. Both will be very gay and teach some valuable lessons to our visitors.

Recent accessions have included a Severn Trow, a model to a scale of 1:48 representing the NORAH, built at Bridgewater, Somerset, in 1868. She is a wonderful piece of work, with an operable windless and steering gear. We have also received our Isle of Lewis fishing boat, the 'Sgoth', an open double-ended craft, propelled by sail and an oar, used for line fishing. The Pacific Steam Navigation Company have generously presented a model of their COLOMBIA, a Pacific Coast passenger liner built in 1899. This is to a scale of 1:48 and used to be exhibited in the Science Museum.

The Museum now have the custody, on behalf of the Liverpool Nautical Research Society, of the papers, books and photographs of our late Vice-President, John S.Rees. These have been catalogued, and a list of their subject matter will shortly be prepared for the benefit of members. The Museum have also received the archives of the Liverpool Nautical Research Society which were hitherto at 28 Exchange Street East. These too will be described to members in the form of a list.

#### WITH GREAT SORROW

We record the death of Gerald Lysaght Finigan, a member almost from the start and a Vice President since 1943. A very kindly man, so intimately connected with things nautical, founder editor of the monthly Journal 'Shipping', a keen Rotarian and a staunch friend of the Society. On many occasions he has helped us, both financially and in a practical manner, always unobtrusively, disliking any publicity for himself. His son, Colonel J.Lysaght Finigan, D.S.O., to whom the Chairman, on behalf of the Society, conveyed our very real sympathy, is a member, so that the link remains unbroken. The Society was represented at the funeral by the Chairman and Members of the Council.

R.B.S.



## NEW BRIGHTON PIER

Much interest and instruction can be obtained, summer and winter, at this unique vantage point. Any member, who likes to watch the arrival and departure of ships, will always find congenial company on Saturdays. One should arrive about two hours before high water, with binoculars, or telescope, and a copy of the day's maritime press. In winter a thermos of coffee and plenty of warm clothing is indicated. A pleasant few hours is always assured, in company with a group of Ship Spotters, of all ages; and in particular, our knowledgeable member N.R.Pugh who is probably the most regular of all, and who kindly contributed the above note.

Mr.Pugh is active in another field also; small ship radio listening. He will be pleased to try and answer any questions relating to this fascinating hobby, such as wavelengths used and times for listening.

When the Cruiser LIVERPOOL visited the Mersey in January 1939, Mr. Pugh was able to follow her course round the Coast from Chatham by means of her radio signals, and later he and some of his fellow radio enthusiasts were invited to visit the cruiser where they received a great welcome.

R.B.S.

## CONGRATULATIONS

To Ted Tozer, a popular member of the Council, on his marriage to Ingebjørg at Stavanger. Our Hon. Secretary, Mr. Paget-Tomlinson flew to Norway to give him moral support.

## NEW MEMBERS

G. G. Rose,	Liverpool
A. I. McDonald,	Wallasey
W. A. Stuart,	Felton, Northumberland

LIVERPOOL NAUTICAL RESEARCH SOCIETY

CENtral 9324

28 Exchange Street East,  
LIVERPOOL, 2.

1st May, 1961.

NINETEENTH  
ANNUAL GENERAL MEETING  
Thursday, 4th May 1961

The following business will be transacted:-

1. The Notice convening the meeting.
2. Apologies for absence.
3. The Minutes for the Eighteenth Annual General Meeting, held April 28th, 1960.
4. Matters arising therefrom.
5. Annual Report of the Council.
6. Treasurer's Statement of Accounts.
7. To consider and, if thought desirable, to adopt the Annual Report and Statement of Accounts for the year ending 31st March, 1961.
8. Election of Officers and Council Members for the Season 1961/62.
9. Programme for 1961/62.
10. Any other business.

ADJOURNMENT

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

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

LIVERPOOL NAUTICA  
INCOME AND EXPENDITURE A

<u>1959/60</u>		<u>1960/61</u>
6. 2.11	To Chairman's and Treasurer's Expenses and Postages (including N.N.& Q.)	6.19.10
10. 0	" Four receipt books	- - -
17. 0. 8	" Express Duplicating Services: N.N. & Q., Notices etc.	38.13. 6
- - -	" Letterheads	4.13. 8
- - -	" Exhibition Insurance, April 1960 Liverpool Corporation 15. 3	
- - -	Broderick & Leach <u>1.11. 3</u>	2. 6. 6
- - -	" Wreaths for Mr.Howard-Watson and Sir Ernest Royden	6. 6. 0
- - -	" Visitors' Refreshments, April Exhibition	2.13. 0
1.10. 0	" Subscription Historic Society Lancs. & Cheshire	1.10. 0
1. 1. 0	" Jason Subscription	- - -
17. 6	" April 1959 Exhibition expenses	- - -
<u>27. 2. 1</u>		<u>63. 2. 6</u>
96.17. 0	" Balance excess Income over Expenditure	38.12. 6
<u>£123.19. 1</u> =====		<u>£101.15. 0</u> =====
	- THE SOCIETY YEAR	
		<u>BALANCE</u>
38. 5. 9	To balance of previous year's expenses	3.12. 1
- - -	" Cheques not presented in 1959/60	4. 1. 0
- - -	" Cheque Book	5. 0
100. 0. 0	" Deposit Account	- - -
9. 0	" Bank Commission	15. 6
<u>11. 4. 3</u>	" Bank balance as at 31st March 1961	<u>63.17. 7</u>
<u>£149.19. 0</u> =====		<u>£72.11. 2</u> =====
<u>E. &amp; O. E.</u>	<u>1ST MAY 1961</u>	<u>£100 is on deposit at the I</u>

RESEARCH SOCIETY

ACCOUNT - SEASON 1960/1961

<u>1959/60</u>			<u>1960/61</u>
8. 0. 0	By arrears of Subscriptions		
	1 @ 10/-		
	6 @ 20/-		6.10. 0
100. 0. 0	" Current Subscriptions		
	78 @ 20/-	78. 0. 0	
	10 @ 10/-	5. 0. 0	
	2 @ 5/-	10. 0	
	3 Joint @ 27/6	<u>4. 2. 6</u>	87.12. 6
5. 0. 0	" In advance (3 @ 10/-)		1.10. 0
2. 4. 0	" Miscellaneous Subscriptions		2. 6
2. 5. 1	" Donations		6. 0. 0
6.10. 0	" Liverpool Corporation (Dolphin)		- - -

(There are 14 Subscriptions outstanding)

£123.19. 1

=====

ENDS ON THE 31ST MARCH -

SHEET

45. 8.11	By Bank Balance at 31/3/60	11. 4. 3
3.12. 1	" Accounts unpaid 31/3/61	22.14. 5
4. 1. 0	" Cheques not presented 31/3/60	- - -
96.17. 0	" Balance of Income over Expenditure	38.12. 6

£149.19. 0

=====

Bank with £2/0/6 accrued interest

£72.11. 2

=====

(Signed) Miss E.M. HOPE, Hon.Treasurer.

The Council recommends the Society:

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

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

John Smart,	A.M. Fletcher, B.Sc.,
N.R. Pugh,	W.P. Raine,
A.N. Ryan, M.A.	

The Annual Report will appear in News, Notes & Queries; the Income and Expenditure Account for 1960/61 is overleaf.

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

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

Following the formal business of the meeting, there will be an informal session to examine member's paintings, drawings, models and such other nautical treasures as they may care to bring for the benefit of their fellow members.

If you have something which is of interest to you, you can be assured that it will also be of interest to some of your fellow members; so bring it along! From the promises made, it seems we shall have quite an interesting impromptu exhibition.

Meetings during next season will be held on board "LANDFALL" on the Second Thursday in each month, October to April at 7.30 p.m., by kind permission of the Master and Committee of the Merseyside Master Mariners' Club, Canning Dock, Liverpool.

E. W. PAGET-TOMLINSON,  
Honorary Secretary.