

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.VI (New Series) No.1

January/February 1962

CHRISTMAS 1961

Once again I was the recipient of a large number of greetings cards from members and friends of the Society. I am most grateful for this kindly remembrance, and send my best wishes for 1962 to you all.

R. B. Summerfield.

APRIL EXHIBITION

This will be presented on Thursday, April 12th, on board LANDFALL. The subject will be the "Lifeboat Service" and the exhibition will open at 7.30 p.m.

Models of lifeboats from Greathead's ORIGINAL to a modern 42 feet Watson cabin type will be seen. There will be plenty of photographs and a number of items of full-size equipment, such as a line throwing pistol. During the evening, a sound and colour film on the work of the lifeboats will be shown. The Society are grateful to the Royal National Lifeboat Institution and to Coast Lines Limited who have made this exhibition and film show possible.

In addition to the exhibition, Mr. Harry J. Brookes of Waterloo, will present his recordings of ships' sirens. These include the BRITANNIC, EMPRESS OF FRANCE and the Mersey's salute to the New Year. Mr. Brookes and his sirens have been heard on B.B.C. Sound and seen on Independent Television.

The success of any exhibition is dependent on the number of people who come to it. Please invite your friends to ensure the success of this, our third exhibition.

FAREWELL TO THE FLYING BREEZE

"Two hour Cruises to the Crosby Lightship, 1/6d, by Steam tenders FLYING BREEZE or EGERTON" - so ran the advertisement in the Liverpool newspapers of the early 1920's. A pleasant and instructive afternoon could be spent aboard this trim craft, of the Alexandra Towing Company, in charge of veteran Captain Jones. To entertain the passengers, an old man played his fiddle - there was modest catering - if the weather turned unkind there was ample shelter and comfort in the beautiful panelled saloon. An occasional call at the lightship COMET to drop a bundle of newspapers lent interest, before heading back to Princes Stage.

On 9th February 1962, FLYING BREEZE II as she was latterly named, for so long a familiar feature of the Mersey scene, made her last voyage in tow of the Glasgow tug VANGUARD to the breakers yard at Passage West, near Cork, arriving on 11th.

Built as a passenger tender in 1913 at the yard of J. T. Eltringham & Co., South Shields, she was 387 gross tons, 125 ft. long by 29 ft. beam. She has in her lifetime attended on many famous liners, and ferried many thousands of passengers to vessels lying at anchor in the Mersey.

Another of her duties was to take Christmas cheer to the Mersey lightships, usually with a choir aboard to sing carols. It was said that the late Captain Jones was easily 'made up' as Father Christmas for these voyages, as his white hair made a wig unnecessary.

The Channel Cruises ceased about 1925, the writer being on the last of them, which incidentally was also the stormiest.

And so her useful life of nearly half a century comes to an end. Other passenger tenders, like EGERTON (Alexandra), BISON (C.P.R.), SKIRMISHER (Cunard) and MAGNETIC (White Star), have long since left us. The Mersey now has none of this class of vessel left, although there are reports that another FLYING BREEZE may soon appear - the vessel having been formerly named B.P. PROTECTOR, and the old name has been retained for this purpose.

N.R.PUGH

THE ANTELOPE

The first part of paper No.11 'Three Early Liverpool Screw Steamers', read to the Society by the late Arthur C. Wardle, Founder Member, 13th November 1943.

In March, 1846, Liverpool newspapers announced the launch of an iron screw steamer from James Hodgson's shipbuilding yard. Designed by John Grantham and built for M'Tear and Hadfield, of Liverpool, as "the first of a line of steamers to Brazil", she was christened the ANTELOPE.

Various dimensions have been credited to her, but the firmest evidence is that of the Liverpool Registry of Shipping, which records her as a three-mast ship, of 459 tons register, 185.7 x 24.7 x 16.7. The register, dated 29 August, 1846, describes her as having one deck and a poop, standing bowsprit, square stern, sham galleries, a billet head, and as being clencher-built. Engines of 100 horse-power were supplied by Fawcett.

The ANTELOPE was placed on the Liverpool to Rio de Janeiro station and made several successful voyages under Captain H.H. O'Bryen, with a crew of forty. In 1848, most of her shares were transferred to J.K.Rounthwaite, City of Dublin Steam Packet Co., and a year later she was registered de novo. She is not noticed in local records afterwards until 30 January 1852, when the Liverpool Mercury announced that "The ANTELOPE, an iron steamer, has arrived here from California after an absence of about three years. She is in such sound condition after her voyages to and from the Pacific and her service there that a little paint is all that is required to smarten her up for another trip".

At Liverpool, however, she came under new ownership and during 1852 was lengthened and fitted with new engines by George Forrester & Co. On 3rd December, Millers & Thompson advertised her to sail on their Golden Line of Australian Packets, describing her as of 1200 tons, 250 horse-power engines, "built specially for the Australian trade (which presumably referred to her lengthening) and is divided into six watertight compartments. She carried stewards, stewardess and surgeon, and was armed and fitted with bullion safes.

On 22 February, 1853, she ran a trial trip, making 12 knots

under steam and canvas, and 10 knots under sail only. Five days later she was registered anew at Liverpool in the names of James Jack, John Bacon, and James Grantham. Both Jack and Grantham were Liverpool engineers, while John Bacon was founder of the coastal steamship firm of that name. Shown as of 778 tons register, she cleared on 7 March for Melbourne with a crew of 60 men under Captain Henry C. Kean.

The next record concerns her arrival at Sydney on 27 January, 1854, and I am thus not certain as to how many voyages she had meanwhile made to Australia, but she arrived back safely in the Mersey, for local newspapers of May, 1855, announced her as for sale, giving her dimensions as 228 x 25 x 15, with 150 horsepower engines by Forrester, and fitted for 120 first and second-class passengers. Her speed is modestly put at $8\frac{1}{2}$ knots, and her cargo capacity as 700 tons. Two years later, she appeared on the Liverpool to Portland Maine route "to sail in direct communication with the Grand Trunk Railway", whose agents at Liverpool were Sabel and Searle.

In 1857, the ANTELOPE was sold to Pearson and Coleman, of Hull, after making several voyages to Quebec for the ill-fated Galway Line and, later, for Sabel and Searle's Washington Line to New York. Pearson and Coleman appear to have sold her in 1857 to a Grimsby firm, who fitted new engines and re-named her the CORAL QUEEN. In 1866, she was purchased by Pile, Spence and Co. and given engines of 90 horse-power, and five years later she appears under the ownership of Christopher M. Webster, with her dimensions changed to 753 tons gross, 478 tons nett, 236.9 x 26.4 x 16.6.

Seven years later, she is shown under the ownership of the West Hartlepool Steam Navigation Co., her tonnage being then 856 tons gross. This stout little vessel lived until sunk by collision in the North Sea in 1890. The iron steamer SARAH SANDS is given credit for the pioneer screw voyage to the Pacific, but as will be noticed from the foregoing, the ANTELOPE holds the honour of being the first screw steamer to reach South America, the first to reach California and the North Pacific.

In subsequent issues it is my intention to re-print the brief story of the other two early Liverpool screw steamers, featured in Arthur Wardle's paper; the SARAH SANDS and the GREAT BRITAIN.

JANUARY MEETING

On Thursday, January 11th, the Society celebrated the New Year by welcoming Mr.J.F.Jolly and Captain H.T.Green of the Atlantic Steam Navigation Co.Ltd., to LANDFALL. Mr.Jolly is the Traffic Superintendent and Captain Green the Marine Superintendent of the Company at Preston, controlling the ferry service to Larne.

Mr.Jolly presented a film to the Society called "Ferry Load", which had both sound and colour. The film's central theme was the journey of a lorry from London to Milan, via, of course, the Tilbury-Antwerp service of the Atlantic Steam Navigation Company. Around this story was built the whole history of the Company, founded just after the war to ferry military vehicles across to Germany. Their first ships were tank landing craft; two of this type are still in reserve. Since then three specially designed ferries have been built, with a fourth due to come into service very soon.

Although many people thought the chances of survival were slight, the film made it clear that this was a success story. From the experience gained in ferrying military vehicles to the B.A.O.R., the Company hoped to establish a regular Continental ferry service for commercial road vehicles, and indeed private cars. There were all sorts of problems: choice of suitable terminal ports; provision of adequate parking facilities; differences in the road trailer couplings of British and Continental vehicles, and of course, the new Company's ability to attract traffic to a completely new conception of Cross-Channel freighter transport.

Today two services are in operation, Tilbury to Antwerp and Preston to Larne. The film dealt chiefly with the former, since the audience were to follow the progress of the London-Milan lorry carried by the BARDIC FERRY. Many shots illustrated the stern door loading in Tilbury, the lashing down of the tractors and trailers on the car deck, and the facilities provided for drivers on the crossing. The progress of the ship across to Antwerp was marked by scenes in the wheelhouse and engine room, then of the Belgian pilot coming alongside, a remarkably effective piece of filming as the pilot cutter approached out of the darkness.

Finally the ship arrived at Antwerp and the lorries rolled

out to their destinations. The Milan vehicle was seen at the Belgian-German frontier, then later on the autobahn, down to Frankfurt, Augsburg, Innsbruck, the Brenner pass and Bolzano. All this while, the BARDIC FERRY was shuttling backwards and forwards between Tilbury and Antwerp, as the film showed, by breaking the Milan lorry sequence to give shots of more vehicles entering and leaving those spacious car decks.

Eventually news of the lorry's arrival at Milan was received and the ferry operators were delighted. The colour photography was excellent throughout, and the only criticism was the broken sequences, one moment the terminal at Tilbury, next the descent of the Brenner pass.

After the film, Mr.Jolly gave a brief history of the formation of the company, its early difficulties and its present undoubted success. He amplified certain features of the film, the work done for the War Department, the selection of terminal ports and the difficulties of attracting traffic in the early days. Since Mr.Jolly and Captain Green were anxious to get away in good time, the Chairman himself proposed a vote of thanks on behalf of the Society, which was carried with acclamation.

Fortunately there was still a little time for questions, which were answered by both Captain Green and Mr.Jolly. The White Star flavour of the Atlantic Steam Navigation Co.Ltd., was remarked on; the names of the ships ending in -ic, and the large number of former White Star men who joined Colonel Frank Bustard on his formation of the concern. Other subjects mentioned were the Company's association with the British Transport Commission, of which it is a wholly owned subsidiary, the choice of Preston rather than Liverpool as a terminal port, and finally the Common Market to which Mr.Jolly looked forward with considerable eagerness.

E.W.P-T.

Since the meeting we learn from Mr.Jolly that the new vessel DORIC FERRY commenced on the Preston-Larne service on the 19th February. Later on she will be transferred to Tilbury.

Apropos the foregoing report of the January meeting, our member, Mr.N.R.Pugh, has compiled the following information about the vessels owned by the Atlantic Steam Navigation Co.Ltd.

DORIC FERRY 2725 tons 361' x 55' Davey Paxman diesels.
Built Ailsa SB Co., Troon 1962.

CERDIC FERRY 2700 tons 360' x 55' Davey Paxman diesels.
Built Ailsa SB Co., Troon 1961.

IONIC FERRY 2557 tons 339' x 55' Sulzer diesels.
Built Denny's, Dumbarton 1958.

BARDIC FERRY 2550 tons 339' x 55' Sulzer diesels.
Built Denny's, Dumbarton 1957.

All are registered at London.

All have stabilizers, two stern and one bow rudder. Draught, 12'8 $\frac{1}{2}$ "; service speed 14 knots. Each has a 20 ton crane which will reach 12'6" beyond the ships side. They all carry passengers, the DORIC and CERDIC carrying 36, all one class, and the IONIC and BARDIC, 15 first class and 40 second class. Vehicle capacity: lower deck, 10 private cars and 48 trailers; upper deck, 3 private cars, 2 vans, 19 containers (or their equivalent).

The original fleet consisted of the following converted tank landing ships, of which the last two only are retained, in reserve:

EMPIRE BALTIC 4157 tons 345' x 54' Vickers, Montreal.
EMPIRE CEDRIC 4291 tons 345' x 54' Yarrow, Esquimalt.
EMPIRE CELTIC 4291 tons 345' x 54' Davies SB Co., Lauzon.
EMPIRE DORIC 4291 tons 348' x 54' Harland & Wolff, Glasgow.
EMPIRE GAELIC 4291 tons 346' x 54' Davies SB Co., Lauzon.
EMPIRE CYMRIC 4291 tons 346' x 55' Harland & Wolff, Belfast.
EMPIRE NORDIC 4295 tons 348' x 54' Blyth SB Co., Blyth.

NEW MEMBER

E. E. LEAR, WALLASEY.

WITH GREAT SORROW

We record the deaths of two members. Mr.A.S.Dean, M.B.E., Honorary Secretary of the Merseyside Branch of the Navy League, who had supported this Society for several years.

Miss Evelyn Saxton, M.A., until her retirement, a talented member of the Corporation Libraries Staff. She had been a member of the Society for very many years, and until quite recently, a regular and popular attender at our meetings. In October 1950, she read paper No.35 'Libraries and Research' to the Society, which gave an insight into the work she herself had done in connection with Liverpool's History.

They will be sadly missed; the Society was represented at their funerals by members of the Council.

LIVERPOOL BUILT

The following list of ships built by Peter Cato at his shipyard in the South West corner of Brunswick Dock, is taken from some records left by the late John S. Rees.

1839	PILGRIM	Wooden Barque	347 tons	for Hatton & Cookson
1840	MYSORE	Wooden Ship	320 "	for Chapman & Willis
1841	BANGALORE	Wooden Ship	500 "	- do -
1842	VELORE	Wooden Barque	484 "	- do -
1842	NEW LANDING			
	STAGE	For Seacombe Ferry.		
1843	HANNAH	Wooden Schooner	85 tons	
1843	LALLA	Wooden Brig	175 "	for R. Dawson
1843	Unnamed vessel,	no details	410 "	
1844	LAURINA	Wooden Barque	200 "	O/B P.Cato. 90'x24'x5'
1844	WILLIAM			
	FISHER	Wooden Barque	364 "	O/B P.Cato. Sold 1846
1844	GEORGE			
	CANNING	Cutter	50 "	Liverpool Pilot Boat No.7
1845	LAHORE	Wooden Ship	535 "	Captain Butt & P.Cato Equal Shares, 113.2 x 26.6 x 19.4
1846	EMERALD	Iron Steamship	229/193 tons	60 H.P. Engines by Fawcett, Preston & Co. 130.0x21.0x13.0 for City of Dublin Co.
1846	DIAMOND	Iron Steamship	227/194 tons	for City of Dublin Co.
1846	LIVER	Cutter	50 tons	L'pool Pilot Boat No.9.
1846	ROSCOMMON	Iron Barque	399 "	Wrecked January 1873.

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.VI (New Series) No. 2.

March/April 1962

FEBRUARY MEETING

On Thursday, February 9th, the Society were made very welcome at the Liverpool Museums in William Brown Street, Liverpool, for their second meeting of 1962. This venue was arranged by kind permission of the Chairman of the Liverpool Libraries, Museums and Arts Committee and of the Director of Museums, Mr. T.A. Hume, who is also a member of our Society.

The Society were able to inspect the Museum's display of coastal shipping and their fine collection of working model marine engines. Both these exhibits have already been described in News, Notes and Queries, and it was evident that they were much appreciated by our members. The actual meeting was held in the 'Den', a partitioned off space in the Museum used for lectures to school parties. On Thursday it was filled to capacity, for about 45 members were present. Our speaker was Mr. A.N. Ryan of the Department of History, Liverpool University, and his subject "The Armada Fight", illustrated by slides.

Mr. Ryan began by explaining the policies of Philip II of Spain and of Elizabeth I of England. These clashed over the Netherlands, the northern provinces of which were fighting a bitter war of independence against the occupying Spaniards. Philip needed the wealth of the Dutch and their commercial activity to support his empire. Moreover possession of the Netherlands gave Spain a firm foothold in Northern Europe.

But Elizabeth was anxious to prevent Spain's continued entrenchment in the Low Countries, and she welcomed the Dutch struggle for independence, which she supported by lending money,

and a few men for the cause. Neither Philip nor Elizabeth, Mr. Ryan pointed out, really wanted war. Their policies conflicted over the Netherlands and to Philip the only way out of this difficulty was the invasion of England.

From policies Mr. Ryan then considered the personalities on both sides. He had already spoken of the problems confronting Philip II and Elizabeth, and he presented us with two portraits of the Spanish King. To carry out his invasion scheme the King relied on the old Marquis of Santa Cruz who had the task of building up Spain's war fleet. Santa Cruz died in February 1588 and was succeeded as Commander of the Armada by the Duke of Medina Sidonia, who had distinguished himself as a soldier rather than as a sea officer.

On the English side Mr. Ryan showed portraits of the politician Walsingham, of Hawkins, Drake and the Lord High Admiral, Howard of Effingham, whose task was to keep Drake, Frobisher and Hawkins, all jealous of each other, from each other's throats.

A large part of the paper was taken up by a consideration of the opposing fleets. At the very outset Mr. Ryan had explained that the Armada Fight was the first between sailing ships armed with long range guns. Previously, sea actions had been decided, in northern waters, by boarding parties engaged in hand to hand combat, in other words - soldiers at sea; and in the Mediterranean, by galleys, armed with the ram. Lepanto in 1571 had been the last great galley action. No one in 1588 knew how two sailing fleets equipped with artillery would behave.

The Spanish ships were armed with heavy calibre short range guns, the English with lighter but longer range pieces. Therefore the Spaniards wanted to fight a close range action, while the English preferred to keep their distance. The Spanish warships were rather larger than their English counterparts and were built with towering fore and after castles. In addition to purely sailing warships the Spaniards had four galleasses, vessels combining the oars of the galley with the sails of the galleon, (a loose term used to describe the sailing warships of the period). It was hoped that the galleasses would have the manoeuvrability of the galley added to the seaworthy qualities of the galleon. But they did not distinguish themselves during the Armada Fight.

Mr. Ryan showed many interesting illustrations of English ships. Most of these were taken from a series of lifelike sketches to be found in a manuscript at the British Museum. Although rather crudely drawn, the sketches did convey a very good impression of the ships of 1588, from big men-of-war like the ARK ROYAL down to scouting pinnaces and fleet auxiliaries, which were simply chartered merchantmen. Sir John Hawkins was largely responsible for the design of the English warships. He lowered the fore and after castles which were so favoured by the Spanish and which indeed had been favoured during the reign of Henry VIII by English shipwrights. Some of the ships on the English side had two gundecks.

From describing the fleets and their commanders Mr. Ryan devoted the final part of his paper to the great action itself. His slides showed many phases of this. First came a view of the Spanish host off the Lizard, a tightly packed crescent shaped formation with the troop transports for the invasion of England bunched in the middle, guarded by the men-of-war. This formation, was kept right up the Channel, although continually harried by the English fleet from Plymouth and Portland. Off Gravelines the Duke of Medina Sidonia hoped to arrange a rendezvous with the Spanish commander of land forces in the Netherlands, the Duke of Parma. Parma was to assemble a fleet of transports to ferry a portion of his army across to England, guarded by the warships of the Armada, and of course reinforced by the soldiers brought by the Armada itself. Unfortunately, Parma was not ready and the rendezvous could not be made. The Spanish fleet waited in vain off Gravelines and it was here that the English were able to break up their tight formation. Fireships were sent in, some of the Spanish captains panicked and the fleet broke up.

The rest of the story is well known; the pursuit north by the English ships until they became exhausted and had to return south for fresh supplies, the storms which harried the Spaniards off the Orkneys and Hebrides, and finally the pathetic few ships which returned to Spain.

Mr. Ryan covered the whole story in a most vivid and imaginative way, and our members obtained a very clear picture of the policies which dictated the expedition; of the personalities involved, of the ships and guns which decided the battle, and of the course of the fight itself.

A number of questions were raised, about the famous TOBERMORY galleon, about the capabilities of Medina Sidonia as an admiral, and about the lifelike drawings of the English ships. Since Mr. Ryan had to leave early there was no time for formal votes of thanks; nevertheless the Society showed its appreciation for Mr. Ryan's paper by vigorous handclaps.

E. W. P-T.

MARCH MEETING

On Thursday, March 8th, the Society returned to LANDFALL to hear an illustrated paper on the Wallasey Luggage (or Goods) Boats written by our Vice-President, Mr. E. Cuthbert Woods, and presented by our members John Smart and Edward Jones.

Mr. Smart started straight away with slides which came from the famous collection of Edward Jones. His first showed Seacombe Ferry in the very early days, round about 1826, with a slip leading down to the steamer berth and a warning bell for the passengers. The first Seacombe steam ferry appeared in 1822 and she was called the SEACOMBE.

Later, in 1835, the slip was modified by the addition of an extending jetty, running on railway lines. This was allowed to run down by its own weight during the ebb, but was hauled back by a steam winding engine as the tide advanced.

At this time no goods ferry service existed between Liverpool and Seacombe. The first Mersey steam ferry to carry goods and vehicles had been the twin-hulled ETNA, built in 1817. She plied between Queen's Dock, Liverpool, and Woodside. Very considerable alterations of berthing arrangements at Seacombe were necessary before goods and vehicles could be satisfactorily loaded. This did not come until 1880, but in fact some form of luggage service had been in existence since the mid-sixties.

The new, 1880, arrangements involved the filling in of the little bay where the ferry steamers used to berth, and the construction of a floating landing stage, with a bridge for pedestrians, another for horse-drawn vehicles, and situated between them, two hydraulic lifts for transferring vehicles from stage to ground level, when the angle became too steep to use the bridge. The lifts were to be fitted with railway lines, as the ferry authorities hoped to operate a railway wagon ferry across to Liverpool.

Several interesting views of the lifts were presented. Mr. Smart commented on the difficulty of persuading a draught horse to enter the lifts, from which, until some sheet iron was put up, the water could easily be seen. Once a horse and wagon went straight through the lifts into the river.

SUNFLOWER of 1879 was the first Wallasey luggage boat built as such. She was a paddler, built of iron by T.B. Seath of Rutherglen. She had a tremendous overhang and was notoriously unstable. After a very few years she was converted into a passenger ferry and she lasted in this guise until 1905. Incidentally, she was fitted with railway lines for the Mersey train ferry service. But the Dock Board would not sanction railway track on the Liverpool Landing Stage, so this scheme was abandoned.

Among the slides were several of the personalities who maintained and operated the Seacombe Stage. Many of their names are fortunately known; they do bring history to life.

From Seacombe, Mr. Smart turned to consider the history of the Liverpool Landing Stage. In the early years of the nineteenth century, passengers were landed first on the shore, then at stone steps. In 1847 a floating stage was opened off George's Parade for the exclusive use of the ferry steamers. Ten years later came the Princes Stage, leaving a gap between it and George's Stage to allow vessels to enter George's Basin. This was closed in 1871 so a continuous stage could be built. Just before the new stage was to be opened by the Duke of Edinburgh, in 1874, it was destroyed by fire. Not until April, 1876, was the stage finally ready. It is substantially the same to-day.

After a slide showing the burning of the landing stage, several followed of the floating roadway, at high and low water, with, in the background, St. Nicholas' Church, the Old Tower Building and the then new Overhead Railway.

The final part of the paper was devoted to the luggage boats themselves. The second true one was the screw propelled WALLASEY of 1881. She had twin screws at either end and an island wheelhouse structure, from which rose the single funnel. Other Wallasey luggage boats were the SHAMROCK, of 1891, a two-funneller; and the SEACOMBE of 1901, which was based on the design of the WALLASEY.

By 1918 the cross river vehicular traffic had assumed much larger proportions and two new vessels were needed. These appeared in 1921, the LISCARD and the LEASOWE, each with a single enormous funnel and a flying bridge the full width of the ship.

By the 1920's Seacombe Stage was very out of date. Traffic had increased out of all proportion since the 1880's, so the stage, bridges and approach were entirely remodelled. There was a new three track floating roadway, and in 1933 the present ferry buildings were completed.

In 1925 came the last luggage steamer, the PERCH ROCK, similar to, but larger than, the LISCARD and LEASOWE. During the 1930's, wheeled traffic across the river approached saturation; the steamers could no longer adequately handle such a volume. In 1934, the Mersey Tunnel was opened, which meant the end of the luggage boats. They did however linger on for quite a while, because horses were barred from the tunnel. The Birkenhead service closed in 1939, that at Seacombe in 1947, the last run being taken by the PERCH ROCK. Her fate, and that of one of her two sisters is interesting. PERCH ROCK was sold in 1954 to Swedish interests as a train ferry, LEASOWE was broken up in 1948 at Troon, while LISCARD went to Copenhagen as a salvage steamer in 1946.

Mr. Cuthbert Woods, Mr. Smart and Mr. Jones were thanked by Captain Ayre, seconded by Mr. Raine, for a very informative and well illustrated paper. The Society endorsed the words of the proposer and seconder with a Vote of unanimous approval. An exceptionally brisk discussion followed, with anecdotes by Nigel Kennedy and some information from E.A. Worthy on the later history of the LISCARD and PERCH ROCK. Many members extolled the merits of luggage boats as against the Tunnel, suggesting that the former could still usefully supplement the latter. Others of the Society recalled their own luggage boat experiences and memories.

E. W. P-T.

OF GENERAL INTEREST

Another well-known Mersey ship has been sold to the breakers. The Clyde Shipping Company's cargo and passenger steamer ROCKABILL of gross tonnage 1,445 has maintained the **Liverpool** to Waterford service with great regularity.

She was built in 1931 by D. & W. Henderson Ltd., Glasgow. The sailings were from West Trafalgar Dock about noon on Saturdays

and the passage usually took about twenty hours. In 1956 many of her sailings were varied to allow her to transport cattle from Waterford to Dieppe during the meat shortage in France, in which service she was augmented by the "LAIRDSFORD" of Coast Lines Ltd.

Waterford, like so many of the ports of Ireland, is well inland from the coast, so that from the Hook Lighthouse up the winding estuary of the River Suir, and amidst the green fields of Erin, it would take about two hours to reach the Clyde Company's quay.

The writer made several voyages in her of recent years - she had accommodation for twelve passengers, which included a comfortable dining saloon below the bridge. She was a coal burner, and had an ash-ejector which was the pride of the "chief". The ashes from the furnace were mixed with water and ejected under pressure when the vessel reached the open sea.

On the Waterford coast, she was usually referred to as "Old Faithful" because of her long and regular service. She has been sold to Haulbowline Industries, and is to finish her days at Passage West, near Cork, where "KENMARE", "FLYING BREEZE" and many other faithful servants have made their last landfall.

We must lament the cessation of yet another passenger service, as the replacement motorship "TUSKAR" now being built by Charles Connell & Co. is to carry cargo and cattle only.

LLOYD'S REGISTER OF SHIPPING

N. R. PUGH.

Edward Lloyd established his first coffee house in Tower Street, close by the Tower of London, in 1688. Three years later, with his wife Abigail and their young family, he moved to No. 16, Lombard Street, near the corner of Abchurch Lane, and it was here that Lloyd's coffee house became the centre of marine business and intelligence.

Edward Lloyd was not directly responsible for founding the two great shipping institutions which bear his name; even in his most ambitious moments he could not have imagined that his coffee house would be the birthplace of such organisations as the Corporation of Lloyd's and Lloyd's Register of Shipping. Nevertheless, although he died in 1713, his house by that name had become so firmly established by him as a focal point for the City of London's shipping interests that it continued to grow in influence and stature for many years thereafter.

In 1760, a group of customers decided to compile a list of ships for reference in their enterprises. Inspectors were appointed at the principal ports in the United Kingdom and an office was opened at No. 4 Sun Court, Cornhill. The inspectors or surveyors, were instructed to report the characteristics of all ships trading to and from their ports and a system of coding was devised to indicate the condition of the hull and of the ship's equipment - sails, ropes and anchors. The prime condition subsequently became known everywhere as "A1 at Lloyd's".

Because the sole income of the Society for the Registry of Shipping, as it was called, came from the annual subscriptions of the members, strict precautions were taken to prevent outsiders using the book, and all copies were ordered to be destroyed at the end of each year. Some volumes escaped destruction, and most of those at the Head Office of Lloyd's Register have been donated from time to time. The present appeal is a final attempt to complete the set.

Until 1834 no attempt was made to publish the standards on which the surveyors based their assessment of a ship. But the natural desire of shipowners to achieve the "A1" classification for their vessels brought about the reconstitution of the society in 1834 as a technical body with rules for the guidance of shipbuilders.

Requests for Lloyd's Register surveyors soon began to come from other countries, and to-day they are to be found in all the major ports of the World, as well as in shipyards and steelmaking and engineering centres. The non-marine staff is engaged in nuclear power projects, oilfields and many other undertakings where technical experience and advice are required.

NEW MEMBERS

G. Denton Roberts	Bridport
Dr. J.R. Harris	Prescot
Miss M.E. McKee	Liverpool
C.T. Pleavin	Ellesmere Port

RESIGNATION

We have accepted with regret the resignation of Mr. C.W. Vaughan, but are grateful for his long support of the Society.

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

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NEWS, NOTES AND QUERIES

Vol.VI (New Series) No. 3

May/June 1962

PRESIDENT

With great pleasure I am able to announce that Mr. M. Arnet Robinson, Vice Chairman and Managing Director of Coast Lines Ltd, and Chairman of the Mersey Docks and Harbour Board, has accepted the invitation of your Council to become our President, in succession to the late Sir Ernest Royden.

Mr. Arnet Robinson, quite apart from his close business association with shipping, is linked with the sea in many other directions. He is President of the Dock and Harbour Authorities' Association; an active member of several Committees of the Liverpool Steamship Owners' Association; a Vice-President and Member of the Committee of Management of the Royal National Lifeboat Institution; Chairman of the Hoylake Life-boat Station and Deputy Chairman of the Port of Liverpool and District Branch of the Institution.

Mr. Arnet Robinson is a member of the Royal Yacht Squadron and is keenly interested in Sea training for boys, being a Vice-President of the Indefatigable and National Sea Training School for Boys.

We appreciate very much his kindness in undertaking this additional office as President of our Society and on behalf of all members, I offer him a most cordial welcome; we are greatly honoured by his acceptance and we look forward to many, many years under his inspiring leadership and example.

R.B. SUMMERFIELD.

APRIL MEETING

Thursday, April 12th, was the date of the Society's third exhibition. This time the subject was the "Life-Boat Service", the history of the Royal National Life-Boat Institution and associated life-boat organisations. Very appropriately the exhibition was opened at 7.30 p.m. by Mr. B.W. Harris, D.S.C., Chairman of the New Brighton Life-Boat Committee, which controls one of the most important life-boat stations in the country.

Mr. Harris was introduced by our Chairman Mr. R.B. Summerfield, who thanked all those who had helped to mount the exhibition, by lending material and by assembling the exhibits for display in LANDFALL. Mr. Harris said how appreciative the Life-Boat Institution was of the work put into this exhibition, which would show how the service grew from the enterprise of certain Newcastle gentlemen in the late eighteenth century, and from the activity of Sir William Hillary of Douglas, who inspired the foundation of the National Institution in 1824.

Mr. Harris explained the importance of the "Life-Boat Service" to-day, which still relied solely on voluntary contributions. This financial independence gave the Royal National Life-Boat Institution that freedom of action which was essential to its success. In thanking Mr. Harris, Mr. T.A. Hume, Director of Liverpool Museums, spoke of Tyneside's part in the establishment of the 'Life-Boat Service' in the last eighteenth century; Mr. Hume is a Newcastle man. He also said how glad the Museums were to be associated with the Liverpool Nautical Research Society in the presentation of this exhibition.

Mr. Harris then toured the exhibition followed by a dense throng of members and guests, including many of the crew of the New Brighton Life-Boat. The Exhibition was arranged chronologically, starting with Sir William Hillary and Grace Darling, whose portraits were mounted on a painted panel, together with illustrations of early life-boats, Lukin's of 1785, and Greathead's ORIGINAL of 1790. Next came a panel featuring Coxswains and Crews, with portraits of Charles Fish of Ramsgate, Henry Blogg of Cromer, William Gammon of the Mumbles, Patrick Sliney of Ballycotton and Richard Evans of Moelfre. Crew groups included those of Ilfracombe and Runswick in Yorkshire.

After the men came a panel entitled 'Life-Boats of the Past', with illustrations of Beeching's winning model in the Duke of Northumberland's competition of 1851, of the tubular life-boats

at Rhyl and New Brighton, of early steam life-boats and of the first motor life-boat the JOHN A. HAY of Stromness, placed in service in 1908. Succeeding panels covered aspects of the 'Life-Boat Service' to-day. One illustrated the types of boat used, from the 52 foot Barnett to the 35 foot 6 inches Liverpool boat; another showed life-boats under construction at the yard of J. Samuel White at Cowes; a third showed methods of launching; a fourth how funds were and are raised, from the 'Life-Boat Saturday' movement to the present Flag Days. Life-boat engines were represented by a cut-away diagram of a six cylinder Gardner diesel, two of which are fitted to the Barnett 52 foot boats.

Today there is one life-boat service not directly under the Royal National Life-Boat Institution. This is the Morecambe and Heysham Life-Boat Association, which has been in operation since the end of the nineteenth century. They used a small open sailing and pulling boat in the early days, followed by a half-decked shrimp-ing smack. Since 1934 they have had the SIR WILLIAM PRIESTLEY, a motor vessel built exactly like a shrimp-er by the famous firm of Crossfield of Arnside. Every summer the Morecambe boat, manned by fishermen, goes to the rescue of swimmers and dinghy sailers, whilst last January she saved several fishing boats from destruction in the fierce gales. The exhibition showed photographs of the SIR WILLIAM PRIESTLEY in action.

Further pictorial sequences showed famous rescues past and present; from the INDIAN CHIEF exploit of 1881, when the Ramsgate Life-Boat saved 11 men from this ship, aground on the Goodwins, to the rescue of all the crew of the motor coaster HINDLEA which went ashore in Moelfre Bay, Anglesey in November, 1959. Other exploits recorded were the Daunt Rock Lightvessel rescue of 1936, the tanker WORLD CONCORD of 1954, and Blogg's rescue of two men from the Thames sailing barge SEPOY in 1933. Finally space was given to the work of two local life-boat stations, New Brighton and Hoylake. A collection of photographs showed Hoylake life-boats past and present, while the New Brighton boats were featured by plans, of the steamers DUKE OF NORTHUMBERLAND and QUEEN and of the 60 foot motor boat WILLIAM AND KATE JOHNSTON. The present New Brighton boat, the NORMAN B. CORLETT was the subject of an excellent photograph by Beken of Cowes.

But photographs and plans were not all that was shown at this exhibition. Eight models were to be seen; of Greathead's ORIGINAL, of Beeching type life-boats stationed at Douglas and for the

Russian Life-boat organisation, and of two Norfolk and Suffolk boats, each fitted with water ballast tanks and drop keels. The remaining models showed powered craft, the DUKE OF NORTHUMBERLAND Britain's first steam life-boat, at New Brighton from 1893 to 1897, the Donaghadee boat of the 1930's, with petrol engines, and the Thurso boat of 1957, a 47 ft. Watson cabin type, with diesel engines and an enclosed wheelhouse.

Other features of the exhibition were books and magazines relating to the life-boat, and the log of Liverpool No. 1 Life-Boat, from 1865 to 1891. She was one of several maintained by the Mersey Docks and Harbour Board. Full size equipment included life-jackets and oilskins and a Schermuly line-throwing pistol.

After the company had had a good look round the exhibition a film was presented. This, entitled 'Life-Boat Call', was in excellent colour and showed a typical modern service performed by the Southend Life-Boat. A coastguard had spotted a sailing dinghy in trouble, the life-boat was called and rescued two lads, one unconscious and badly bruised. The sequence of the call and the rescue was admirably portrayed, and the film brought to life the photographs and models of the exhibition.

Quite divorced from the 'Life-Boat Service' was the final feature of this crowded evening, a performance of ship's syrens recorded on tape by Mr. Harry J. Brookes of Waterloo. Mr. Brookes' intriguing hobby has led him onto the television screen on several occasions and he has also been heard, with his syrens, on sound radio. For the Society, Mr. Brookes played his full repertoire, starting with passenger liners like the CARONIA, SYLVANIA and BRAEMAR CASTLE, on to the cargo liners such as the LYCAON and RONSARD, then to ships no longer with us, the EMPRESS OF FRANCE and the BRITANNIC. Mr. Brookes had selections from every type of vessel using the Mersey; the ferries CLAUGHTON, LEASOWE and ROYAL IRIS, the Isle of Man packets, TYNWALD and BEN-MY-CHREE, the Dock Board's VIGILANT, the tugs and the steam lighters. He ended with the Mersey's welcome to the New Year, the LADY OF MANN prominent in the foreground, and with the farewell to a liner by her tugs. In this last, the tugs sounded rather rude.

Just before ten the meeting broke up, with regret that the exhibition could not be prolonged, and with the hope that Mr. Brookes would add to his syrens and give the Society another concert.

E. W. P-T.

ANNUAL REPORT

At the nineteenth Annual General Meeting of the Society on May 4th, 1961, the following Officers of the Society were elected for the 1961/62 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,	A.M. Fletcher, B.Sc., W.P. Raine, A.N. Ryan, J. Smart and N.R. Pugh.

The following papers have been given:

1961	October	"The Introduction of Copper Sheathing into the Royal Navy".	Dr. J.R. Harris.
	November	"A Merseyside Retrospect".	J. Foster Petree.
	December	"The Port of Manchester".	M.R.A. Bell.
1962	January	"Cross Channel Roadways".	J.F. Jolly.
	February	"The Armada Fight".	A.N. Ryan.
	March	"The Wallasey Luggage Boats".	E. Cuthbert Woods. J. Smart E. Jones
	April	Exhibition "The Life-Boat Service" and Ships' Sirens recorded by Harry J. Brookes.	

This last season has been a great success with a very varied programme. We have welcomed four guest speakers and enjoyed a wide range of subjects, supported by two films, in connection with "The Port of Manchester" and "Cross-Channel Roads" respectively. Other talks have been illustrated by slides.

Every meeting has been exceptionally well attended, in spite of weather, illness and two unfamiliar settings, the Club Room of the Liverpool Engineering Society in December, and the Liverpool Museum in February. We are grateful to the Liverpool Engineering Society and the Liverpool Libraries, Museums and Arts Committee and Director of Museums for allowing us to use their premises. While in the Museum, the Society took the opportunity of looking at the current

coastal shipping exhibition and at the working model marine engines.

The last Annual General Meeting raised nothing controversial and was remarkably brief. Two sub-committees were formed; one to choose a new President to succeed the late Sir Ernest Royden, and the other to press on with a new volume of Transactions, since our financial position is now good.

The work of the second sub-committee has not been in vain. At present nine papers for the new volume of Transactions are with the printers. Three more are to follow, making a total of twelve. Some of these will be illustrated. It has proved very difficult to find sufficient papers which have been written down, so many nowadays are 'off-the-cuff' talks. Indeed the Society is planning to record future papers on tape, at the suggestion of one of our earlier speakers, member Mr. J.V. Woollam, M.P.

The Chairman remarked at the last Annual General Meeting that the Archives were ready to be sorted. This has been done at Liverpool Museums where the bulk of the Society's Archives are now deposited, together with the papers of our late Vice-President John S. Rees. Lists of the material in both will be prepared and circulated to members. It is hoped that members will approach the Museums if they wish to consult the Society's Archives; every help and facility will be given.

Our membership on March 31st, 1962, stood at 120, a very encouraging figure. During the year we mourned the loss of our Vice-President Mr. G. Lysaght Finigan, Miss E.B. Saxton and Mr. A.S. Dean.

At present there are two vacancies among the Vice-Presidents, but the composition of the Offices and Council remain unchanged.

News, Notes and Queries have continued to appear, but we much regret their irregularity. We hope to improve on this in future, but business and secretarial commitments have made regular production difficult. News, Notes and Queries are valuable in keeping members informed about our affairs, particularly those overseas or elsewhere in the United Kingdom. Museum news is still given and the talks and meetings are fully reported.

E. W. P-T.

THE ANNUAL GENERAL MEETING

This, the twentieth, was held at 7.30 p.m. on board LANDFALL on Thursday, April 26th, 1962. The Chairman, Hon. Treasurer, Hon. Secretary and 26 members were present. Formalities, such as the reading of the minutes and the Annual Report took a very short time. The Hon. Treasurer spoke of the Society's excellent financial position which would allow the publication of a further volume of Transactions, at present under preparation.

Election of Officers and Council did not take long, since they were proposed and seconded en bloc, including the new appointment of Mr. P.J. Welsh as an Assistant to the Hon. Secretary. When considering the next season's programme, the meeting favoured a number of outdoor visits, one to the Manchester Docks is to be arranged for July, 1962, with the possibility of a second to Yarwood's, the Northwich shipbuilders.

Among items of general business the Chairman stated that the Life-boat Exhibition had raised £7.5.11d for the Royal National Life-boat Institution. He also said that a donation of ten guineas had been sent to the Merseyside Master Mariners' Club in recognition of the continued use of LANDFALL by the Society, who were deeply indebted to the Club for their generosity.

Finally the Chairman spoke of the invitation which was being sent to Mr. M. Arnet Robinson, Chairman of the Mersey Docks and Harbour Board and Managing Director of Coast Lines Ltd., to become President of the Society in succession to the late Sir Ernest Royden. Before the Meeting was adjourned, Mr. W.P. Raine expressed the thanks of the Society to the Chairman for his inspired leadership and guidance.

Coast Lines Ltd., generously arranged the showing of two films to the Society at the conclusion of the meeting. The first described a passage in the M.V. PACIFIC COAST from London to Liverpool via Cork. Photography and commentary were quite excellent throughout, without facetiousness and over dramatic effect. The master and crew were introduced, the coastal scenery described and the nature of the trade explained. Leaving Cork the PACIFIC COAST was overhauled by the INNISFALLEN; earlier she had seen the LIBERTE off the Isle-of-Wight. Her cargo was very general, tractors for Cork, tubes for Liverpool

lorries and cars, furniture and chemicals. On arrival in Liverpool the crew left her for three days leave. Only the boatswain remained aboard to get on with the work.

'Gale Warning' the second film, featured the work of the life-boats. It was far wider in scope than the film 'Life-boat Call' shown at the Life-boat Service Exhibition. From the time of Grace Darling and Sir William Hillary the service was described, with shots of pulling, sailing and motor life-boats, methods of launching, life-boat construction, and a dramatic series of rescues; a child from a drifting rubber dinghy, holiday makers from a blazing yacht, salvage men from an explosion aboard their ship, a case of appendicitis from a grounded motor cruiser. This film left very little unsaid about our life-boats, and the Society were most appreciative of both it and 'PACIFIC COAST'.

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Officers and Council of the Liverpool Nautical Research Society elected for the 1962/1963 Season.

Chairman:	Mr. R.B. Summerfield
Hon. Treasurer:	Miss E.M. Hope
Hon. Secretary:	Mr. E.W. Paget-Tomlinson
Archivist:	Mr. T.D. Tozer
Assistant to the	
Hon. Secretary:	Mr. P.J. Welsh

Council

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

CONGRATULATIONS

To our member, Colonel J. Lysaght Finigan, D.S.O., on being gazetted Honorary Colonel of the 40/41 Tank Regiment (T.A.) Colonel Finigan succeeded his father as Managing Director of "Shipping"; he is a Deputy-Lieutenant of Lancashire.

NEW MEMBERS

Commander H.O. Hill, R.N. (Ret'd)	Ilminster
Christopher T. Finigan	Liverpool
Captain E.A. Insley, A.R.I.N.A.	Liverpool

MERCHANT NAVY RECORDS

The National Maritime Museum is anxious to increase its collection of Merchant Navy records. For various reasons, the most important being the lack of a central organisation in the merchant service, the Museum's collection has become predominantly naval, and research on merchant shipping is often hampered by lack of material.

The National Maritime Museum therefore supports wholeheartedly the appeal of Lloyd's Register of Shipping for copies of the older Register Books, particularly as the Museum owes its largest body of mercantile records to Lloyd's Register, who have deposited with the Museum the records from which the Register Books are compiled. These records, amplifying the information in the Register Books, form an irreplaceable source for the study, not only of individual ships, but of developments in naval architecture.

The Museum would like to add to the appeal for old Register Books a plea for Merchant Navy records of other kinds. There is a great lack of details of the voyages ships made, the cargoes they carried, the way they were navigated and, most of all, the methods by which they were managed. Logs, journals, letter-books, track-charts, bills of lading and other "ship's papers" together with printed material such as sailing bills, pamphlets, guides, passenger list and ship's newspapers are examples of the material which will help to fill the gaps. In particular, shipowners' papers and those of individual officers are especially important.

Papers such as these may be found in most curious places. A poster of 1863 was once found acting as the bottom of a birdcage! Furthermore, no one need be deterred because a document seems ordinary or uninteresting, because this is what is wanted, and the more the better.

The reason why so many documents are required is illustrated by the use made of them in the two special exhibitions arranged by the Museum for this year. In "Four Steps to Longitude" as many logs as possible were examined to find how particular ships fixed their longitude. In "Travellers by Sea", logs and journals were similarly studied to enable a picture of passenger travel at sea to be built up. One highlight was the pathetic note of a passenger in a 300 ton packet

brig, who wrote "Not sick to-day".

In short, the Museum wishes to assemble the numerous detailed records from which alone a true picture of the past can be composed.

THE SARAH SANDS

The second part of paper No. 11 'Three Early Liverpool Screw Steamers', read to the Society by the late Arthur C. Wardle, Founder Member, November 1943.

On 19th December, 1846, a larger iron screw vessel, the SARAH SANDS, named after the wife of her owner, Thomas Sands, a Liverpool merchant, was registered at that port. This steamer was built by James Hodgson, and her original measurement and tonnage has been variously shown. Fletcher, in "Steam Ships and their Story" gives the length as 182 feet p.b.b., while others state that she was 220 ft. overall. But the Liverpool registry of 1846 shows her as 207.6 x 30.5, and on re-registry in 1860 the length is given as 218 feet. When completed in 1846 she was presumably a four masted barque, fitted with engines of 300 H.P. by Bury Curtis, and Kennedy, but it is curious to note that in 1852, on a re-registry, she is shown as a two masted schooner of 931 tons gross, with a scroll head. At that date, her owners are shown as Charles Oddie, W.C. Thompson (master) and John Grantham, engineer.

The SARAH SANDS made her first voyage to New York in 1847 under the house-flag of the Red Cross Line of sailing packets, and remained on that service until 1849. In 1847 her best passage from the Mersey to New York was made in 20 days, but in 1849 she made several regular voyages in 16½ to 18½ days. Her North Atlantic career proved short, for she was transferred in 1849 to a coastal service between Panama and San Francisco, a trade which had been pioneered, from a screw standpoint, by the little ANTELOPE.

Discovery of gold in Australia, caused the SARAH SANDS to cross the Pacific crowded with gold-seeking passengers, and she was thus the first screw vessel to cross that ocean. In 1852 she was back in the Mersey and, as above stated, then changed ownership. Later in the year she was advertised to sail under command of Captain W.C. Thompson, for Melbourne and Sydney, for account of the Melbourne Gold and Mining Association.

In 1853 she cleared on several successive voyages for Quebec and Portland for M'Kean and M'Larty, her tonnage being shown as 930, and her crew as sixty. Thus, she can be noted as the first iron screw steamer in the Canadian trade. On her last return voyage she struck the rocks in the Straits of Belle Isle and remained fast for four days and nights, and on returning to the Mersey it was found that not a single rivet had been started! When leaving graving dock, however, she capsized, but proved none the worse for this, nor for a previous grounding in the Mersey when carrying 1,000 tons dead-weight. These incidents in her career did much to demonstrate the superiority of iron over wooden vessels.

The SARAH SANDS also found much employment in trooping, and on 26th May, 1855, cleared from Liverpool for Balaclava with troops, and again on 5th March 1856, carried 250 officers and men and 209 horses from Kingstown to the Crimea. At that date she was described as of 1259 tons register and 200 horsepower. Then follows the episode which has made her name historic.

On 15th August, 1857, she embarked the headquarters company of the 54th (West Norfolk) Regiment, consisting of 369 officers and other ranks, and 11 women, for India. She sailed 22nd August and arrived at Simons Bay on 15th October, with the crew in a state of mutiny. Here she stayed for five days. Continuing the voyage, she met a heavy squall on 7th November which carried away the foremast, and later in the same day fire was noticed coming from the after hold. Soon it was seen that she was well alight. Women were put into the boats and, with part of the crew, sent away from the ship, and a long struggle against odds commenced.

The star-magazine was soon cleared of its contents, but attempts to ease the port magazine proved unavailing, and men were overcome by smoke fumes at every effort. The captain set her sails to bring the ship's head to the wind. Flames then broke through the deck, and soon all rigging was ablaze. Pumps were vigorously worked, and one detachment of soldiers employed throwing overboard everything of an inflammable nature, while others busied themselves at making rafts. Then a terrible explosion shook the ship, and she appeared to be sinking, but a cursory examination caused some reassurance, and fresh attempts were made to salvage her. Again, the men

of the 54th Regiment laboured with great courage. If the wind had veered astern, nothing could have saved the ship. The boats were hailed to keep her head towed to the wind, but only one responded! And so the eventful night wore on.

After sixteen hours, the fire was got under. The whole of the afterpart of the SARAH SANDS was seen as a steaming wreck, with four great iron tanks rolling about and threatening to go through the ship's bent and weakened plates. A huge hole, however, had been blown in her astern, and only the unusual thickness of her iron generally saved the vessel. Charts, compasses, and chronometers were all destroyed, and the last observation made had shown her 800 miles from Mauritius.

Twelve days later, she arrived at Port Louis, in Mauritius, where everyone made a great fuss of the soldiers, and soon the story was all over the world and, on account of the bravery and discipline of the Norfolks, read out to every regiment in the British Army at home and abroad.

The SARAH SANDS was eventually brought home to the Mersey, and on 7th December 1860, was registered under the ownership of Edward Bates as an iron screw, four masted barque steamer of 150 horse-power, being then described as clencher-built, with a woman bust figure-head, a square stern and no galleries. On 17th March 1862, she cleared for Madras with a crew of 29 men and again in September 1864 for Bombay under command of Captain T. White. In 1864 she was registered anew as a converted sailing-ship. Five years later she was wrecked on the Laccadive Islands.

VISIT TO MANCHESTER DOCKS

Through the kindness of the Public Relations Officer of the Manchester Ship Canal, a tour of the Manchester Docks by launch has been arranged for Saturday, July 28th.

The number who have given in their names is very disappointing having regard to the show of hands at the Annual General Meeting, but it has been decided to go ahead, using a 12 seater coach and three members' cars. With this arrangement in hand, several more can be accommodated and early application should be made to Mr. E.W. Paget-Tomlinson at BOOtle 4900.

The time of assembly at the Trafford Road Entrance to the Docks, in Salford, is 10.20 for 10.30 a.m. No-one will be allowed in until the whole party is complete. Cameras are allowed.

Lunch has been arranged at the Salisbury Hotel, Trafford Road, for 1.0 p.m. and the party will break up at 2.30 p.m. approximately.

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.VI (New Series) No.4

July/August 1962

THE SEASON'S PROGRAMME

1962

October 11th "Shipowners' Posts - 100 years old", J.Alfred Birch
illustrated by a display of philatelic material.

November 8th "Discussion Evening". Five speakers will initiate
topics for discussion, each speaking for between 5
and 10 minutes. The names of the speakers will be
announced later, but volunteers are invited to
send their name and topic to the Hon.Secretary.

December 13th "Sail Training". A.W.Beal.
This will be an account of sail training in
general and will include illustrations of this
year's Dartmouth Race.

1963

January 10th "Heavy Lift Ships", Captain C.R. McCrum, O.B.E.
R.N. (R'trd) of the Belships Company, (Christian
Smith, of Oslo). Illustrated.

February 14th "Some Mersey Ships", J.Foster Petree, Illustrated.

March 14th "Naval Operations during the American Civil War",
E.W. Paget-Tomlinson. Illustrated.

April 11th Annual Exhibition. The subject this time will be
"Inland Waterways".

Through the continued kindness of the Master and Committee
of the Merseyside Master Mariners Club, the majority of the meet-
ings will be held on board the Clubship LANDFALL, on the second
Thursday in each month, October to April at 7.30 p.m. Any change
of venue will be notified to members in ample time.

VISIT TO THE PORT OF MANCHESTER

On Saturday, July 28th 1962, a party of 20 members of the Society and their friends paid a visit to the Port of Manchester, on the kind invitation of the Public Relations Officer of the Manchester Ship Canal Company. They embarked at 10.30 a.m. in the Canal Company's water bus SILVER ARROW for a two hour tour of the docks and ship canal.

The SILVER ARROW used to take tourists round the canal and port of Amsterdam, and today she performs exactly the same duties on the murky waters of Manchester. She can seat 60 people, but at the time of the Society's visit, only 25 were aboard. Thus there was plenty of room in which to move about, with an open cockpit at the stern allowing space for the photographers of the party. To point out the canal side features, a very knowledgeable guide is carried, who is able to make use of an unobtrusive public address system. The Society's guide was full of information about the ships, about the dimensions of the docks, and about the history of the canal and port. He was ready to answer the technical questions which members of the Liverpool Nautical Research Society are prone to ask.

Leaving the head of No.6 Dock in which were berthed the NORTHUMBRIAN PRINCE, the WIEDAU of Hamburg, and the coaster MARNE of Rotterdam (about to cast off), the SILVER ARROW sailed down the canal, passing the entrances to Docks 7, 8 and 9, and the graving docks of the Manchester Dry Docks Company, in one of which the Royal Mail cargo liner PILCOMAYO was under repair. Mode Wheel locks were soon sighted and the SILVER ARROW entered the smaller of the pair, followed almost immediately by the coaster MARNE. This vessel, owned by Wilhelm Muller of Rotterdam has a particularly low superstructure which allows her to go under the bridges of the Seine as far upstream as Paris. The two vessels locked down together and kept pace with each other for quite a way along the lower pound of the canal. At the Weaste oil wharves the PARAGUAY was seen unloading, and on the opposite bank was berthed the KHUZISTAN of the Strick Line. The PARAGUAY was discharging vegetable oil for Thomas Hedley's canal side factory, the birthplace of 'Camay' toilet soap, although the smell of the works and canal cast doubts about this.

Rounding the bend on which the 'Camay' factory stands, the SILVER ARROW entered a long straight stretch of canal leading down to Barton locks and crossed by the Barton swing aqueduct and

by the new and old Barton road bridges. The new high level road bridge carries the M62 Worsley to Sale motorway over the canal in a graceful arch, well clear of the masts and funnels of Manchester bound ships.

Barton was the limit of the tour. On the return journey the SILVER ARROW encountered quite a procession of outward bound ships. First came the Norwegian BJONGNA, a timber carrier with widely spaced derricks, then, about Mode Wheel locks, the huge MANCHESTER MILLER in ballast, followed by the LOGNA of Leith and the ULSTER WEAVER, bound of course for Belfast. The MANCHESTER MILLER has no funnels, just two ducts, side by side aft, which look like fat samson posts.

Manchester's newest dock is the No.9 opened in 1905. Here the party found the Harrison liner HERDSMAN, the MANCHESTER PORT, the Danish BENNY SKOU and the RAMSDAL of Helsingfors, another timber carrier. The Society's Council member, Mr. N.R. Pugh, has kindly provided a list of all the ships seen, complete with their main particulars, which follows this report.

Two hours passed very quickly and by 12.30 p.m., the SILVER ARROW was back in No.6 Dock. Very handy, across the road from the Main Docks Entrance, is the Salisbury Hotel. Here the Society enjoyed a really first class lunch for which the management must be congratulated. It was a fitting end to a very well worth while tour, excellently organised by the Manchester Ship Canal Company. Many members asked why Liverpool could not have a similar water bus service for the docks.

E.W.P-T.

SHIPS SEEN AT MANCHESTER, July 28th 1962, arranged in chronological order.

S.S. RAMSDAL from Oulu, Finland, ex SAGINAW, ex GEMINI, ex MATINUCUS, ex SAGINAW, ex AETNA, ex COPERAS. Built Manitowoc, Wisconsin, 1919, 2130 gross tons. Rudolf Johnson, Abo Finland.

S.S. MANCHESTER PORT from Baltimore. Built Blythswood, Glasgow, 1935. 7291 gross tons. Manchester Liners.

S.S. BJONGNA from Archangel, ex DUNMORE HEAD, ex CLEMENT T.JAYNE. Built at Sturgeon Wisconsin, 1943. 1790 gross tons. Erling Larsen, Kristiansund, Norway.

M.V. PARAGUAY. Built Harland and Wolff, Belfast. 1944. 7555 gross tons. Royal Mail Lines, London.

MANCHESTER SHIP LIST, continued

M.V. PILCOMAYO. Built Harland and Wolff, Glasgow, 1945. 7540 gross tons. Royal Mail Lines, London.

M.V. ULSTER WEAVER, ex JERSEY COAST, ex ULSTER DUCHESS. Built Ardrosson Dockyard, 1946. 498 gross tons. Belfast Steamship Company.

M.V. HERDSMAN from Beira. Built Doxford, Sunderland, 1947. 6822 gross tons. T. & J. Harrison Ltd., Liverpool.

S.S. PACIFIC FORTUNE. Built Blythswood, Glasgow, 1948. 9400 gross tons. Furness Withy, London.

M.V. MARNE from Paris. Built Delflzy, Holland, 1949. 427 gross tons. Wm. H. Muller, Rotterdam.

S.S. MANCHESTER MERCHANT from Quebec. Built Blythswood, Glasgow, 1951. 7651 gross tons. Manchester Liners.

M.V. BENNY SKOU from New Orleans. Built Burmeister and Wain, Copenhagen, 1951. 4248 gross tons. Ove Skou, Copenhagen.

M.V. GOOTE from Ghent. Built Holland, 1952. 490 gross tons. P. A. Van Es & Co., Rotterdam.

M.V. WIEDAU from Hamburg, ex HEINRICH LORENZ. Built Papenburg on the Ems, 1954. 1866 gross tons. Bugsier, Hamburg.

M.V. KHUZISTAN. Built Readhead's, South Shields, 1955. 7523 gross tons. Strick Line, London.

M.V. NORTHUMBRIAN PRINCE. Built Burntisland, 1956. 2709 gross tons. Prince Line, London.

M.V. POSEIDON from Hamina. Built Rauma, Finland, 1957. 1374 gross tons. Finland S.S. Co., Helsingfors.

M.V. FILLEIGH. Built Bartram and Sons Ltd., Sunderland, 1957. 5668 gross tons. W. J. Tatem Ltd., London.

S.S. MANCHESTER MILLER. Built Harland and Wolff, Belfast, 1957. 9297 gross tons. Manchester Liners.

M.V. RUDOLG J. from Marseilles. Built Holland, 1958. 500 gross tons. Terwogt & Lagers C.V., Amsterdam.

M.V. LOGNA from West Norway. Built Bergen, 1958. 1341 gross tons. Chr. Salvesen & Co. Ltd., Leith.

VICE-PRESIDENT

I am pleased to announce that Colonel J. Lysaght Finigan, D.S.O., T.D., D.L., has accepted the Council's invitation to become a Vice-President.

Colonel Finigan has been a member of the Society for some years and I am sure everyone will be very pleased that he has consented to follow in the footsteps of his father who, from the very beginning, gave the Society such valuable support.

It is particularly appropriate that Colonel Finigan should accept this office in 1962 because it happens to be the Golden Jubilee of "Shipping and Transport", the monthly Journal founded by his father, and of which he is now the Managing Editor.

R. B. SUMMERFIELD.

BOOK REVIEW

Congratulations to our member, Mr. F.J. Henry, on the publication of his book, 'Ships of the Isle of Man Steam Packet Company Limited', published by Brown, Son and Ferguson Ltd., Glasgow, at 3s 6d.

Mr. Henry, an authority on Manx shipping, describes the history of the Steam Packet Company from its foundation in 1830 to the present day. His text is supported by an excellent choice of illustrations. Towards the end of the work are some valuable items of information; how to recognise the difference between the present six Isle of Man passenger ships; two maps showing the services of the Steam Packet Company in 1912 to 1914 and in 1962; a list of models of Steam Packet Company ships and where these may be seen, and finally a very comprehensive fleet list of past and present vessels; a list of war losses and a list of chartered ships.

The compilation of this history is very praiseworthy and everyone interested in Merseyside shipping will be indebted to the author for his work.

E.W.P-T.

NEW BRIGHTON PIER

The 4th August and Bank Holiday Saturday should be a popular day at any resort, but the weather prospects seemed to deter visitors. However, the day was sunny and reasonably warm until about 3 p.m. when the sky clouded over and rain soon came for the remainder of the day.

An early arrival at New Brighton was amply rewarded by a Naval occasion, for at 10 a.m. those on the Pier could see four modern, trim frigates approaching in line ahead. Their large ensigns flew on the jackstuffs, with white ensigns at masthead and gaff, and overall bunting ready for tricing up. The red hand of Ulster was painted on each funnel, and as they sailed past, manned for entering harbour, their names and numbers were :-

F.101 Yarmouth	F.78 Blackwood
F.113 Falmouth	F.54 Hardy

The first two were somewhat larger than the latter.

It was an interesting day for the ship spotting fraternity. The big event was the arrival of the Blue Funnel SARPEDON from Western Australia. She was built in 1931 as the AJAX - she took part in the memorable Malta convoys - and has come home from the Australia/Straits service, perhaps for scrapping. (She is destined for the Hong Kong breakers).

The efficient looking TUSKAR sailed early, and the SANDA had taken most of the Waterford cargo the day before. The Royal Mail PARAGUAY sailed out of Manchester, for the River Blackwater, possibly to lay up.

It was Papayanni's day, and three sailed: the DARINIAN, CATANIAN, and PALMELIAN, trim ships deep laden for Mediterranean ports. The ADVENTURER, the heavy lift ship, sailed for Beira. The CARPATHIA - the neat German flag Cunarder, sailed for the Lakes. The AFGHANISTAN, the Common Bros. ore carrier left for Port Elizabeth, and the OREGIS brought ore from La Goulette, Tunisia. The Argentine ARTILLERO carried 12 buses on deck, but otherwise was light, and had a list to port. Two unusual visitors were the GARBETA of British India, and the ADEN of P. & O. The ATLANTIC FAITH and LIBERTY BELL were two of the tankers which arrived, the BRITISH LIBERTY was discharging into lighters in the River. All the Manx Fleet passed except the MONA'S ISLE and FENELLA between 10 a.m. and 5 p.m. There were also the newsprint ships CASLON and MARGARET BOWATER.

N.R. PUGH

It seems a long time since the Museum gave an account of itself in News, Notes and Queries. It has been busy, but there has been no great excitement. Two large models of Chinese junks were placed on display in June in the Lower Horseshoe Gallery, William Brown Street. One is a house-boat, rigged out as a temple. She comes from North China and is complete with ceremonial gongs, an altar and a couple of carved priests. She is self-propelled by sail and oar but her movements must have been slow, owing to her great beam and unwieldly top-hamper. The sail is like a Venetian blind with horizontal battens, and the two oars are very ill-balanced.

The other junk is a very different affair, a sea-going five master from Shantung Province, also in North China. None of these are left sailing today, they have been ousted by coasting steamers. But, certainly up to the 1930's, they carried soya flour and oil from the Shantung Ports of Chefoo and Tsingtao and from the Manchurian ports of Antung and Yingkow, down to the Yangtze. The model represents a junk of 150 feet in length, overall, by 32 feet beam. Her gross tonnage would be round about 500. Turret construction is employed in the hull, very like the Doxford built turret steamers, but more shapely. The rudder is retractable and there are two sampans hanging from davits, on the starboard quarter and over the stern. Five masts sound a lot, but three of them are merely for small steadying sails to provide a balanced rig. The two tall masts amidships provide the real driving power, each with a rectangular Chinese lug, stiffened by battens; the sail reaching the full height of the mast, but cut very narrow. In the Museum model, only one sail is shown per mast, but in practice these junks set topsails and a variety of fore and aft staysails.

The model is one of the famous series commissioned by the late Sir Frederick Maze of the Chinese Maritime Customs, from Chinese shipwrights. Most of the Maze models are in the Science Museum, South Kensington, but this one has escaped to Liverpool. Its scale is about $\frac{3}{4}$ inch to 1 foot and its appearance impressive.

Recently the Shipping Department of the Museum have been allotted further display space, and an exhibition featuring the growth of Transatlantic Steam Navigation is under preparation. Admittedly this is a terribly hackneyed subject, but the Museum is very well provided with models of ships like the SIRIUS, the

GREAT WESTERN, the GREAT BRITAIN, the Inman CITY OF PARIS (1866), and the National liner AMERICA of 1884. All these will in fact be seen in the display which takes the story from 1837 to 1907. One or two interesting techniques are being tried for this display. Miniature funnels have been turned, which will illustrate the colours of famous old firms, such as the Collins Line, the Inman Line, the Red Star, the Leyland, the Guion and Atlantic Transport Lines. These, with their houseflags will form a frieze along the top of the showcase.

The models of the pioneer steamships and liners will be conventionally displayed, but they will be re-inforced by a series of scale drawings, of liners to show their development, from the BRITANNIA of 1840 to the CAMPANIA of 1893, and by models of paddle wheels and different patterns of screw. To introduce the turbine on the Atlantic, a model of Parsons' TURBINIA will be shown, together with a model illustrating the layout of the TURBINIA'S engine-room. This has been made in the Museum's Bootle workshop, where the shipping collection is stored. Charles Parsons' final design for the TURBINIA featured three propeller shafts, with three propellers on each. The centre shaft was driven by the large low pressure turbine, the starboard shaft by the high pressure turbine and the port shaft by the intermediate pressure turbine. All this will be clearly explained by the model. Incidentally, TURBINIA herself is now preserved at the Newcastle upon Tyne Museum of Science and Industry.

A map mounted on perspex completed the display, by showing the present summer and winter North Atlantic steamer tracks north of Ireland. By the time this number of News, Notes and Queries is issued, the Atlantic display will be ready. (It was in fact opened to the public on August 2nd).

Another model marine engine has recently been presented to the Museum by its maker, Mr. E.B. Wilcox of Weaverham, Cheshire, who has already given four fine models to the Museum. This one represents an early type of screw engine, of the 1860's. The two cylinders are arranged in a V, like those in a V8 Ford car, and drive onto a common crank pin. Reduction gearing operates the air pumps, and the whole layout is extremely compact. Such an engine would drive a small coaster or collier. The nominal horse power is 100 and the steam pressure would be around 75 lbs per square inch. Soon the model will be seen working at the Museum in William Brown Street.

E.W.P-T.

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.VI (New Series) No.5

September/December 1962

OCTOBER MEETING

The first meeting of the 1962/63 season took place on Thursday, October the 11th, on board LANDFALL. The speaker was the very distinguished philatelist Mr. J. Alfred Birch, who holds many honours in this field. His subject for the Society was 'Shipowners' Posts - 100 Years Old', and he had brought with him a large collection of stamps and covers (or envelopes) which were posted and franked aboard ships. These he arranged upon tables for the Society to examine, and he founded his lecture on the material displayed.

First Mr.Birch explained how stamps came to be issued for postal purposes. They were simply receipts for the fee charged to undertake carriage and delivery of mail. Shipowners used to charge such fees and issue stamps as receipts, cancelling the stamps with their own device. On show were some very early cancellations, for example a 'Liverpool Ship Letter' postmark of the 1850s; and early marks from the ports of Wick, Leith and Harwich.

Mr.Birch walked round his exhibits as he talked, and he held up each display of stamps and covers for his audience to see, while he gave details of their history. His lecture was interspersed with humorous anecdotes on the fascinating sidelines of stamp collecting. His maritime collection had grown up quite by accident, he said. For a long while he had specialized in the Scandinavian countries, and since they depend so heavily on maritime trade, inevitably he had found himself with a magnificent collection of stamps and covers franked aboard ship.

Thus the bulk of his lecture was spent in discussing the postal services of Norway, Denmark and Sweden. The Danes, he said, still issue special stamps for the ferry service across the narrow Sound which separates Denmark from Sweden; and the Swedes issue

special stamps for local parcels traffic. Mr.Birch had a good deal to say about the stamps which were issued by the Norwegian explorer Roald Amundsen supposedly from the FRAM, and which were cancelled by a special mark, indicating the latitude and longitude in which the ship was lying. In fact the mark bore the name MAUD, because it was in the MAUD that Amundsen reached the Antarctic Continent, since the FRAM at that time was under repair at Horten dockyard near Oslo. Thus the so-called issue of stamps and covers from the FRAM has been successfully disproved.

After discussing the rare stamps overprinted BOUVET ISLAND, a remote stop off the Antarctic Continent, Mr.Birch went on to describe wreck covers, that is to say, covers or envelopes, from which the original stamp has been removed, due to the action of the seas. In these cases, the missing stamp is replaced by a special one, to ensure delivery. Mr.Birch had quite a few examples of these wreck covers to show the Society.

From wrecks he went on to discuss forgeries, the stamps and marks issued by a German shipping company operating to Spitzbergen, and the special North Cape stamps and marks issued by the Norwegian mail steamers on the Bergen-Kirkenes packet service.

Mr.Birch's fund of philatelic reminiscence is remarkable. He is fortunate to possess one of the first air letters from Norway, and to pick up for 6d in Lord Street, Southport, a stamp bearing a rare Norwegian ship mark. In addition, he possesses the mark of Norway's first steamer, CONSTITUTIONEN, built in 1825. Most amusing was his description of postal evasion, how ships' captains would take mail, for the small charge of 1d a letter, and then post it in the ordinary inland postal system at the port of destination. Thus, mail charges were avoided, for almost the whole transit of the letter, by means of this so-called 'Captain's Mail'.

The evening passed very pleasantly and members were fascinated by Mr.Birch's display. He brought his enthusiasm for philately well home to his audience and they applauded his story of his dinner in Copenhagen, during which he had to get up nine times and process down the Banqueting Hall to receive his nine awards.

A vote of thanks to Mr.Birch was expressed by Mr.Nigel Kennedy and seconded by Mr.Cook. It was carried with unanimous acclamation. Members had a good opportunity to ask questions and a brisk discussion followed, about present day postal regulations, stamp sales and so on.

NOVEMBER MEETING

This meeting was of an highly experimental nature, because no set paper was given. Instead members introduced subjects for discussion and debate. As usual the meeting started at 7.30 p.m. on board LANDFALL on Thursday, November the 8th. The Chairman asked the company to speak up and not to be shy; then he called on Mr. F. Goodacre to raise the first topic. This was a question about the Old Dock Sill, Liverpool, ably answered by Captain George Ayre, who said that this used to be an arbitrary mark to measure the tides of the Mersey. Nowadays, Captain Ayre added, the mark was based on Newlyn in Cornwall.

Mr. Goodacre was followed by two partisans of the endless Sail versus Steam controversy. Dr. J.R. Harris put forward the theory that sail was only gradually ousted by steam during the nineteenth century, first from coastal and short sea routes, then from the shorter ocean crossings, such as the North Atlantic, and finally from the very long hauls, Australia, New Zealand, and the Pacific Coast of South America. There was no sudden break from sail and adoption of steam, said Dr. Harris. Mr. T.D. Tozer made the important point that the steamer, with her reliable schedules, was very necessary to the success of the industrial and agricultural revolutions.

Dr. Harris was ably supported by Mr. A.M. McClelland, who saw the sail versus steam struggle as a contest between commercial conservatism on the part of the sailing ship owner against the business acumen of the steamship operator. Mr. McClelland emphasized that certain owners perceived a real economic future in sail, notably the Laiesz Line of Hamburg, with their 'P' ships on the Chilean ores trade. Referring to the very last days of sail, Mr. McClelland explained the value of the slow windjammer as a floating warehouse to store Australian grain, grain which might be bought and sold many times between the Spencer Gulf and Falmouth. Following Mr. McClelland came Mr. Tozer, who commented on the need for the early steamers to operate with a subsidy, usually a mail contract, and Captain Ayre, who favoured sail, not on any economic grounds, but as a school for training boys in seamanship.

The Chairman was reluctantly forced to close this topic, in order to give other speakers a chance. He therefore called on Mr. Nigel Kennedy to discuss the 150th anniversary of the steamship COMET and its historical justification. Mr. Kennedy quickly pointed out that the COMET was far from being the first steamship in the

world, nor was she the first commercially operated steamer in Europe. Mr. John Smith of St. Helens may claim to have run the first European passenger carrying steamer as early as 1797. Dr. Harris, a native of St. Helens, warmly supported the claims of Jack Smith, but Mr. McDonald, from Clydeside, fervently championed the COMET. Mr. Kennedy and the latter had a long discussion on the COMET'S claims, until the Chairman asked for the coffee interlude.

After this the thoughts of the meeting were turned to the future of the Port of Liverpool, introduced by Mr. David Hughes and Mr. E. A. Worthy. Mr. Hughes spoke of the increasing dredging necessary and the resultant high costs of operating the port. Mr. Worthy said that the approach channels were a perennial problem, partly because of their artificial nature with their stone revetments. Taking a broad economic view of the future, and discounting the physical problems of the Mersey, Dr. Harris foresaw a period of freer world trade, in which Liverpool could play a valuable part. Mr. McClelland enlarged on the congestion of Liverpool, the difficulties of handling the goods across the quays, and the time wasting queues of lorries. Finally, Mr. W. B. Hallam quoted numerous dates in the past when the Port of Liverpool had been declared finished, notably when the big liners moved down to Southampton in about 1907-8.

To round off the evening, Mr. Eric Lear discussed the possibilities of sailing models of square-rigged ships. He had actually brought a number of these along and he described their constructions and performance in some detail. The hulls he made out of laminated paper, using a wooden template, while the steering could be achieved by a weighted rudder. He had made models of barques, full-rigged ships and a topsail schooner. All sailed well, in competition with the supposedly more handly fore-and-aft rigged models.

Undoubtedly this discussion evening was a great success and should be a regular feature of the Society. The thanks of the meeting to the Chairman for his guidance of the discussions was proposed by Mr. E. W. Paget-Tomlinson and seconded by Mr. Nigel Kennedy. Since the party broke up well after 10.0 p.m. the evening can be judged to have been a great success.

E.W.P-T.

ILLNESS

We were very sorry to learn of the illness of Captain J. Rouffignac, a regular attender at our meetings. He is in Broadgreen Hospital, and we are pleased to say that he is making a good recovery.

For the last few months Liverpool Museums have been inundated with a host of gifts, many the direct results of an appeal for material for the projected Maritime Museum, now very definitely on its way to fruition.

Ship models have been received in large quantities. In May came eleven half models of steam coasters belonging to the Zillah Shipping Company, Limited, among them the SUMMERFIELD of 1913. Apparently she has no connection with our Chairman. With these models are a valuable series of plans of Zillah ships, which remain to be catalogued.

Then in June the Museums received on permanent loan from the Booth Line, a model, to a scale of 1:48, of their old LANFRANC, built in 1884 by Thomas Royden and Sons of Liverpool. This vessel fills an important gap in the shipping collection which hitherto had a very thin representation of ships of the 1880s. Indeed the LANFRANC is the first cargo liner model of this period to enter the collection. She is a handsome vessel, square rigged on the foremast, and with a long poop deck.

From the old established firm of Sandbach Tinne and Co. Ltd., the Museums have received a model of the full-rigged ship PARKER built in 1829. She was well known in the West Indies trade and survived into the late 1850s. Rather different from the PARKER and the LANFRANC has been the arrival of the $2\frac{1}{4}$ ton gun from Bidston Observatory at the Museums' Bootle store. This piece of garrison artillery was in use at the Morpeth Dock until 1939 to fire the one o'clock time signal. The gun is a 32 pounder and probably dates from 1820 or thereabouts. Before it is placed on exhibition a new carriage will have to be built.

More recently some items of astronomical interest have been received from the Bidston Observatory. Foremost among them is the transit telescope, made by Troughton and Simms of London in 1843. This was used to measure time by observing the transit or passage of stars across the meridian. With the telescope are an observing chair and couch, a screw jack for lifting the telescope off its mounting, an observatory clock whose single hand completes a revolution on the dial within a single minute, and finally a chronograph, used in conjunction with the transit telescope, which records the time of the star's transit on a roll of paper. All this equipment will be used in a forthcoming astronomy display in the Museums' Lower Horseshoe Gallery in William Brown Street.

Our member, Mr.P.J.Welsh, who works in the Shipping Department of the Museum, has been responsible for the collection of these astronomical instruments and he will be preparing the new display.

To return to ship models, Coast Lines Ltd., have been very generous in the presentation of no less than eight for the new Maritime Museum. From their associate, the British and Irish Steam Packet Company, three half models have been received, the EBLANA of 1892, the LADY WIMBORNE of 1915 and the LADY KILDARE - ex SETTER of 1920. These were all cargo and cattle boats, a type hitherto unrepresented in the collections. Another Coast Lines associate, the Tyne Tees Steam Shipping Co.Ltd., have deposited four fully rigged models. They are the passenger steamer LONDONER of 1891, a two-funneller of rakish appearance, the cargo vessel NOVOCASTRIAN of 1915, and two passenger and cargo carriers on the Continental run, the HADRIAN of 1923 and the ALNWICK of 1928.

The eighth Coast Lines model is the most striking. She is the ST.SUNNIVA of the North of Scotland, Orkney and Shetland Shipping Co.Ltd., built in 1931 by Hall Russell and Co. of Aberdeen, to replace a famous predecessor of the same name, which had pioneered cruises to the Norwegian fjords. Both ST.SUNNIVA'S were built with clipper bows and looked like steam yachts, the second one especially so, since she was painted white with a yellow funnel. This second ST.SUNNIVA, the subject of the Museums' model, was lost in 1943, while on patrol in the North Atlantic. She is believed to have foundered during a storm. The model, which is to a scale of 1:48, is now on show at the Lower Horse-shoe Gallery, in William Brown Street, Liverpool.

Finally, in the series of model accessions come the S.S. LAFIAN, of the African and Eastern Trade Corporation Ltd. built in 1928, a mirror-backed half model to a scale of 1:48, and a series of models from the Guinea Gulf Line. These comprise the BALMORE of 1890, the JONATHAN HOLT of 1910, both half models, and a superb rigged model of the JOHN HOLT OF 1926. The BALMORE was acquired from other owners by John Holt in 1908, and she was their first ocean-going steamship. With the addition of these Guinea Gulf models and of the LAFIAN, which in 1931 came under the control of the United Africa Company, the Museums' shipping collection is well represented in the West African trade.

Paintings, plans and relics have been arriving at the Museums in some quantity. Pride of place must be given to a fine oil of a frigate in the Mersey by J.Jenkinson, who flourished in about 1780-90. From Halifax, Nova Scotia, has come an

oil portrait of the four-masted barque GLENORCHY, built in 1882, for the Liverpool firm of L.H.MacIntyre. Interesting ship plans have been acquired from Birkenhead Ferries, from Scotts' shipyard at Greenock and from Vickers-Armstrongs at Barrow. The collection from Scotts' comprises general arrangement drawings of compound and triple expansion engines fitted to Alfred Holt Ships within the period 1885 to 1914, and general arrangement drawings of representative Alfred Holt ships within the years 1906 and 1931.

Relics from the TITANIC always excite interest and the Museums have been fortunate to receive a cork life-belt and 2 rowlocks from the No.9 life-boat of the ill-fated liner.

E.W.P-T.

NEW MEMBERS

Mrs. A. Bell, Barnston	A.Bell, Barnston
A. C. Gavin, Wallasey	Mr.& Mrs. W. B. Hallam, Waterloo
A. W. Persall, Greenwich	J. S. Wright, Southport

MERSEY NOTES

In October it was announced that the MONAS QUEEN had been sold and will be leaving her berth at Barrow for Piraeus, with the temporary name of BARROW QUEEN.

Later in the month it has been announced that the ST.SEIRIOL has also been sold after lying up in Birkenhead for over twelve months, but she is presumably to be scrapped.

In September, the ferry boats ST.HILARY and CLAUGHTON left the Mersey for Antwerp in tow of the Belgian tug OCEAN BULL for the shipbreakers.

On Saturday, 13th of October, the Westminster Dredging Co's bucket dredger EUROPA was towed from the Mersey to Amsterdam by the Dutch tug EBRO.

A recent ship census at New Brighton Pier showed that 75% of passings took place between half flood and high water.

The new fast Pilot Launches PUFFIN and PETREL are now in service, both for boarding purposes in the Mersey and for ferrying pilots to the Bar Station. Resembling high speed R.A.F. rescue craft of the last war, they have radar and radio telephony. Again, there is conjecture as to the future of No.4 Pilot boat, the only remaining steam driven vessel here. Both craft were

built by Messrs. Phillips of Dartmouth. PETREL made her debut on Saturday the 20th October, leaving Woodside at 3 p.m. transferring pilots at the Bar, and was back in the Mersey at 5.15 pm by the Rock Channel both ways.

The winter service to Douglas is maintained by the MANX MAID and MANXMAN. KING ORRY is therefore off the winter run for the first time in many years.

With reduced ferry timetable to Seacombe, users should remember that in the off-peak periods on weekdays, the boats leave Liverpool at 7, 27, and 47 minutes past the hour, to connect with the buses in the borough.

For our up-country readers, it is interesting to note that the combined Wallasey and Birkenhead ferry fleets now total only eight vessels, of which WALLASEY is the only steamer.

Cammell Laird & Co. have completed the Cable Ship MERCURY which left the Mersey in mid-October for her first commission, with a Spanish crew. It is understood she will first work in the Biscay area, then going to the south Pacific.

On the 20th of October, the Laird built super tanker OTINA brought a cargo of crude oil from Mena al Ahmadi to Tranmere, and on the same day another large Birkenhead-built tanker, the SEPIA, arrived for tank cleaning. A sistership to OTINA has recently been launched at Birkenhead - she is called OSCILLA. All these vessels are in the Shell group.

The fog on the 16th October brought trouble for the coasters CRAIGOLIVE and LOCH LINNHE in the Ribble estuary, both going aground between tides. In leaving Preston BALLYGARVEY was more lucky and reached the sea on passage to Bangor, Co.Down.

A bucket dredger was recently seen entering the Mersey, and turned out to be the COCUR of Workington, under her own steam. She came for an overhaul, and left in tow of the Workington tug SOLWAY.

N.R.PUGH

CONSTITUTION and RULES

These have been re-issued because many members may not have a copy.

R.B.S.

LIVERPOOL NAUTICAL RESEARCH SOCIETY
(Founded 1938)

Revised Constitution and Rules
adopted the 26th of November, 1948
(with subsequent amendments)

CONSTITUTION

1. The objects of the Society are :-
 - (a) to encourage interest in the history of shipping (particularly local shipping) by collecting and collating material relating thereto;
 - (b) to undertake an historical survey of Liverpool vessels, their builders, owners and masters;
 - (c) to disseminate such information by publications or by any other available means;
 - (d) to co-operate in every suitable way with other organisations in Liverpool or elsewhere having similar or cognate objects;
 - (e) to encourage the making and collection of scale ship models, and their exhibition,
2. Membership of the Society shall be open to all persons interested in the objects of the Society who are elected in accordance with the Rules and pay the Subscription fixed from time to time, together with those appointed under Section 5 of the Constitution.
3. The affairs of the Society shall be managed by a Council who shall carry out the policy of the Society as decided at each Annual or other General Meeting, and shall report its proceedings to the next subsequent General Meeting.
4. The Council shall consist of the following officers:-

Chairman, Secretary, Treasurer, Archivist, and five other members, all of whom shall be elected at the Annual General Meeting.

5. The Council may nominate a President, Vice-Presidents, and Honorary Members, for appointment by the Society at any General Meeting, provided that in the case of Vice-Presidents, not more than four shall hold office at any one time. These appointments shall not be subject to annual election, and the President and Vice-Presidents shall be Ex-Officio Members of the Council.
6. This Constitution shall not be altered except at the Annual General Meeting of the Society, after due notice in accordance with the Rules.

* * * * *

R U L E S

1. Application for Membership shall be considered by the Council and submitted to the next General Meeting for approval.
2. The financial year of the Society shall end on the 31st of March, but subscriptions for that year shall be due on the previous 1st of September. At the Council Meeting immediately prior to the Annual General Meeting, the Treasurer shall read out the name of any member whose subscription has not been paid for the previous year. The Council shall have the power to fix a special subscription in respect of any publications of the Society, subject to approval of a general meeting.

Change of financial year end, from the 31st of August, authorised at the Annual General Meeting on the 9th October, 1958.

3. The Annual General Meeting shall be held in April, and not less than seven days' notice in writing shall be given, stating the business to be transacted.

Change of month, from October, authorised at the Annual General Meeting on the 9th of October, 1958.

4. The business to be transacted at the Annual General Meeting shall be:-
 - (a) to receive the annual report of the Council;
 - (b) to receive the annual report of the Treasurer together with the audited accounts;
 - (c) to elect the Officers of the Council together with the five other members of the Council;
 - (d) to transact such other business as shall have been notified in the circular convening the meeting.
5. Nominations for election as Officers of the Society may be made by any member in writing to the Secretary, prior to the commencement of the Annual General Meeting, provided that the nominee has signified 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.
6. The Council shall meet not less than four times a year, five members being a quorum. All members of the Council shall be given seven days' notice thereof in writing. The Agenda for each Council Meeting shall be drawn up by the Secretary after consultation with the Chairman.
7. The Council may appoint Ad Hoc Sub-Committees, as may be found desirable. Sub-Committees shall report their proceedings to the next Council Meeting, and shall cease to function after the Council Meeting immediately prior to the Annual General Meeting. The Council shall have the power to fill any unforeseen vacancies. Persons so appointed shall hold office for the same period as those they replace would have held office.
8. The Chairman shall be empowered to take emergency action when necessary but shall first consult two other members of the Council. Any action taken to be reported within 21 days to a meeting of the Council called in accordance with the rules.
9. The Council shall arrange a syllabus of papers to be read at General Meetings of the Society which will be held from time to time throughout the session.

10. Members shall be entitled to not less than seven days' notice in writing of each General Meeting, stating the business to be transacted.
11. At all General Meetings, eight shall constitute a quorum, of whom at least four shall be ordinary members.
12. At all meetings of the Society, or of the Council, in the absence of the Chairman, or any prior arrangement, the Chair shall be taken by the senior member of the Council present.
13. The author of any paper read before the Society shall supply a copy to the Archivist which shall be available to the members of the Society.
14. The annual subscription for the ensuing year shall be fixed at the Annual General Meeting of the Society.
15. No alteration of these rules shall be made except at the Annual General Meeting of the Society called in accordance with Rule 3.

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SUBSCRIPTION

By resolution passed at the Annual General Meeting on the 13th of October, 1953, the annual subscription for all members under 21 was fixed at five shillings.

The annual subscription of ten shillings for members other than those under 21, was increased to one pound at the Annual General Meeting of October 1957, the increase to apply to the Season 1958/59.

At the Annual General Meeting held on the 28th of April, 1960, it was agreed that the annual subscription of one pound should only apply to local members, living within a 40 mile radius of Liverpool; to overseas members and to subscribing libraries. The annual subscription of country members reverted to ten shillings, as from the 1st of September 1960.

At the same Annual General Meeting, a 'Husband and Wife' membership was instituted, at a joint annual subscription of one pound, seven shillings and sixpence, to be retrospective to the 1st of September 1958.