

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.VII (New Series) No. 1

January/March 1963

DECEMBER MEETING

On Thursday, December 13th, 1962, the Society met on board LANDFALL to enjoy a most informative evening on Sail Training by our Member, Mr. A. W. Beal. Mr. Beal had taken a great deal of care over the presentation of his subject, which was illustrated by coloured slides, by a film and by numerous pictures and newspaper cuttings displayed on screens round the sides of LANDFALL'S saloon.

To open the evening Mr. Beal gave an introductory talk on the history of sail training. This, he said, fell into two divisions; first came the training in sail provided when sail was still an economic proposition, and second came the training in sail, still carried on today, which aimed to provide for boys a good grounding in practical seamanship, coupled with the discipline and self-reliance which only a sailing ship can give.

Mr. Beal outlined the apprenticeship system in the days of sail, and quoted the works of David W. Bone and Commander J. R. Stenhouse on this subject. Both wrote from personal experience, Bone as early as 1910, and Stenhouse in 1955. Bone's book "The Brassbounder" is based on his letters home, written when he was an apprentice in sail, while Stenhouse's "Cracker Hash" has the benefit of hindsight, since it was published long after the end of sail. Many companies, said Mr. Beal, neglected their apprentices, but one firm most certainly did not, Devitt and Moore. They owned special cadet ships; their first was the ILLAWARRA built in 1881, then came the MACQUARIE, the HARBINGER and the HESPERUS. Later in 1906, was the PORT JACKSON, which aimed to provide training for boy seamen, although after a couple of voyages the PORT JACKSON turned to the training of officer

cadets only. Devitt and Moore's last cadet ship was the famous MEDWAY, a four-masted barque. She made a remarkable voyage round the world in 1915-1916 via Hobart Tasmania and Portland Oregon, the average daily run was 204 miles.

After the 1914-18 War the opportunities for sail training became very limited, since sail was scarcely a commercial proposition by this time. Mr. Beal did mention the grain fleet of Gustaf Erikson and the famous Laiesz Line of Hamburg, the "Flying P" ships, which were probably the best run sailing vessels the world has ever known. These companies took on apprentices in the normal way, but in the 1930s two sail training schemes flourished which have remained unique. One was the world cruise of the JOSEPH CONRAD under the command of Alan Villiers from 1934 to 1936, and the other the cruise of the barquentine CAP PILAR under Adrian Seligman in 1936-38.

Both these ventures were British, but today, Mr. Beal pointed out, Britain is almost excluded from sail training schemes. Other countries can assemble an imposing fleet of training square riggers and schooners, and Mr. Beal gave some examples; the DANMARK, built in 1933, the Italian AMERIGO VESPUCCI of 1930, the new German GORCH FOCK of 1958, and the Norwegian SØRLANDET of 1937. All are still in service and provide training for seamen as well as officers. The British contribution is very small, the schooner PRINCE LOUIS of the Outward Bound Sea School at Aberdovey, although a British committee has done a great deal to promote sail training on an international scale.

This is the Sail Training Association founded in 1954, which has sponsored the famous schoolship races, the first in 1956 from Torbay to Lisbon, the second in 1958, Brest to the Canaries, the third in 1960 from Oslo to Ostend and the fourth in 1962 from Torbay to Rotterdam.

Mr. Beal was particularly concerned with the last of these, since he was lucky enough to see the start and inspect the assembly of ships in the Dart. His colour slides of the Dart are magnificent. He showed us deck views of the SØRLANDET and the ponderous steel hull of the AMERIGO VESPUCCI, the dainty French topsail schooners L'ETOILE and BELLE POULE, and the new GORCH FOCK as she moved down the Dart with her complement manning the yards.

To end the evening's entertainment Mr. Beal showed a black and white silent film, of the start of the 1956 Torbay to Lisbon Sail Training Ship Race. It was such a pity that this film was not in colour and without commentary. However, members could recognise most of the contestants, the Portuguese barque SACRES, the Danish full rigger GEORG STAG, the Norwegians CHRISTIAN RADICH and SØRLANDET, and the Belgian barquentine MERCATOR.

A vote of thanks to Mr. Beal for such a pleasant evening was proposed by Mr. Wilding and seconded by Mr. Smart. The vote was carried with unanimous enthusiasm. Afterwards members asked Mr. Beal quite a number of questions and discussed the value of sail training to the modern seafarer, a discussion which could have lasted into the small hours.

E.W.P-T.

JANUARY MEETING

The speaker for January was to have been Captain C.R.McCrum who would have spoken on "Heavy Lift Ships", but the weather in the West Country, where he lives, prevented his coming. Instead our March speaker, Mr. E. W. Paget-Tomlinson, advanced his talk to January 10th at 7.30 p.m. on board LANDFALL.

Mr. Paget-Tomlinson spoke on the "Naval Side of the American Civil War" and illustrated his lecture with 2" x 2" slides. These formed a fascinating pictorial history of the war and he constructed his talk entirely around them. First, he explained the complex causes of the war, in broad outline only, because the subject is deep and involved. Then he considered the election of Lincoln as President, the secession of South Carolina, and the incidents involving the Charleston forts.

Of course, the War itself formed the bulk of his lecture. It was a new kind of war, which looked forward to the trenches and the machine gun, the submarine and the ironclad. In other ways the war looked back on history; the massed ranks of infantry; the muzzle loading field artillery, and the headlong cavalry charges. From the naval point of view it was very much a war of change. Sail was entirely superseded by steam. Much larger guns were employed than hitherto, firing heavier projectiles, which left the muzzles at much greater velocity.

In 1861 the United States Navy was small and scattered over the seas of the world. The Confederates, for their part, had no navy at all. Both sides made hectic naval preparations, as fast

as they could. Mr. Paget-Tomlinson gave an account of how the Union authorities bought up merchant ships and laid down new war vessels. The Confederates from the very start equipped ships for commerce raiding and at Norfolk, Virginia, they set about salvaging the Union frigate MERRIMAC.

Strategically the naval war could be examined from several aspects. First there was Lincoln's blockade to the Southern coastline, from the Potomac to Mexico. This was countered by the blockade runners, many of which were built on the Mersey, and by strenuous Confederate efforts to attack the blockading squadrons. The most famous of these was undoubtedly the Hampton Roads engagement between the Confederate ironclad VIRGINIA (-ex MERRIMAC), and the wooden Union warships CONGRESS and CUMBERLAND, followed on the very next day by the new ironclad MONITOR. Later in the war came the activities of the rebel submarines off Charleston and the depredations of the large Confederate ironclad ram ALVEMARLE. Two coloured slides showed how this monster was destroyed by a spar torpedo, fired from a small steam launch.

To further implement their blockade, the North carried out expeditions against forts on the Southern shore. Early in the war was the successful bombardment of the two forts guarding the entrance to Port Royal Sound, South Carolina, whilst in January 1865, the redoubtable Fort Fisher guarding the approaches to Wilmington, North Carolina, the last Confederate port, fell to a massive assault by land and sea, a real combined operations affair.

Consideration of the river campaigns provided Mr. Paget-Tomlinson with an opportunity to explain the Union conquest of the Mississippi both from upstream and from the Gulf. In this connection a great deal of emphasis was placed on the initiative of Admiral David G. Farragut, whose ships forced their way up to New Orleans and later sealed off the last Gulf port of the Confederacy, Mobile.

Finally, Mr. Paget-Tomlinson spoke of the only offensive naval warfare successfully prosecuted by the Confederates, which was commerce raiding. This side of the war has a strong Merseyside flavour, because the FLORIDA and ALABAMA were actually built on the Mersey, while the SHENANDOAH surrendered to the Liverpool authorities in November, 1865, after her depredations among the Pacific whaling fleets, which continued after the war had officially ended, because she had not heard the news.

A vote of thanks to Mr. Paget-Tomlinson was proposed by Mr. W. Tapson and seconded by Mr. Finigan. It was carried with acclamation. A long discussion followed the coffee interval. It could have continued far into the night, but the meeting had to be adjourned soon after 10.00 p.m.

Members particularly appreciated the slides illustrating this talk, the majority of which came from American sources. Some were taken from contemporary photographs, others were stills from a U.S. Navy historical film, while a third group were copied from illustrations in our own Illustrated London News, whose special artist Frank Vizetelly covered the war from both sides.

R.B.S.

FEBRUARY MEETING

On Thursday, February 14th, 1963, the Society met on board LANDFALL to hear an excellent talk by our member Mr. J. Foster Petree on Mersey ships of the past. Last season Mr. Petree delighted us with his collection of old slides of maritime scenes, not only ships, but also shipyards and docks. The photographs come mainly from his father's collection and it was a fresh series from the same source that we showed the Society in February.

He presented his ships according to their class, starting with Mersey ferries. Among these was the ex-luggage boat SUNFLOWER of 1879, which was reputed to have been intended as a Mersey train ferry, and one of the last Wallasey paddle ferries, the PANSY. Then came the IRIS (later ROYAL IRIS and finally BLARNEY of Cork) and a fine view of the IRIS and the DAFFODIL after the Zeebrugge raid, both with funnels perforated like cheese graters.

From ferries, Mr. Petree turned to examine the next stage upwards in passenger steamers, the Isle of Man and North Wales vessels. Many famous names appeared here, notably the PRINCE OF WALES, the four-funnelled BEN-MY-CHREE, LA MARGUERITE, and lastly the L.N.W.R. Holyhead steamer LILY, later placed on the Isle of Man run for a short spell. She and her sister the VIOLET were almost the last ships to be fitted with steeple engines, and triple-expansion ones at that. Mr. Petree gave an interesting account of how the steeple type of engine (by 1891 long superseded by other cylinder and motion arrangements) came to be fitted in these vessels. After several years of service with simple oscillating engines, in 1890 the L.N.W.R. demanded that the speed of these two sisters be increased, but not to the detriment of their passenger capacity. The answer lay in a very compact design of triple-expansion engine and the steeple arrangement was chosen.

After Cross-Channel vessels, Mr. Foster Petree passed on to ocean-going steamers and sailing ships. He started this section of his talk with views of the GREAT BRITAIN in Sparrow Cove, Falkland Islands, taken in 1937, and one of the GREAT EASTERN at Tranmere, taken in 1889 when she was about to be broken up. Indeed, the slide showed her paddle boxes empty. In a few well chosen words, Mr. Foster Petree demolished the old fable of the man rivetted up inside the double bottom of the GREAT EASTERN.

An exceptionally clear slide showed the beautiful Inman liner CITY OF PARIS in dock in Birkenhead. She was one of the pioneer twin-screw Atlantic liners and her career was lengthy, for she served as a troopship in the 1914-18 War. She was scrapped in 1923, by that time called the PHILADELPHIA. Mr. Foster Petree had some very old photographs of cargo ships to show the Society, including the screw steamer PRADO, built in 1874, and the Leyland liner ISTRIAN, one of the early products of Harland and Wolff at Belfast.

Most of the sailing ship slides illustrated figureheads, and very fine these were. The subjects ranged from maiden ladies to Shakespeare and King Harold and included the figure-head of the old Mersey wooden wall EAGLET in the Salthouse Dock. One or two steamship figureheads were presented, notably that of the Allan liner NOVASCOTIAN, built in 1858. The photographer had caught the bold clarity of these figureheads, and they looked entirely right on the clipper stems of the nineteenth century.

Finally, Mr. Foster Petree spoke about warships, firstly the old wooden training ships CONWAY, AKBAR and INDEFATIGABLE, moored off Rock Ferry, and the CLIO in the Menai Straits. The AKBAR was a reformatory ship for Protestant boys and was in service until 1907, when the school moved to shore buildings at Heswall.

Among more recent warships Mr. Foster Petree described the battleship MARS, built at Birkenhead in 1896. She saw active service at the Dardenelles, but her career was generally undistinguished. Very different was a view of an early destroyer, the LYNX, on trials. Destroyers of her day were all engine and boiler room and working conditions between the two sets of high-speed triple-expansion engines must have been a nightmare. Other warship photographs showed the visit of the Channel Fleet to the Mersey in 1907.

To conclude, Mr. Foster Petree illustrated the results of some nautical research of his own. He is interested in the career of Charles Wye Williams (1780-1866) of Liverpool, a pioneer of steam propulsion, who operated steamers on the River

Shannon and Lough Dearg. Mr. Petree believes he has found the wreck of one of these vessels, the LADY LANSDOWNE. She operated on Lough Dearg from 1833 to about 1860.

A vote of thanks to Mr. Foster Petree for his wonderful presentation of these historic slides was proposed by Mr. McManus and seconded by Mr. Smart.

A stimulating discussion followed, chiefly about Isle of Man and North Wales steamers. Mr. Foster Petree expressed himself very grateful to members of the Society for filling several gaps in his knowledge of the old Mersey training ships.

E.W.P-T.

MARCH MEETING

On Thursday, March 14th, the Society met on board LANDFALL to hear an illustrated talk on "Heavy Lift Ships". given by Captain C. R. McCrum, Royal Navy, a Director of the Belships Company Limited, whose principals are Christen Smith of Oslo.

Most of our members know of the Belships, but Captain McCrum gave the full story of the company, founded after the 1914-18 War by a Norwegian naval officer called Christen Smith. The first Belship had a 100-ton derrick, and her first task was the shipment of fully erected coaches from Metro-Cammell's works to India. Since this first cargo, the Belships have specialized in the sea carriage of railway vehicles, barges and launches, lightships and transformers, all complete and serviceable. In this way both the manufacturers and the consignees have been saved a great deal of money, because previously all heavy items of this nature had to be shipped out in pieces and reassembled on arrival, and the pieces could so easily get lost.

Today there are seven heavy lift Belships. The largest is the CHRISTEN SMITH, with a 200 ton derrick. All have exceptionally wide hatches and the most modern ships have the bridge and engine-room aft. The builders of the Belships have been British, Danish and Dutch. The first ship came from Armstrong Whitworth and the most recent from Holland. All, save for the CHRISTEN SMITH, carry the Bel-prefix, followed by the Christian name of a lady member of the Smith family.

Liverpool has close links with the Belships. They have used the West side of the Gladstone Dock for many years, where there are railway tracks laid to various gauges. The locomotives shipped from Liverpool come from the works of the Vulcan Foundry at Newton-le-Willows, near Warrington, and from Beyer Peacock of Manchester. Captain McCrum told the Society that in 1956 the

last big order for steam locomotives from The Vulcan Foundry was shipped via Liverpool to Persia.

24 2 - 10 - 2 locomotives were delivered to the Gladstone Dock at the rate of three a week from Newton-le-Willows. The Belship took a fortnight to load them, so 18 were already parked on the dockside when the ship arrived to commence loading. The final 6 arrived from the foundry during the loading period. This explanation gives some idea of the organisation involved to ship railway rolling stock and avoid taking up valuable quay space for parking.

The biggest ever Belship load was 48 locomotives and their tenders. The locomotives are usually stowed in three tiers, two below hatches, and one on deck. Below decks the locomotives can be skidded by means of winches from the ship's centre line to the sides of the hold.

Captain McCrum explained the difficulties facing the Belship operators. Always there were the problems of return loads, usually cargoes of grain or ore, from the countries receiving the heavy lifts. The Christen Smith organization belongs to no shipping conference, but works in with the established conferences, for example to Australia. Sometimes the conference lines can handle the cargo, in which case Belships stand down. An enquiry to Belships for a shipment is followed by a study of the conference involved, then a quotation is made and an inspection of the cargo carried out by a representative of the firm. The load has to be delivered to a point within range of the ship's derrick. At the receiving end the consignee is expected to provide a suitable berth for the load.

The evening ended with a display of photographs of the Belships at work. There were a number of views of locomotive loading at Liverpool, of the Belships canted at amazing angles to receive cargoes of barges and motor launches, and of the ships at sea. After a vote of thanks to Captain McCrum proposed by Mr. Raine and seconded by Mr. Kennedy, which was carried with universal acclamation, the subject was thrown open to discussion. Members commented on the overhang of the deck cargoes, and asked about the design of the derricks, which are guyed from the lower purchase block and not from the derrick head. Everyone was very appreciative of a most informative and well-illustrated lecture, about a subject which was of considerable interest to the Society.

E.W.P-T.

MERSEY NOTES

ESSO PEMBROKESHIRE 80,000 ton D.W. the largest vessel ever to enter the Mersey, berthed at Trammere Tank Cleaning berth in November and later entered the Princess Graving Dock of Cammell Laird & Co. The ship was built at Bremen recently.

The new coaster BALLYRUSH of John Kelly & Co., Belfast, is in service, and her sistership BALLYRORY has been launched at Aberdeen.

A new 500 ton motor coaster has been launched in Holland for Ramsey S.S. Co. to be called BENVARREY. This line still has three elderly steamers in service, BEN AIN, BEN VEEN and BEN MAYE, as well as two modern motor coasters.

On the 20th of November, 1962, the small wooden French motor trawler TIBERIADE of Etel berth at the Georges Stage. Typical of French fishing craft visiting Irish Sea waters, she appeared to have a crew of seven, all wearing the quaint sabots.

Saturday, 17th of November, was a day to remember for the suddenness of a northerly gale. Our members will remember the M.D. & H.B. tug ASSISTANT which left the Mersey in August for service at Swansea with the new name CASWELL of Alexandra Towing Co. She was towing the Royal Fleet Auxiliary GREEN RANGER from Plymouth to Swansea, and had to sever the tow off Hartland Point, the tow going ashore below steep Devon cliffs. Fortunately her crew were saved by breeches buoy. The Appledore and Clovelly lifeboats did good work, though the latter had to return to base full of water and with radio out of action. Whilst this drama was being enacted, came news of the tragic capsizing of Seaham Harbour lifeboat, which will have been related elsewhere.

The guided missile destroyer DEVONSHIRE has now left the Mersey for service with the Fleet - 7.11.62.

BARROW QUEEN (ex I.O.M.S.P.Cos. MONAS QUEEN) on passage from Barrow to Piraeus, now owned by a Greek concern and registered in Liberia, called at Birkenhead and sailed for Falmouth on the 16th of November. She put into Holyhead same day with a minor defect and sailed again next morning, under her own power.

With the deep draft of 36'6" the Iranian owned tanker REZA PAHLAVI berthed at Trammere on Sunday 18.11.62 from Persian Gulf.

On Tuesday, 13/11/62, the well loved pleasure steamer ST. SEIRIOL left Birkenhead for Ghent in tow of the Smit tug EBRO (formerly HUDSON), presumably for demolition.

On the day previous, the Furness liner NOVA SCOTIA left the Mersey for the last time eventually for service in Far Eastern waters with her sistership NEWFOUNDLAND. Both are being re-named and converted.

Saturday, November the 17th, Liverpool visited by H.M. frigates BERWICK, SCARBOROUGH and LOWESTOFT from Portsmouth.

Also on this day, the Dutch cargo liner PROVENIERSINGEL left for Rotterdam with engine trouble in tow of Smit's GELE ZEE.

The Dutch coaster "Grietje" on passage from Garston to Douglas with coal was wrecked near Port Soderick in wintry weather in the early hours of 5th February. All the crew of eight were hauled to safety by breeches buoy up the sheer cliff face.

Amongst new ships recently arriving in the Mersey were John Kelly's BALLYRUSH and BALLYRORY and Guinnesses LADY PATRICIA. In January 1963, BALLYRORY was completed at Aberdeen, loaded coal at Blyth for her maiden voyage to Belfast. A westerly gale in the Pentlands reduced her speed to 3 knots for a time.

Recent visitors include the carrier H.M.S. CENTAUR which was open to public inspection at Princes Landing Stage. After leaving the Mersey, her helicopters were used in food drops to snowbound farmsteads in Northern Ireland. In the second week of February, the Royal Research Ship DISCOVERY was here for a few days, and sailed for Teneriffe on her maiden voyage.

The Cunard Steamship Company have disposed of the two funnelled ANDRIA and ALSATIA - also of the ARABIA.

The former Ramsey Steamship Co's. BEN VEEN is being broken up at Passage West, Cork.

Easterly gales have caused delay to Irish Sea Traffic generally. Douglas Harbour was unworkable on several occasions and Peel came into its own as the embarkation port. In Dublin Bay many of the buoys were out of their correct positions, and Ellerman's GRECIAN was aground in darkness whilst approaching the Poolbeg Lighthouse on 2nd January. She refloated by her own power and awaited daylight.

Much ice formed round the coastline and drifted up the Mersey in January. The Preston Pilot Boat sustained ice damage in the Ribble estuary.

The coasters LOCH ETIVE and LOCH LINNHE have inaugurated a new container service between Preston and Londonderry.

A travel brochure gives a colour photograph of the Greek ROMANTICA, and details of her cruises between Venice and Istanbul. She was formerly Furness Withy's FORT TOWNSHEND and later the Egyptian EL AMIR SAUD and MANSOUR. The interesting point is that she has the same funnel markings as BARROW QUEEN (late MONAS QUEEN) had when she sailed from Birkenhead before Christmas. The latter vessel's name has now been changed to CARINA and she is fitting out in Greece, for the Brindisi-Piraeus service.

Day excursion sailings from Liverpool to Llandudno this summer by the steamers of the Isle of Man Steam Packet Company will depart at 10.45 a.m. There will be sailings on Whit Sunday and Monday, August Bank Holiday Sunday and Monday, also :-

Every Tuesday	16th July to 27th August
Every Thursday	13th June to 29th August
Every Sunday	2nd June to 1st September

Time of return from Llandudno is 5.15 p.m. except Thursday, 20th June - 6.16 p.m. Monday 5th August 5 p.m., Sunday 18th August - 6.45 p.m. Day excursion fare is 21/- one class only.

N.R. PUGH.

MEMBERSHIP

Members are reminded that one way above all others in which they can help the Society is by inviting their friends and acquaintances to join.

To assist them in making known the aims and achievements of the Society, two leaflets are available; one gives the Constitution and Rules and the other, an Invitation, gives a brief summary of the work of members of the Society during the past twenty-five years.

Members have only to send a request post card to 28, Exchange Street East, Liverpool, 2, when copies of these leaflets and, if required, a copy of Volume VIII of Transactions, will be sent to aid them in their quest for new members.

TRANSACTIONS VOLUME IX

The new volume, shortly to be published, could be an added incentive for introducing new members. It will contain:

THE SHIPPING GALLERIES OF THE SCIENCE MUSEUM, SOUTH KENSINGTON.

With particular reference to models of Liverpool Ships.

(Two illustrations).

SEACOMBE SHIPYARDS. A survey of nineteenth century shipbuilders on the Cheshire side of the Mersey.

SOME MINOR MERSEY PORTS. Brief histories of Runcorn and Garston.

(One illustration).

LIVERPOOL'S DOCKLAND 100 YEARS AGO.

An appreciation of the System as it existed in 1857.

H.M.S. LIVERPOOL 1741/1952. A short history of the six warships which have been named LIVERPOOL. (Four illustrations).

H.M.S. EAGLE 74, THRICE A FLAGSHIP. The story of the wooden wall which became H.M.S. EAGLET of R.N.V.R. fame.

(Two illustrations).

LIFE ABOARD A WOODEN WALL. The men who served in H.M.S. EAGLE.

THE INTENDED SHIP CANAL. A scholarly record of the attempt to promote a ship canal from Wallasey Pool to Hilbre Island.

NELSON. The man and his conception of total warfare.

REFORMATION AFLOAT, THE STORY OF THE AKBAR.

1855-1907. A Mersey memory.

THE SMALL WARSHIP OF THE PERIOD 1830-60. (Two illustrations).

The enforcement of "Pax Britannica" and anti-slavery patrols.

THE DEVELOPMENT OF MARINE MACHINERY.

As applicable to Liverpool cargo liner owners.

(Four illustrations).

THE IRISH SEA SERVICES OF BRITISH RAILWAYS AND THEIR PREDECESSORS.

Holyhead, Grenore, Liverpool, Morecambe Bay and Stranraer.

(Four illustrations).

THE MARITIME MUSEUMS OF NORTHERN EUROPE. A study of continental Museums, as a guide to the planning of the Liverpool Maritime Museum. (Four illustrations).

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 cars and trim
ships to cross the stormy sea" - ODYSSEY.

NEWS, NOTES AND QUERIES

Vol.VII (New Series) No. 2

April/June 1963

APRIL MEETING

On Thursday, April 18th, the Society met aboard LANDFALL to see a series of films which had been arranged by the Honorary Secretary in place of the usual April exhibition. This exhibition was to have been about Inland Waterways, but owing to the Secretary's other commitments it was found impossible to arrange, so films on Inland Waterways subjects were substituted. The first film to be shown was called "Broad Waterways", in colour, and was devoted to the North-Eastern Division of British Waterways, whose headquarters are at Leeds. The division controls some of the busiest inland waterways in this country, notably the Aire and Calder Navigation, the Sheffield and South Yorkshire Navigation, and the River Trent. The film showed how efficiently cargoes coming into the Humber ports of Hull and Goole can be transhipped into river barges for transport into the heart of Yorkshire, or right down to Nottingham; conversely, it was made clear how large a volume of coal came from the Yorkshire pits down the Aire and Calder to the quayside hoists at Goole. Coal comes down in compartment boats which are towed in trains of up to 19, each boat with a capacity of 35 tons. At Goole each compartment is lifted by the hoist and its contents discharged into the hold of a sea-going collier.

The main story of this film was a journey by barge from Hull to Nottingham, with a cargo of newsprint from Finland. The colour photography of the up-river passage was superb with some delicately tinted shots of the Trent in the evening. Leaving Hull on the morning tide the barge crossed the Humber to the mouth of the Trent, picking up a dumb barge on the way. The first day of the journey ended at Newark and by about 11 the following morning the motor barge was at Nottingham unloading her cargo, which went on to Derby by road. This film very clearly demonstrated how

suitable the broad waterways are for cheap and reasonably rapid transport of bulk cargoes; the capacity of these barges being about 100 tons, and they can average about 6 knots.

The second film, which was in black and white, and called "There go the boats" was a historical survey of the British canals and river navigations. It started with waterway scenes showing the variety of craft using our canals and rivers, with the types of cargoes carried, and continued by explaining how the inland waterway system was developed, from the rivers, with their primitive flash-locks, to the pioneer Bridgewater Canal, engineered by James Brindley which opened in 1761, ran from Worsley, nine miles into Manchester. The success of the Bridgewater Canal paved the way for a huge network of waterways linking the four great river estuaries of England, the Mersey, the Humber, the Thames and the Severn. Today, the film stated, the waterways situation was not very encouraging, with many canals derelict and others carrying a minute volume of traffic. However, it was made clear that the larger waterways, for example, the Trent and the Weaver, had good prospects of development and on that note the film ended. Members of the Society were pleased to see some good shots of Mersey shipping, illustrating how the canals acted as feeders to the Port of Liverpool.

After the coffee intervals the subject of Inland Waterways was abandoned, in favour of a film about the naval side of the American Civil War, which had been borrowed from the Department of Naval History in Washington. The film was colour and comprised a series of still pastel drawings linked together by an authoritative commentary. These drawings were well done and in places dramatic. First of all, the film described the resources of both sides and the strategy which each followed. Lincoln's blockade of the Southern coastline was examined in some detail as were the activities of the blockade runners. Then came a section about Southern efforts to break the blockade by means of iron-clad warships, notably the VIRGINIA, ex MERRIMAC. Her engagement with MONITOR in March, 1862, was recorded by some lively sketches, including the blinding of the MONITOR'S Commander when a shell struck the front of the pilot house, or wheelhouse as we should say.

The second part of the film was largely taken up with the river campaigns in the West, particularly the fall of Vicksburg in July 1863, which allowed the North access to the Gulf of Mexico from the interior and divided the South in half. In the closing stages of the War the Federal Navy played an important

part, by the sealing of the South's last port in the Gulf of Mexico, Mobile, and by the reduction of Fort Fisher in January 1865, which closed the Confederacy's last sea outlet. The film ended on a patriotic note, saying how the U.S. Navy emerged from the struggle a stronger and more resolute fighting force, to champion the cause of peace.

THE LIFE-BOAT EXHIBITION

Instead of the usual Museum feature, it is more appropriate to write of the recent successful lifeboat exhibition held at Lewis's Shop, Ranelagh Street, Liverpool, from May 2nd to May 11th. The exhibition was sponsored by the Liverpool Branch of the Royal National Life-Boat Institution, and was made possible through the kind co-operation of the staff of Lewis's Limited.

It was not just an exhibition devoted to the life-boat service round our coasts, although the R.N.L.I. display occupied the centre of the floor. Other participants included the H.M. Coastguard, the R.F.D. inflatable life-raft manufacturers, the R.A.F. with their Air Sea Rescue Services, the Harrison Line, Cammell Laird's Coast Lines, and the Royal Navy. The Harrison Line displayed a working model of the Stulcken Heavy lift derrick fitted to the ADVENTURER, CUSTODIAN and TACTICIAN: Cammell Laird's had a model of their new Princess dry-dock and tank cleaning installation at Trammere, while Coast Lines mounted a film projector and showed films supplied by the Royal Navy Recruiting Centre in Liverpool. Other films were shown by the Harrison Line.

The R.N.L.I. display was prepared by members of the Liverpool Life-Boat Committee, and its aim was to show how the service developed from the days of Grace Darling and Sir William Hillary. Very great help was received from the R.N.L.I. Head office in London and from the depot at Boreham Wood, Hertfordshire. Photographs, models and items of life-boat equipment came from both sources in abundance. Among the models were Greathead's ORIGINAL of 1790, the Rhyl tubular life-boat of 1856, a modern 37 foot Oakley self-righter and finest of all, a 52 foot Barnett boat, the R.A. COLBY CUBBIN No. 3, built in 1957 and stationed at Barra, in the Outer Hebrides. This model was shown at the 1958 World Exhibition at Brussels. The Liverpool Museums made one contribution to the exhibition, their finest life-boat model, of the Norfolk and Suffolk type boat

MARK LANE, built in 1890. This craft was made by a Southport man and took him from 1896 to 1924. It is complete with a sea anchor, boathook, two centreboards, sails and running rigging.

Pictorially, the life-boat display provided a remarkable survey of the history and work of the Institution. There were portraits of the Duke of Northumberland, who awarded a prize in 1851 for the best design of life-boat, and of James Beeching, who won that prize with his self-righting boat; and there were photographs of early pulling and sailing boats and of the rare steam life-boats, two of which, the DUKÉ OF NORTHUMBERLAND and the QUEEN, were stationed at New Brighton between 1893 and 1923. Other display panels featured life-boat construction and method of propulsion, oar, sail, steam and motor. It was originally hoped to show a real six-cylinder diesel engine, but it would have been far too heavy to manoeuvre into position.

Nevertheless plenty of full-size equipment was on show, including a line-throwing pistol, a modern Kapok life-jacket, a V.H.F. ship to shore transmitter and receiver, radio direction finding equipment, a maroon and a set of flares. These last were dummies. To round off the exhibition there were photographs of famous rescues, such as that from the tanker WORLD CONCORD in November, 1954, and from the South Goodwin light-ship, in which a helicopter performed the rescue service, with three life-boats standing by. To emphasize the close links between the life-Boat Service and helicopters, a model of a Westland helicopter was suspended above the model 52 foot Barnett life-boat previously mentioned.

The Head Office of the Institution provided some good photographic displays of local interest. These comprised sets depicting the work of the New Brighton, Hoylake, Moelfre and Lytham Stations, and portraits of North-Western Coxswains. With colourful displays of R.N.L.I. flags and sets of flag transfers as used on the bows of the life-boats themselves, the exhibition material was shown to advantage and much appreciated by the public.

CONGRATULATIONS

To our member Captain F. W. Skutil, C.B.E., recently elected Master of the Merseyside Master Mariners Club.

ANNUAL REPORT

At the twentieth Annual General Meeting of the Society on April 26th 1962, the following officers of the Society were elected for the 1962/63 season :

Chairman	Mr. R.B. Summerfield
Treasurer	Miss E.M. Hope
Hon. Secretary	Mr. E.W. Paget-Tomlinson
Assistant to the Hon. Secretary	Mr. P.J. Welsh
Archivist	Mr. T.D. Tozer
Council	Messrs. A.M.Fletcher, W.P.Raine, A.N.Ryan, J. Smart and N.R. Pugh

The following papers have been given:

- 1962 Oct. "Shipowners' Posts - 100 years old". J. Alfred Birch.
Nov. Discussion Evening.
Dec. "Sail Training", A.W. Beal.
1963 Jan. "The Naval Side of the American Civil War".
E.W. Paget-Tomlinson.
Feb. "Some Mersey Ships". J. Foster Petree.
Mar. "Heavy Lift Ships". Captain C.R. McCrum, R.N.
Apr. Film Show, Inland Waterways and American Civil War.

As in the past the programme has been a varied one, with all papers illustrated. We have welcomed two guest speakers and appreciated a wide range of subjects, in addition to a film evening and a novelty for the Society, a discussion evening. This last was indeed a great success and went with spirit. We could afford to repeat the experiment in future years.

We were delighted to see the meetings so well attended in spite of the exceptionally severe winter. LANDFALL has been our ship for every meeting and the saloon is now well heated. The Society would like to record their deep debt of gratitude to the Merseyside Master Mariners' Club for continued use of the ship for meetings.

The last Annual General Meeting raised two important topics, the first was the choice of a new President and the second the printing of Transactions. Mr. Arnet Robinson, Managing Director of Coast Lines Ltd., and until recently Chairman of the Mersey Docks and Harbour Board, has kindly accepted the Society's invitation to become President. Transactions are very nearly ready for publication. The task of editing and proof reading has been monumental, but we hope members will like the result,

which will be lavishly illustrated. Two new Vice-Presidents of the Society have been elected, Colonel J. Lysaght Finigan, and Mr. A. S. Mountfield. Colonel Finigan is the Editor of "Shipping", and Mr. Mountfield recently retired as General Manager and Secretary of the Mersey Docks and Harbour Board. Our Membership has remained very steady and at March 31st, 1963 stood at 124. During the year we were sorry to receive resignations from Captain C.W. Vaughan and Mr. G. Hampson.

From the administrative point of view 1962/1963 has been a busy year for the Society's officers. We have tried to produce "News, Notes and Queries" as often as possible, but it has been difficult to achieve this with any regularity, due to pressure of other work. However, "News, Notes and Queries" are much appreciated by our members, particularly by those who follow the work of the Society from afar.

E.W.P-T.

ANNUAL GENERAL MEETING

The 21st Annual General Meeting of the Society was held aboard LANDFALL on Thursday, May 30th, 1963. After the reading of the formal notices, Minutes, and Annual Report of the Hon. Secretary, the Hon. Treasurer presented her statement of accounts. The finances of the Society were healthy enough, she said for the current administration of their affairs, but were totally inadequate to meet the huge cost of the forthcoming volume of Transactions. This matter was returned to later in the meeting.

All the officers of the Society were re-elected, as were the members of the Council, although one vacancy was left on this body, caused by the sad death of Mr. John Smart. Members stood in silence for a few minutes in respect for his passing and for the passing of another old member, Mr. Clarke. The Hon. Secretary outlined the next season's programme, which looked like being full of interest and variety, with members and guests giving talks and papers. A trip on the River Weaver was also suggested for September, 1963.

The bulk of the meeting was occupied with considering how to meet the £700 bill for the new volume of Transactions. New members were the obvious answer, plus the sale of more advertisements in Transactions itself. Many members raised valuable points, suggesting sales of books and photographs, closer ties with the Society for Nautical Research in London, advertisements in Libraries and museums, and invitations to shipping companies to become institutional members. One member

advised that brochures detailing the work of the Society should be prepared, while another said that official membership cards should be issued, stating that their owners were bona fide students of maritime affairs. These would be of great value in gaining entrance to the Dock Estate.

To end the formal side of the meeting, a vote of thanks was proposed to the Chairman for his untiring work on behalf of the Society. This was carried with unanimous acclamation.

After the coffee interval, Mr. E. W. Paget-Tomlinson presented a series of coloured slides of nautical scenes, which included the last appearance of the BRITANNIC in the Mersey, the ORIANA leaving Barrow on her completion, the old CONDOLA on Lake Coniston, and the work of the shrimpers at Morecambe.

R.B.S.

THE ARCHIVES OF THE LIVERPOOL NAUTICAL RESEARCH SOCIETY

The bulk of the Society's Archives have been deposited with the Liverpool Museums for some time, where they are available for inspection by members, and indeed by the general public.

The Museum's keeper of shipping, who is also the Hon. Secretary of the Liverpool Nautical Research Society, has now completed a thorough examination of the archives and he has prepared a list of the material which will be distributed to all members of the Society in the near future.

This list falls into three parts:-

- 1) The John S. Rees collection of documents, charts and directories. This collection consists principally of material relating to Mr. Rees' work on the history of pilotage.
- 2) The Arthur C. Wardle collection of notes and documents. These relate to Liverpool Shipping Companies, British Shipbuilders, and the Mersey Ferries.
- 3) Finally, there is a small library of periodicals and books on Maritime history. Included in this section are the comprehensive lists of sailing ships prepared by the late Captain E.A. Woods, a Founder Member, and by Captain J. Beard, D.S.C.

It is hoped that members will use these Archives. They are now proving of great value to the Museum and have helped to answer many questions.

MUSEUM NEWS

This has been a busy period for the Liverpool Museums. The number of acquisitions is mounting, and some really interesting material has been received.

Of particular value are some fine models of British fishing craft which have been placed on permanent loan with the Museum by Mr. H.J. Barr of Bebington, a Mersey pilot. Some of these models come from a collection of the late B.K. Hope of Heswall, Cheshire. Mr. Hope built up a huge collection of sailing ship models, many of which went to the National Maritime Museum at Greenwich on his death, but some of which found their way to Liverpool. The models deposited by Mr. Barr include an eighteenth century Herring Buss, a Loch Fyne skiff, a Rye Trawling smack, a Plymouth hooker, a River Dee nobby and a Filey mule. The Loch Fyne skiff is a large model and had performed well under sail on the lake at New Brighton; it had to be heavily ballasted. Mr. Barr had also lent two models of his own making, a Trawler and a Crabber from Beer in South Devon. He is a native of Beer and the originals of these models were owned by members of his family. Very soon the Museum will place some of these fishing vessels on show, floating on a sea of dark green perspex with the fishing gear displayed underneath on the sea bed.

Also on show will be a recent purchase of the Museum, a model to a scale of $\frac{1}{2}$ " to 1 ft. of a Brixham Trawler, the famous IBEX, built by J.W. & A. Upham in 1896. The IBEX was the fastest trawler built in the West Country; indeed the hull lines were a good deal finer than those of the average Brixham trawler and she won all the Brixham Regattas. She was sunk off Berry Head by a U Boat in 1918.

The Liverpool model has been made by Mr. John E. Horsley, the Hon. Curator of the Brixham Maritime Museum, an exceptionally well run establishment, cared for and staffed by volunteers.

Other recent acquisitions have included a model of a Weir boiler feed pump which the Museum received by the Will of the late E.B. Wilcox of Weaverham in Cheshire. Mr. Wilcox died last March and he will be remembered as the donor to Liverpool, of no less than five of his beautiful model marine engines, all products of his own workshop. He was working on the Weir feed pump when taken ill, but fortunately was able to complete the model before he died, although the operating mechanism remains to be finished. The pump will be exhibited working, delivering a continuous flow of water into a cistern.

THE GREAT BRITAIN

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

The first two parts dealt with the ANTELOPE and the SARAH SANDS, and appeared in News, Notes and Queries, Volume Six (New Series) No. 1, page 3 and No. 3, page 28. Copies are available on application to 28, Exchange Street East, Liverpool 2.

So much has been written regarding the largest of our pioneer screw steamers as to cause the following notes to appear superfluous, but I have appended this note in order to commemorate, in the Society's records, the centenary of the launching of the GREAT BRITAIN. Credit for her design seems to lie jointly with Brunel and Scott Russell. She was ordered by the Great Western Steamship Company from Patterson, who constructed her in a dry dock at Bristol, where the keel was laid in 1839. On 19th July 1843, in the presence of Prince Albert and a great concourse of spectators, she was launched or floated. For some reason, never satisfactorily explained, she proved unable to enter the river Avon because the dock entrance, according to some records, was slightly askew and thus did not permit her to turn, and also that there was insufficient depth of water over the sill. Another writer states that she was constructed with so much beam that the dock entrance merely proved too narrow. Whatever the cause, she remained fitting out in the Cumberland Dock until December 1844, and left Bristol on 23rd January 1845, arriving in London in 39 hours.

Her gross tonnage has been stated as 3270 tons by many writers, and as 3448 by others; while there are various estimates as to her dimensions, but we may regard the latter as being 322 feet length overall, 289 feet between perpendiculars, 50.5 feet breadth, 32.5 feet depth. She was originally intended as a paddle steamer, and tradition has it that from this fact sprang a most valuable invention. Owing to the difficulty of forging the huge iron shafts which would have been necessary for the paddles, Brunel, in his extremity consulted the North Country engineer, Nasmyth, who eventually produced the steam hammer to meet the occasion, and thus our iron and steel industries are indebted for an invention which did much to develop them.

But the GREAT BRITAIN (or 'Mammoth' as she was intended to be named) was not destined to become a paddler. Brunel had noticed the success of the little screw vessel ARCHIMEDES, and

the great iron vessel was fitted with four diagonal cylinder engines by Gupp, 88" diameter, 72" stroke, with an indicated horse-power of 1500. These worked a six-bladed propeller. The hull of the ship was constructed of iron and modelled man o'war fashion, with tumbled-in or lop-sides. She was fitted with six masts, known by her crew as 'Monday to Saturday', all of which, except the second or mainmast, were hinged so as to permit them to be lowered to the deck.

On 26th July 1845, she left on her first voyage from Liverpool for New York, with 60 passengers and 800 tons cargo, and reached an average speed of 9.3 knots, making the return voyage in 14 days, with a best day's run of 287 miles. She made several good trips, not of any competitive importance to Cunard's vessels, and on one voyage broke two blades of the propeller, making her way to Liverpool under sail at better progress than under steam. Fitted with a new four-bladed screw, she continued on the station until stranding at Dundrum Bay, Co. Down, in 1846.

Here, her sound construction stood up to a great test. Protected by a large breakwater of timber and faggots, she lay there for ten months until towed off by the ill-fated H.M.S. BIRKENHEAD, and brought round to the Mersey. At this juncture her owners, Great Western Steamship Company, went into liquidation, for the GREAT BRITAIN had cost about £100,000, a huge sum for those days. At Liverpool she was bought by Gibbs, Bright & Co. for £24,000.

Meanwhile there had been some change in her rig, for the Nautical Magazine of June 1846 states that her rig had been reduced to five masts, each stepped on to the keel. The new owners of 1847 contracted with Penn, of Greenwich, for new engines, and a further change was made regarding funnels, her single funnel being replaced by two funnels fixed athwartships, while a three-bladed propeller was substituted for the four-blade screw. With these alterations, she reached a trial speed of 10 knots without sail. She had, in addition, a spread of canvas measuring 1700 square yards.

In 1852, Gibbs Bright & Co., promoted to Liverpool and Australian Steam Navigation Company, incorporated by Royal Charter, and it was the latter fact which gave the name to the ill-fated steamer ROYAL CHARTER of the same company, of which Tindall Bright was secretary. The GREAT BRITAIN made another voyage across the Atlantic and was then put into her owners'

Australian trade, alongside the famous sailing clippers of the Eagle and Black Bull Lines, and, under command of Captain B. R. Mathews, formerly of the GREAT WESTERN, she arrived at Melbourne in 81 days. Again, under Mathews, she made another trip in August 1852 and returned to the Mersey in April 1853, via Algoa Bay and Simon's Bay, with 260 passengers and £500,000 in specie, in addition to much gold in the passengers' possession. The crew, on both voyages, spoke excellently of their Captain. She had covered 13,458 miles in 70 sailing days, with an average speed of eight miles an hour.

According to newspapers of 1853, she underwent another change. To make her resemble the ROYAL CHARTER, then building, her four masts were replaced by three taller ones, wooden masts being substituted for two of the iron masts, and she emerged as a three-masted ship, with one funnel - the prettiest of all her rigs. At lunch, on completion of these alterations, Captain Mathews stated that he first went to sea at ten years of age and was now 50 years old, having reached that age without shipwreck or accident. It was also stated at the luncheon that a coaling station had been specially fixed for the ship at the Falklands Islands.

She sailed again in the following August, her passenger fares being: After-Saloon, 70 guineas; Midship berths 65 guineas; Fore-Saloon second class 42 guineas; Lower Cabin 30 to 32 guineas and a few at 25 guineas. Before sailing, she lay in the Sandon Dock, taking in coals and preparing to bend sails, and the public were allowed aboard from noon to four o'clock each day at a shilling a head, the proceeds being applied to establishing an emigrants home at Melbourne.

Cargo was taken at £8 per ton plus 5% paid at Liverpool, the owners stipulating in the bill of lading that 40/-d would be forfeited by the ship if she failed to reach Melbourne in 65 days. She sailed on 11th August with 84 first, 119 second, and 116 third class passengers, 600 tons cargo, and 1400 tons coal. Thousands assembled at the pier-head to watch her departure, and she was accompanied as far as the Bar by Mr. Bright and Captain Schomberg, R.N. the government emigration officer. She made the voyage in 65 days.

In April 1854 further alterations were made to the vessel, including the fitting of baths for the passengers. She was then under command of Captain John Gray, who remained master for some

years. On February 19th, 1855, the GREAT BRITAIN was re-registered at Liverpool as an iron screw three-mast ship of 1794 nett tons, measuring 274 feet length, 48.2 breadth, by 31.5 feet depth, with standing bowsprit, square stern, shield head, sham galleries, carvel built.

During the ensuring years she remained on the Australian station, except for a period of trooping. In official trooping records she is shown as of 2953 tons gross, and on 9th February 1856 carried several military units from Liverpool to Kingstown and on 5th March took out a full load of troops for Malta. In the following June, she returned from Malta to Liverpool with the 3rd Lancers and the 48th Regiment on board.

She then resumed service to Australia under Captain Gray, and from Liverpool records appears to have carried a crew of 138 men for these trips. On this trade she continued a popular vessel for 20 years, her yellow funnel and familiar house-flag being known by every sailorman. When reporting one of her arrivals in the Mersey in 1871, the local newspapers stated that she had then made no less than seven consecutive voyages averaging $57\frac{1}{4}$ days, truly a creditable performance for such a venerable ship. But, the fuel cost of her voyages must have proved excessive, and in 1874 she was withdrawn from the service.

Seven years later, her engines were taken out and she became a sailing ship, but her sailing career proved brief, and in 1883 the grand old vessel was condemned and hulked at Port Stanley, in the Falkland Island, for use as a coal depot. In 1920 she was converted into a wool warehouse and finally, in 1933, broken up, after ninety years of service.

SOURCES

Mr. Wardle relied for much of his information on the Liverpool Customs Registers, through the kindness of the Commissioners for Customs; Liverpool contemporary newspapers preserved at the Liverpool Public Library; Lloyd's and other Shipping Registers; the Nautical Magazine, 1845-1846, and the following published works: Mail & Passenger Steamships of the 19th Century; Bowen & Parker. Steamships and their Story; Fletcher. Shipping Wonders of the world. Atlantic Ferry; Maginnis. Steamships; Science Museum Catalogue. Ocean Railways; Macdonald. History of Steam Navigation; Kennedy. Atlantic Ferry; Benstead. Steam Conquers the Atlantic; Tylor. History of North Atlantic Steam Navigation; Fry.

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 cars and trim
ships to cross the stormy sea" - ODYSSEY.

NEWS, NOTES AND QUERIES

Vol.VII (New Series) No. 3

July/September 1963

SEASON 1963-1964

All meetings for the coming season will take place on the Clubship LANDFALL, Canning Dock, at 7.30 p.m. As far as possible, they will be on the SECOND Thursday in each month; if any change is necessary, due to circumstances outside our control, a notice will be sent to all local members.

We found it convenient to make a change for the first meeting which has been arranged for the THIRD Thursday in October.

We record, once again, our appreciation to the Master and Committee of the Merseyside Master Mariners Club, for the privilege of using their Clubship.

R.B. Summerfield.

PROGRAMME

1963

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| October 17th | Maritime Museums of North America.
Illustrated. | E.W. Paget-Tomlinson. |
| November 14th | Fifty Years in Liverpool Ships. | Sir Ivan Thompson. |
| December 12th | Some unorthodox Techniques in Marine Engineering.
Illustrated. | Nigel W. Kennedy. |

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| January 9th | History of the Nigerian Navy.
Captain F.W. Skutil, C.B.E. | |
| February 13th | Pepys - Naval Administrator. | A.S. Mountfield. |
| March 12th | The Cinema and Captain Bligh.
Illustrated. | A.N. Ryan. |
| April 9th | An Exhibition featuring the ubiquitous TUG. | |

ILLNESS

We were very sorry to learn of the illness of the following Members and hope they are now making good progress towards full recovery:

Leslie Speller, Windermere.

Charles T. Pleavin, Ellesmere Port.

Mrs. A. E. Wilding, Lytham St. Annes.

NEW MEMBERS

We are pleased to welcome the following new members to the Society:

J.E. Alexander, Liverpool G.G. Beazley, T.D., Liverpool

H. Derek Beazley, T.D., J.P., Liverpool

Sir John M. Brocklebank, Liverpool

Bibby Line Limited, Liverpool R.V. Burns, G.M., Blundellsands

R.F. Capey, Noctorum P.G. Clarke, J.P., Gayton

J.A. Chaldecott, M.Sc., Science Museum Library, London

Mr. & Mrs. F.N. Cross, Birkenhead

Captain F.J. Durrant, Liverpool. John Evans, Liverpool

Captain, W.M. Fleming, Heswall R.J. Gidman, Liverpool

M. Bruce Glasier, C.B.E., West Kirby. C.H. Middleton, Lockerbie.

J.R. Leggate, D.S.O., J.P., Liverpool

A.S. Mountfield, Hightown A.C. Park, Noctorum

Captain & Mrs. E.G.G. Mobbs, Upton

James E. Pearce, Birkenhead H.G. Quilliam, Liverpool

David W. Rankine, Liverpool T.D. Sandham, Rock Ferry

S.M. Shaw, Higher Bebington H.D. Stevenson, Burton

H.L. Storrs, Hoylake A. Tinker, Liverpool

Brigadier P.J.D. Toosey, C.B.E., D.S.O., Liverpool

J.D. Wilson, J.P., Prenton R.D. Wilson, Prenton

W.D. Wilson, Prenton Max W. Wilson, Liverpool

WITH GREAT SORROW

We record the names of four people now no longer with us, who have, one way or another, contributed to the growth and wellbeing of the Society.

P.J. CLARKE of Ruthin, died 4th May 1963. An expression of our sympathy was sent to his widow, who had very kindly sent me the sad news. Mr. Clarke had been a member since the Society reformed in 1942 and his continued support over twenty years has been of great assistance to us.

JOHN SMART of Wallasey. On the 18th May we suffered a grievous loss in the death of John Smart at the early age of 51. John had been in the Society for many years; a member of the Council, he was in every sense a worker. I have never known him refuse a request for help and he did great work for us 'behind the scenes'. Those of us who knew him well will miss him greatly.

With a delightful sense of humour and a deep knowledge of Merseyside Shipping, he contributed much factual information to our records, notably on H.M.S. EAGLE, the AKBAR and the other Mersey training ships of by-gone years.

A.L. BLAND, who died 7th June. A member since 1946, he went to live at Medstead, Hants, on his retirement from Rea Ltd. For many years he served on the Council and only ceased active work with us when he took on the organisation of the Central Record for the World Ship Society. This record of world shipping is of inestimable value to everyone interested in ship history and a fitting memorial to a pleasant, friendly gentleman who gave so much of his time to help others.

W. McQ. MATHER, for many years a member of the Society, died 24th July. Retiring to the Isle of Man some time ago, his health had not been at all good. Nevertheless, his death came as a great shock to those of us who knew him well. He was an accomplished ship model maker and a great model railway enthusiast. In the formative years of the Society he served as Secretary/Treasurer 1942-46 and as Chairman 1948-49.

We mourn their loss and are grateful for their contribution to the nautical history of Merseyside.

R.B. Summerfield.

RESIGNATIONS

Rupert C. Jarvis, London

G. Hampson, Liverpool

W.R. Pritchard, Oxton

We are sorry to lose these Members but very much appreciate their support in the past.

MERSEY NOTES

ST. TUDNO the popular North Wales steamer was towed out of Birkenhead by the Smit tug NORD ZEE on April 15th for Ghent.

It is reported that both ST. TRILLO on Menai Straits, and the Llandudno sailings by the I.O.M. Steam Packet Company have had satisfactory seasons, and will continue operating next year.

It is sad that the old Liverpool coaster firm of John S. Monks & Co., has had to go into liquidation. The ROCKVILLE went to Glasston Dock, probably for demolition, MONKSVILLE and SPRAYVILLE were sold to Greek buyers. At the time of writing the firm does not appear to have disposed of the remaining vessel MOSSVILLE.

No. 4 Pilot Boat - WILLIAM M. CLARKE - has been sold to the Humber Conservancy for a further lease of life. The small fast launches PETREL and PUFFIN, nicknamed the "Speedies" are doing good service in ferrying Mersey pilots to the Bar station, and in River boarding.

The Ferryboat WALLASEY is for sale. She last ran at August Bank Holiday weekend on the New Brighton service, now suspended for the winter.

Booth Liner ANSEIM ex the Belgian THYSVILLE was recently withdrawn from the Liverpool/Brazil service, renamed IBERIA STAR and sails on the London/River Plate service of Blue Star Line.

Clyde Shipping Company now have only the TUSKAR to represent them in the coastal trade. SANDA and PLADDA were sold to Singapore owners and renamed SUMUR MAS and RADJA MAS respectively.

After the War, Booker Brothers had two very handsome vessels AMAKURA and ARAKAKA built for their Demerara service. The former was sold to Hong Kong buyers a year or two ago and was renamed GREENFORD, whilst the latter has just changed hands, to become ABA PRINCE. The Booker Line retain their service largely with foreign chartered tonnage.

A new Dock Board Vessel, described as a general purpose boat, named MERSEY INSPECTOR has made her appearance on the Mersey. Resembling a fishing vessel she was completed at Arklow this year.

The former Zillah coaster FRESHFIELD, which was sunk in Crosby Channel in fog by one of the Guinness vessels two years ago and subsequently raised by the M.D. & H.B., was towed away to Holland for reconditioning. Looking smart, and in her new name of JOICA, she has recently returned to the Mersey.

The Alexandra Towing Co's. diesel tug HERCULANEUM is in service here, and should be followed by ALEXANDRA shortly. These are the first two of a quartette being built at Northwich.

Also building at Northwich is a new tug CHERRYGARTH for Rea's barge business.

The coaster GUINNESS has been broken up at Faslane; Dublin Gas GLENBRIDE was broken up at Passage West, and GLENCULLEN was filled with concrete to become a breakwater in Scotland.

Coast Lines have ceased their Liverpool and Heysham to Londonderry services, except for occasional cattle shipments. The port of Portrush has been purchased by this concern for N. Ireland cargo traffic, and CAMBRIAN COAST was an early arrival there.

GOODWIN - formerly of Clyde Shipping Co. has been renamed HARDENBERG and runs between West Indies and Liverpool with fruit.

The Langton River Entrance to the Dock system is now in full use.

New Brighton Lifeboat station has been manned this summer by the Reserve boat WHITE STAR. When the NORMAN CORLETT returns, she will have the closed wheelhouse of newer R.N.L.I. design.

Coast Lines vessel ULSTER HERDSMAN is to leave Birkenhead on 3rd October for the breakers yard at Passage West. She was built at Dundee in 1923 as the COPELAND of Clyde Shipping Co., and was also known as NORTH DOWN under G. Heyn & Son's management for a time.

BRITISH ENSIGN, 67,500 tons, the largest merchant ship ever built by Cammell Laird & Co., is to be launched on Friday 4th October, Mrs. Ruth Marples, wife of the Minister of Transport, doing the honours with the champagne bottle.

N.R. Pugh and G.R. Ditchfield.

CANAL JOURNEY

Rather a novel event for members of the Liverpool Nautical Research Society was the journey on the Trent and Mersey Canal, which they made on Saturday, 14th September 1963. British Waterways own a narrow boat, the LAPWING, which they have converted into a day cruising boat with seats for 48 people, plus a galley and toilet facilities. This craft is kept employed throughout the Summer on hire to organised parties. Last year she was booked by the Liverpool Museums for their staff outing and went down the Weaver Navigation from Northwich to Acton and back. This year the Museums' staff combined with the Liverpool Nautical Research Society to make the trip an outstanding success.

After lunch at Pickmere cafe, near Northwich, the party embarked at 2.00 p.m. in the LAPWING which lay moored on the Trent and Mersey Canal, at the top of the famous and unique Anderton Boat Lift which connects the canal with the River Weaver, 50 feet below. The lift has been in operation since 1875 and is the only boat lift now at work in this country, although there are others in Canada and Soviet Russia. Until 1912 the lift was worked by hydraulic pistons, but since that date it has been electrically operated. Two large tanks are used, each able to accommodate two narrow boats, 70 feet long by 7 feet beam. The tanks work independently, each balanced by 200 odd tons of counterweights, with the inertia overcome by electric motors driving the hoisting cables through reduction gearing.

The section of canal at the top of the lift is a depot for the British Waterways boats trading on the Trent and Mersey and Shropshire Union Canals. The party were able to see a couple of pairs of narrow boats, one motorboat being resplendent in fresh blue and yellow paint, with the traditional roses and castles design on the open doors of the cabin. The LAPWING cast off from the bank punctually and proceeded on the 7 mile run to Preston Brook, where the Trent and Mersey makes a T junction with the Bridgewater Canal, running from Runcorn to Manchester.

All the way the canal traverses the side of the valley of the Weaver, 50 feet up from the river. At first, the valley is industrial, with the I.C.I. Winnington Chemical Works spanning the flat ground; soon it broadens out into meadows, with views across to the remnants of Delamere Forest. The Trent and Mersey Canal meanwhile passes under the Runcorn to Northwich road at Barnton and into the first of two quarter mile long tunnels,

linked by a short stretch of open canal. These tunnels are amongst the first ever to be constructed and were not too accurately bored, and, as a result, they have definite kinks in the middle.

Indeed the Trent and Mersey is a pioneer canal in every way. It was the first large scale waterway to be built in this country and was inspired by the pottery owner Josiah Wedgwood whose fragile ware had suffered in the panniers of pack horses travelling over bad roads. The canal was to have an outlet to the east and west coasts of England; to the Trent and Humber and to the Mersey. The raw materials would have an easy road into Staffordshire and the completed goods an export trade in both directions. The canal was commenced in 1766 under the direction of the gifted, but nearly illiterate, engineer James Brindley who had built the Duke of Bridgewater's pioneer canal from Worsley to Manchester. Not until 1777, five years after Brindley's death, was the canal completed, because of the colossal task of boring the 2800 yards tunnel at Harecastle, near Kidsgrove.

After the two short tunnels, the LAPWING passed through open country with the canal spanned by a series of whitewashed bridges. The River Weaver curved away to the left and the canal entered a wood until the portal of Preston Brook Tunnel appeared, framed in whitewashed brickwork. Just before the tunnel was a stop lock, with a rise of 6 inches. This lock marks the northern limit of the Trent and Mersey Canal and was built to keep the water of the Trent and Mersey from flowing into the Bridgewater Canal, which was operated by another company. Today it is controlled by the Manchester Ship Canal Company.

Passage of the stop lock was a quick job and the tunnel was entered. This is a single line tunnel and a good look-out must be kept for approaching boats. Who gives way is not clear. Until about six years ago traffic was controlled by colour-light signals operated by the boats; then came a time interval system of regulations, with boats allowed to enter at certain times past each hour, there being half an hour's difference in the times at each end. Now traffic moves by guesswork. At any rate, the LAPWING came safely through the tunnel to arrive at Preston Brook junction.

On the way back to Anderton, tea was served. Throughout the afternoon the weather remained excellent, which really made the outing a great success. Anderton was reached at about 7.00 p.m. where we disembarked, arriving in Liverpool an hour later, by coach.

E.W.P-T.

CONGRATULATIONS

It was with great pleasure that the Chairman sent the congratulations of all Members to our President, Sir Arnet Robinson on his well deserved Knighthood.

Our Honorary Secretary, Mr. E.W. Paget-Tomlinson has been elected a Member of the Council of the Society for Nautical Research.

BACK NUMBERS

With such a large and welcome influx of new members, prior to the start of another season, I make no apology for again bringing to your notice, the availability of certain literature in the Society office at 28 Exchange Street East, Liverpool, 2.

In theory, all members are entitled to any back numbers of News, Notes and Queries, or of Transactions which may be available. It is simpler for us to send what you want, on request, rather than try to send everything to everybody who joins.

We get many requests, which we always meet, if possible; good supplies of Transactions, volume VIII, published in Liverpool's 750th Charter Year are readily available, as also are the issues of News, Notes and Queries for the last few years, containing much factual information, Museum notes and Mersey river comings and goings.

R.B.S.

EARLY SOCIETY LECTURES

The idea of re-issuing the text of certain of these early lectures seems to have met with approval, judging by the comments on the late Arthur Wardle's paper 'Three Early Liverpool Screw Steamers' which has appeared recently, in three parts.

There are more than a dozen unpublished papers available and it is intended to issue these from time to time, as space permits.

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.VII (New Series) No.4

October/December 1963

OCTOBER MEETING

The season started on Thursday, October 17th, with a talk by the Hon.Secretary, Mr. E.W. Paget-Tomlinson on his tour of the Maritime Museum of North America in July, 1963. He presented his account with the aid of a copious collection of 2" x 2" colour slides which delighted his audience.

Starting in Halifax, Nova Scotia, where, like Liverpool, Canada's principle maritime collection is held in store, Mr.Paget-Tomlinson continued to Quebec, Montreal, Ottawa, and the St.Lawrence Seaway. Unfortunately he did not inspect very much of the Seaway and was unable to visit the Maritime Museum of Upper Canada in Toronto, which deals specifically with the Lakes and Canal shipping. The National Museum in Ottawa presented him with an excellent display of Indian and Eskimo boats, including a full size umiak, and a replica, also in full size, of an 18th century fur traders birch bark canoe. He also visited the remarkable Upper Canada Village which is a re-creation of a typical Ontario village of the early nineteenth century. Upper Canada was the old name for the present province of Ontario, and Lower Canada we now call the Province of Quebec. The village was opened in 1959 on the shores of the St.Lawrence and its buildings came from all parts of Ontario. Mr.Paget-Tomlinson's slides showed the military signal tower (actually a reconstruction), the length of canal and a replica of an eighteenth century 'bateau', which was the old St.Lawrence trader, propelled by oars and a single square sail.

Before he left Canada Mr.Paget-Tomlinson was fortunate to see one of the seaway locks in operation. His camera recorded the passage of two vessels through the Iroquois lock, the last before Lake Ontario. One ship was the Laker FRANKCLIFFE HALL built this

year and owned by the Hall Corporation of Canada. She appeared to be loaded with iron ore from seven islands on the north shore of the St. Lawrence. The other vessel was the Liverpool Registered BOOKER VENTURE in ballast and bound for the lakes.

As a contrast to the BOOKER VENTURE the next slide showed the frigate CONSTITUTION at Boston where she lies afloat in the Charleston Navy yard. She is revered as we revere our VICTORY and on board 'OLD IRONSIDES' is a small Museum of relics, pictures and documents. The CONSTITUTION distinguished herself in the war of 1812, and forced two British frigates to strike. Boston has two important maritime collections, in the Old State House run by a private Society, and in the Boston Museum of Fine Arts, where some wonderful seventeenth and eighteenth century contemporary models may be seen. But the Peabody Museum at Salem just north of Boston is the real centre of maritime history for Massachusetts. This Museum was founded in 1799 and includes ethnology and natural history with shipping. No attempt is made to bring the shipping history up to date, it is in fact limited to the eighteenth and nineteenth centuries. The collection of paintings here are good and Mr. Paget-Tomlinson was able to show some examples, including a view of Liverpool in about 1830 painted by Robert Salmon, an artist who worked in Greenock, Liverpool and Boston, Massachusetts.

Whaling used to be a great feature of the Massachusetts Maritime scene and Mr. Paget-Tomlinson visited two specialist whaling Museums, one privately owned in a country estate and the other run by an Historical Society at New Bedford which used to be America's greatest whaling port. The New Bedford Museum has a remarkable half full size model of the whaling barque LADOGA, which could be boarded by the public. Of all the American Maritime Museums, undoubtedly the most extensive and ambitious is that at Mystic Connecticut founded in 1929 by a group called the Marine Historical Association. They started by collecting maritime relics, but now the Museum includes many full size examples of deep sea sailing ships and of inshore fishing craft. Wharves have been restored together with appropriate waterfront buildings and the aim has been to present a flourishing mid-nineteenth century seaport to the public, who pay 12/6d each to enter. The commercial aspect of Mystic is most pronounced with large gift shops and curio stalls, but the slides did suggest that 12/6d was not too high a price to pay for seeing so many fine ships reserved, including the whaler CHARLES W. MORGAN, the JOSEPH CONRAD and the exploration schooner BOWDOIN.

From Mystic, Connecticut Mr. Paget-Tomlinson took a big jump down to Washington D.C. where he inspected a number of Maritime collections, headed of course by the Smithsonian Institution, the largest Museum in the United States, equivalent to the British Museum, the National History Museum, the Science Museum and the National Gallery all rolled into one. The Curator at the Smithsonian is Howard I. Chapelle, well-known in this country for his books on American sailing ships and the American sailing navy. His collection of models at Washington is very comprehensive with particular emphasis on sailing coastal craft. Also in Washington is the Truxton-Decatur Naval Museum, which at the time of Mr. Paget-Tomlinson's visit was featuring the naval operations of the American Civil War, a subject in which our speaker is well versed.

Near Washington is Annapolis, and Mr. Paget-Tomlinson was able to spend an afternoon at the Naval Academy, inspecting the Henry H. Roger's collection of British Admiralty Dockyard models, deposited there by his request. Also at Annapolis is the Naval Academy Museum which houses many relics of Academy graduates who achieved high command in the U.S. Navy.

Mr. Paget-Tomlinson moved further south into Virginia to visit the Mariner's Museum at Newport News. This Museum is rather like Liverpool in scope, with the emphasis on merchant shipping. He saw there a special display on tugs and another special display on the naval operations of the American Civil War. At Newport News, Mr. Paget-Tomlinson's camera was busy photographing warships at anchor in Hampton Roads and in the Norfolk Naval Base. He showed slides of the Aircraft carrier FORRESTAL, the cruiser NEWPORT NEWS, the battleship MASSACHUSETTS in reserve, and the guided missile destroyers DAHLGREN and HARRY E. YARNELL, both named after eminent Admirals of the U.S. Navy.

Finally, Mr. Paget-Tomlinson reached New York where he visited the City of New York Museum which has a small shipping collection and the Seamens' Church Institute, which has a very wide variety of ship models from ocean liners to dhows and canoes.

For his last day in the New World, Mr. Paget-Tomlinson was the guest of the Moran Towing Company aboard their tug CAROL MORAN. During the afternoon she handled the QUEEN ELIZABETH outward bound for Europe and the VICTORIA a Liberian registered cruising liner once the Union Castle DUNOTTAR CASTLE. He took some good pictures of the tug and of these ships.

A vote of thanks to Mr. Paget-Tomlinson was proposed by Mr. Nigel Kennedy, seconded by Mr. Worthy and carried by acclamation. A few questions and comments were put to the speaker and he was invited to draw comparisons between British and American Museum techniques.

Because of the unavoidable absence of the Chairman, in London, our Vice-President Captain George Ayre took the chair and conducted the meeting with his usual wit and cheerfulness.

MERSEY NOTES

The former fireboat owned by Liverpool Corporation, WILLIAM GREGSON, has now been renamed COLLINSTAR and is owned by Collins Submarine Pipelines Limited, of London.

WILLIAM M. CLARKE (No. 4 Pilot boat), has been renamed FRANK ATKINSON and is owned by the Humber Pilots Steam Cutter Co.

On the liquidation of the old established shipowning firm, John S. Monks & Co. of Liverpool, the coaster MONKSVILLE was sold to Greek buyers. On passage out to Greece, she put in to Penzance with condenser trouble. Later in the voyage, she sent out a distress signal from near Pantellaria. She was located by the Russian ship SHAKHTY which got a towline aboard and commenced towing to Tunis. It seems that this towline was cut by the MONKSVILLE's crew, and she regained the shelter of Pantellaria island until a tug was sent from Greece to enable her to complete the voyage.

MOSSVILLE - the last of the Monks fleet, has been sold to Irish interests. Her name remains unchanged and she still visits the Mersey.

The small Spanish fruiter JUAN FERRER - recently a frequent visitor to Liverpool - met with disaster in October when she grounded at Lamorna Cove, Cornwall, and was a total loss, on passage from Cardiff to France.

The former Liverpool and North Wales Steamship Company's ST. TRILLO, now owned by P. and A. Campbell Ltd., of Cardiff, went ashore 5 miles west of Nevin on October 23rd, whilst on passage from Cardiff to Port Dinorwic, to lie up for the winter. She has since been docked in the graving docks of Grayson, Rollo & Clover Ltd., Birkenhead, for inspection.

The British Army vessel AACHEN has been used to transport large pieces of machinery for the new nuclear power station being built at Wylfa, Cemaes Bay, Anglesey. These lifts were too large to cross the Menai Bridge, so were shipped at Birkenhead, landed on the beach at Benllech Bay, and transported thence by road.

The new tug ALEXANDRA of Alexandra Towing Company has commenced service at Liverpool. Built by Messrs. Yarwood at Northwich, she is similar to HERCULANEUM. This Company of tugowners have placed orders for six more vessels.

The Liverpool and Cork passenger service operated by the GLENGARIFF ceased at the end of November, 1963. This route has been open to travellers for over 100 years. GLENGARIFF is expected to go to the breakers, after a notable career, first as Clyde Shipping Co's RATHLIN and during the last war as a convoy rescue ship. She is to be replaced on a cargo-and-cattle-only service by the LAIRDSBANK which is to be renamed GLANMIRE.

On 23rd November, the luxury liner QUEEN OF BERMUDA docked at Cammell Laird's basin from New York for overhaul. MAURETANIA is to be overhauled during December at Gladstone Dock.

N.R.PUGH

MUSEUM NEWS

At present, the Museum staff are working on the displays for the first stage of the rebuilt Museum in William Brown Street. This new portion will contain four new public galleries, one of which will be for shipping. The hope is to whet the appetite of the City for the Pier Head Maritime Museum and a display is planned which will portray the development of ship design from skin boats and dugouts to motor cargo liners. Clearly this is a vast subject which it is almost impossible to compress into a small gallery, but the Museums are prepared to try.

Certain types of ship will be taken as milestones of development, for example, the WELSH CORACLE, the GREEK TRIREME, the CINQUE PORTS ship of the thirteenth century, the FLEMISH CARRACK, and more recently, when names can be given, the CHARLOTTE DUNDAS, the CUTTY-SARK, the WANDERER and the OCEANIC II.

Considerable ingenuity will be employed to present these 'milestone' ships and many novel features of display will be tried. The gallery will be a "dummy run" for the Galleries of the Maritime Museum, now a good deal nearer realisation.

Over the past few weeks the Liverpool Museums' collection of ship models has expanded at a remarkable rate. Fortunately, the collection was able to benefit from the voluntary liquidation of the well-known Liverpool coasting firm of John S. Monks Ltd. Fully rigged models of the CLARA MONKS, 1920 and the CLIFFVILLE, 1921, have been acquired, and half models of the RIVERVILLE 1911 and BANKVILLE 1904. The CLARA MONKS, an especially beautiful model, is now on show at the Museum in William Brown Street.

In February this year the Science Museum at South Kensington opened their new sailing ship gallery which has met with universal approbation. The new displays have allowed a number of models to become available for other museums, as it is not the practice of the Science Museum to retain specimens in store. Liverpool has been generously treated by the Science Museum, and some really interesting models have arrived on Merseyside. Amongst them are a Lowestoft sailing trawler, the MYOSOTIS built in 1877, a Connemara hooker, used to this day in the carriage of turf from the Galway coast to the Aran Islands, a full rigged ship, the CARMARTHENSHIRE of 1865, a Yorkshire coble and a guff rigged fishing boat from Guernsey. Liverpool will be able to add tremendously to their fishing craft types with these acquisitions, and should end by having one of the best collections of fishing boat models in the British Isles.

Recently the Museum staff has been augmented by Mr.R.B.Smith, a graduate of Liverpool University, who has joined as a trainee for a three year term. Mr.Smith has done wonders with the cataloguing of shipping specimens. He has revised and brought completely up to date the Museum list of ship models, which was originally prepared in 1957 and which was sold out a year or so ago. The new list will give a good outline picture of the present scope of the model collection. Mr.Smith has also been sorting out the photographs and will soon attack the draught collections which the Museum has received from Vickers Armstrongs at Barrow, from the Zillah Shipping Company and from other sources. The Museums are very glad to welcome the services of Mr.Smith, who is also a member of the Liverpool Nautical Research Society.

To conclude, the Museum has recently received a very heavy item

of equipment, weighing just under 2 tons. This is a full size Marine Engine from I.C.I's River Weaver Steamer, BENGAL, built in 1885. The engine was obtained from Thos.W.Ward at Preston where the BENGAL was scrapped. It is a 2 cylinder simple expansion unit with slide valves and a separate condenser. The engine, curiously enough, was built by the defunct firm, W.E.Bates of Northwich, where the late Mr.Wilcox served his time, not long after this particular engine was constructed. The Museums are now cleaning the engine and hope eventually to display it in the Maritime Museum. It could work by compressed air, or indeed by steam, for mechanically, it is in very good condition.

E.W. P-T.

SOURCES OF INFORMATION

In addition to the Liverpool Museum Notes, contributed by Mr. E.W. Paget-Tomlinson, it is intended to give members, from time to time, information about other Museums and Libraries covering their ship models and collection of books, manuscripts and photographs. This will give members additional opportunities for research and inspection, either by letter or personal call. Members should make themselves known to the Librarian or Curator concerned who will give enquirers every possible help. The first contributions appear in this issue.

NEW MEMBERS

P.Houghton - Weaverham.	S.K.Richardson - Oxton.
R.B.Smith - Liverpool.	K.Stuttard - Prenton.
Mrs.P.J.Welsh - Upton.	Miss Susan Welsh - Upton.

MAYER LIBRARY, BEBINGTON

The Mayer Library at Bebington was founded in 1886 by Mr.Joseph Mayer, a Liverpool silversmith and noted philanthropist, who had moved to Bebington in 1864. After his death the library was administered by a Trust until 1930, when it passed into the control of the local authority.

The library was originally stocked mainly with works on literature, history and biography, but today it is a modern public library with a stock of more than 60,000 volumes distributed between the Mayer Library and the four branch libraries which have been established by the Bebington Borough Council.

Naturally, the stock of the lending and reference sections of the library contains many works of nautical interest. For example, in the lending section will be found books on ships and shipping, ports and docks, historic voyages, etc., and the reference library contains standard works like 'Lloyds Register of Shipping' and 'Jane's Fighting Ships'.

These above-mentioned works, of course, are to be found in any good public library, but I should like to draw your attention to another collection of material which contains many items not likely to be found in other libraries, and of special interest to local people. This is our Local History Collection, which has been built up gradually over the years since the founding of the Library. It has recently been reclassified and catalogued to make the material more readily accessible to the interested reader.

Books represented in this collection include 18th century accounts of Liverpool with interesting descriptions of the docks and shipping. Other books indicate the progress of Liverpool commerce in the 19th century and one interesting volume is entitled 'Our Shipping Headlights' brought out by Syren and Shipping in 1900 and giving photographs and brief biographies of prominent people in the shipping world of that time including local personalities.

Not only books are represented in this collection. The library maintains a file of photographs, illustrations, press cuttings, pamphlets and similar material. Amongst local press cuttings is a fascinating selection pasted into a volume entitled 'Progress in Ships'. This contains newspaper cuttings relating to ships and shipping from the close of the 19th century to the first World War. Amongst the clippings are contemporary accounts of the 'TITANIC' disaster and the sinking of the LUSITANIA during World War I.

In our illustrations collection is a most interesting collection of original water colour paintings representing the early stages of the construction of the Manchester Ship Canal and painted by Sir Whately Eliot, who was the resident engineer for the Eastham section of the Ship Canal.

I hope enough has been said to demonstrate that the Mayer Library has a collection of books and other material well worthy of a study, and we should be most happy to welcome any of your members who may be interested. The library is open until 8 p.m. Monday, Tuesday, Wednesday and Friday, and on Saturday until 4.30 p.m.

The foregoing notes were kindly sent to us by the Librarian, Mr. P.D. Pocklington.

THE WOTHERSPOON COLLECTION IN THE MITCHELL LIBRARY, GLASGOW

Many years ago, Mr. James Wotherspoon of Lynedoch Place, Glasgow conceived the idea of forming a pictorial record of the rise and progress of shipbuilding and shipping, with special reference to the Clyde, the West Coast of Britain, and the English Channel, and for more than a generation he assiduously collected illustrations of steamships, portraits of shipbuilders and engineers, shipowners and ship captains, drawings of flags and funnels, and views of light-houses. Many of his leisure hours were spent wandering around the Clyde quays and docks until the steamers, their funnels, and their house-flags were as familiar to him as the streets of his native city.

The collection contains an interesting drawing of the trial trip of Miller's steamer No.1, which took place on Dalswinton Loch in 1788. This vessel had a double hull, and its steam engine was constructed for the owner, Mr. Patrick Miller of Dalswinton, by William Symington. The success which attended the trials of this steamer established Symington's claim as the inventor of steam navigation.

There is also a portrait of Henry Bell, owner of the famous COMET. The COMET, which was built in 1812 at Port Glasgow by John Wood, began the first passenger steamship service in Europe, plying for regular traffic on the Clyde. In 1819, Bell had the COMET transferred to the Oban and Fort William route via the Crinan Canal, where it had also the distinction of being the pioneer steamer in West Highland waters.

Also of interest are the photographs and life story of John Robertson, the famous Clyde engineer, who supplied and fitted the engines for the COMET.

The photographs, sketches, drawings, portraits and advertisements which comprised the collection are arranged in 40 folio volumes, with historical and descriptive notes regarding each item, and cover the century and a half which has elapsed since Patrick Miller conducted his pioneer experiments in steam navigation on Dalswinton Loch, Dumfriesshire.

Chronologically arranged, the prints form a fascinating cavalcade of shipping from before the days of the COMET to the building of the EMPRESS OF BRITAIN in 1933, and particular attention is paid to the history and development of the pleasure steamers which sailed on the Firth of Clyde.

The photographs have all been printed by the permanent Platinotype process, and an adequate index is provided in a separate volume of more than one hundred pages.

The Wotherspoon Collection was acquired by the Library in 1937, and the foregoing notes have been kindly sent to us by Mr. C.W. Black, the Librarian.

NOVEMBER MEETING

This must rank as one of the Society's most successful evenings. The meeting was held at 7.30 p.m. on Thursday, 14th November, on board LANDFALL, and an audience of around fifty gathered to hear Sir Ivan Thompson, an ex Commodore of the Cunard Line, reminisce over his 50 years with Liverpool ships.

Sir Ivan was born at Bruges, but he started his sea career in the DRUMLANRIG of Liverpool as a cadet. This vessel was a tramp steamer owned by Gillison and Chadwick, but she did not see Sir Ivan after his first passage, for he left her on arrival at New York and went up to his father's farm in Massachusetts. He found the incubating of White Leghorns a very time consuming occupation, so left to join a travelling circus. This was a 22½ hours a day job, worse than the incubators, so Sir Ivan returned to New York and joined the MAURETANIA as a trimmer. He was discharged in Liverpool and then joined the Harrison Line as an apprentice. This was in 1911.

Harrison ships took him to San Francisco where he evaded crimps, to Vancouver, the Canaries, and to Belfast where in the spring of 1912, he found the whole City stunned by the loss of the TITANIC.

In the early part of the Great War Sir Ivan was second mate of Harrison's COGNAC, trading between the British Isles and the Charente. This little ship set fore and main staysails and fore and main trysails, the only sails Sir Ivan used in his sea-going career. From the COGNAC, he went to the Cunard with whom he stayed until his retirement. During the latter part of the Great

War he was in the ANDANIA, PAVIA and CARONIA. The last-named was a trooper and his service coincided with the terrible flu epidemic of 1918. Many men died and mass sea burials were held very frequently.

After the Great War, Sir Ivan went to the PANNONIA, which exported hundreds of Italian emigrants to New York in disgraceful conditions. The ship herself was very poorly maintained with rust and corrosion everywhere, and even holes patched with canvas in the bulkhead of the Captain's cabin.

Sir Ivan went on to recall being held in an ice field, a fire on board the old MAURETANIA at Southampton, which nearly destroyed the ship, and his time in the Cunard's Mediterranean trade, aboard the PHRYGIA.

He had some harsh words for the depression of the 1930's and for the way in which Merchant Service Officers were treated. He praised here the work of the Mercantile Marine Service Association and Captain W.H.Coombes. During the 1930's passenger liners were kept in service by means of cheap cruises. The MAURETANIA ended her days cruising to the Carribean, while the LANCASTRIA offered a 17 day cruise for £17.

During the Second World War, Sir Ivan was fully occupied. He spent a fair amount of time in the Orkneys taking over a captured Hamburg South American liner, the CAP NOORT, which was eventually towed to Leith. His time in the BRITANNIC was a succession of narrow escapes from U-boats and bombs. Then he joined the 'Queens' serving as Staff-Captain in both the QUEEN MARY and QUEEN ELIZABETH. These two could carry 15,000 troops each at a time, and together they could move 50,000 troops a month across the Atlantic. Two meals a day were served to the troops, with the galleys working round the clock. Embarkation and disembarkation used to be rehearsed ashore, so there was no confusion when the troops arrived on the quay. Sir Ivan told how the QUEEN MARY rammed and sank the Cruiser CURACAO, and how the QUEEN ELIZABETH was struck by a heavy sea off Greenland. The wheelhouse windows were stove in with such force the pieces of glass embedded themselves in the steel bulkhead and the helmsman was washed into the chart room. All the ship's deck machinery was wrecked and the foredeck was considerably distorted. Six weeks' work by the Bethlehem Steel Company put the QUEEN ELIZABETH back into the war effort. Her absence from service, said Sir Ivan, was a serious drag on the flow of reinforcements to Europe.

The last seven years of Sir Ivan's career at sea were spent as Captain, commanding both the 'Queens'; on his retirement he returned to Liverpool, whose ships he had served for half a century.

Captain Ayre, who proposed a vote of thanks to Sir Ivan, recalled their long friendship and admired Sir Ivan's devotion to the Red Ensign. Captain Ayre was seconded by the Chairman who spoke for the whole Society in praise of a wonderful evening, full of wit and spicy anecdote. The meeting loudly acclaimed their appreciation of Sir Ivan's fascinating story.

E.W.P-T.

W.D. MERSEY AT WORK

Recently, I had an excellent opportunity to watch this vessel at work, at close quarters. At the time, she was removing the new shoaling in mid river opposite New Brighton stage. Rip Rap buoy has been moved over to this position. W.D. MERSEY is slick; she works in curves and circles, rather like a trawler. In seventy minutes she has a full load, and shapes a course down channel for the Bar whilst the pipe is still being raised.

She is back again in about an hour and twenty minutes and as she approaches, no time is lost in lowering the pipe. As this touches bottom, the pumps are started with an audible roar. Clean water gushes from a 15" pipe, and when this changes to mud, it is turned off, and the flow goes to the hoppers. When these get to a certain height, water is drained off the top, and falls overboard through sluices on both sides of the ship; the heavy sediment falls to the bottom of the tanks. Another seventy minutes and she is again full, and down to her marks.

When dredging, black balls are hoisted at the yard arms, and lowered as she proceeds towards the Bar. The duty men stand in a glass control bridge; I do not think they lose a moment.

N.R.PUGH

GREETINGS

I take this opportunity of sending my Good Wishes for a happy and peaceful Christmas to all Members. I trust that 1964 will see all your hopes fulfilled.

R.B. SUMMERFIELD