

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. VIII (New Series) No. 1

January/February 1964

CHRISTMAS 1963

My thanks to everyone who so kindly sent me greetings for Christmas; their thoughtfulness was greatly appreciated.

R.B. Summerfield

DECEMBER MEETING

On Thursday, December 12th, 1963, the Society met on board LANDFALL to hear a paper of a very novel kind. It was presented by our distinguished member, Nigel W. Kennedy who called it 'Some Unorthodox Techniques in Marine Engineering'.

Mr. Kennedy used to work for the Carbon Dioxide Company (now part of the Distillers Group), and he became an expert in the uses of that gas. The paper told of his work with 'Dry Ice' or solid CO₂ which enabled the ice cream pedal tricycle to patrol the streets of our towns and seaside promenades. In the hands of Mr. Kennedy, however, Dry Ice was put to more serious uses.

He used it to shrink metals by freezing. On regaining normal temperature the metal would expand. The value of this shrinking lay in its use to assemble or dismantle machinery. Mr. Kennedy gave a number of examples of his work on marine engines. The crank shaft of the Elder Dempster Motor Ship ABA had a fractured web. This could be repaired by the insertion of a pin, tapered in three steps. The pin was machined slightly oversize, shrunk by dry ice, quickly inserted and on regaining normal temperature formed a very tight fit in the crank web.

This, and other examples of Mr. Kennedy's work were made clear by projected diagrams. His next example was the removal of the fixed blades in a steam turbine aboard the Furness Withy liner

QUEEN OF BERMUDA. They could not be withdrawn by the usual methods, but freezing them caused them to drop from the casing like decayed teeth. Another job caught Mr. Kennedy on his holidays in Scotland when he was asked to advise on the rectifying of a machinery fault in some engine crossheads. The liners had to be shrunk into position; the job took a day off Mr. Kennedy's holiday but saved the engine works many man hours of labour.

For the second part of his paper, Mr. Kennedy turned away from purely marine work. He designed a very low temperature test chamber for the aircraft firm of Saunders Roe at Cowes, Isle of Wight. This chamber was to be used in the development of giant flying boats, the SARO 45 and the PRINCESS. Unfortunately, these fine aircraft never received sufficient government backing and were not chosen by B.O.A.C. for their world wide routes.

Mr. Kennedy's fine example of shrink fitting was undoubtedly the most impressive. He was called in by Firth Brown of Sheffield to fit two sets of compound bearings, each 8 feet in diameter and each weighing over a ton and a half. At the time, 1953 and 1957 respectively, he had no idea of their use, but now it is known they were for Admiralty research into underwater weapons. The 8 feet diameter bearings carried a large vane, like a two-bladed propellor, from which the underwater weapons were suspended in an annular water tank. The vane could rive them through the water at over 200 m.p.h. The strain on the vane bearing was great and inconstant, because sometimes the weapon would break surface and cause the vane to race.

So exceptional accuracy on assembly was needed. Mr. Kennedy did not hesitate. His excellent photographs showed how the bearing was packed with dry ice, and he described how the crane driver practised lowering the bearing ring into place. He had under a minute in which to do the job, while the metal was at its coldest. However, on both occasions, all went well and each time Firth Brown were saved a possible £175,000 loss and a fresh start if there had been a failure.

Mr. Kennedy showed the Society an example of shrink fitting a brass liner in a cylinder of cast iron and he demonstrated the small tolerances which he was allowed by means of a micrometer.

A vote of thanks to Mr. Kennedy was proposed by Mr. Hallam and seconded by Mr. Tapson. This was carried with unanimous enthusiasm. A good many questions followed, particularly about

the flying boats and the Admiralty research equipment. The possibility of the metal becoming brittle under the intense cold was also raised. It was a most informative evening.

E.W.P -T.

JANUARY MEETING

1964 opened for the Society on Thursday, 9th January, when they met on board LANDFALL at 7.30 p.m. Most unfortunately, the speaker, Capt. F.W. Skutil, C.B.E., R.N.N., was taken ill a couple of days before the meeting. He was to have talked on the Nigerian Marine, of which he was Director, and his enforced absence left the Chairman and Secretary in rather a quandary. There was no question of cancelling the meeting and in the end both Chairman and Secretary came to the rescue by showing slides.

Mr. Summerfield talked of the pleasure of collecting 2 x 2 colour slides. He explained that he, himself was quite useless as a photographer but that did not stop him assembling a wide range of subjects; lighthouses, harbours, Clyde steamers, ship rigs and Van de Velde paintings, not forgetting H.M.S. LIVERPOOL, all found a place in his collection.

Mr. Paget-Tomlinson followed by presenting a miscellany from his 2 x 2 colour slide collection. Almost all were of his own taking, and reached a high standard. The bulk of them were of inland waterways scenes, in which he specialises. He took his audience on a canal tour of the Midlands, calling at Stourport, Wolverhampton, Nuncaton and Stafford, while he also showed scenes of the Trent in Newark, the Anderson Boat Lift, and the Manchester Ship Canal.

Mr. Paget-Tomlinson was also able to produce a few Clyde scenes of paddle steamers at Craigendoran, puffers at Bowling and the MAID OF THE LOCH at Balloch. He wound up by showing slides of windmills, the sailing ships of the land, and of some of the road vehicles on display at the Birmingham Museum of Science and Industry. He explained that the new Museum at Liverpool would likewise have a display of vehicles, both rail and road.

Mr. Summerfield concluded the evening by showing some old $3\frac{1}{4} \times 3\frac{1}{4}$ slides from the collection of Commodore Sir Frederick Young, who was Chief Salvage Officer to the Admiralty during, and after, World War I. These slides were given to the Society by Sir Frederick's son, Desmond Young, the well-known author.

They showed salvage work on the submarine K 13 in the Gareloch;

the raising of the cruiser GLADIATOR, sunk in the Fairway off Yarmouth, Isle of Wight; the salvaging of the battleship MONTAGU, ashore on Lundy Island and, after the war, the freeing of Zeebrugge by raising the blockships, IPHIGENIA, INTREPID and THETIS.

No formal vote of thanks was proposed, but Mr. E.A.Worthy expressed the appreciation of everyone present. The meeting broke up fairly early and seemed to have been much enjoyed in spite of the change of programme.

E.M.H.

MUSEUM NEWS

Since the last report to the Society, the Museum has little to say for itself. Of course, it has been busy enough, and has been working towards the reopening of a section of the pre-war building, blitzed in 1941. The new section will probably be ready for the public in 1965 and will contain a Shipping Gallery in which the development of a ship from Ancient Egypt to the present day, will be recounted. It would be a mistake to give members a preview of what they will eventually see, but they can rest assured that a wide selection of models, working exhibits, photographs and relics will be on show.

To return to present activities, the Museum continued to receive a steady flow of accessions right up to the end of the year 1963. Most important have been the books and papers which belonged to our late member, John Smart, and which his widow kindly made available to the Museum. John was a great researcher into Naval History and the Museum is now rich in old Navy lists, Brassey's Naval Annual, Jane's Fighting Ships and John's own notes on the Mersey Training Ships and on the R.N.V.R. Members will remember his erudite papers on H.M.S. EAGLE (later EAGLET) and on the Reformatory Ship AKBAR, shortly to be available in Transactions.

Very recently, the Museum received some relics from the steam ferry WALLASEY, built in 1927 and now disposed of to Belgium shipbreakers. Our member Mr. E.A.Worthy was responsible for seeing these relics safely into Museum hands, and the Authorities are deeply grateful to him for his work. Due to him, the Museum will be able to display, in some future gallery, the flute and diaphone whistles from the WALLASEY, her wheel binacle and one engine room telegraph. At present all these items await cleaning, but they look as if they will polish up well, particularly

the whistle. Compared with the tri-tone siren of the BRITANNIC, already with the Museum, the WALLASEY'S whistles are small, but no less impressive.

Even more recently the Museum have received a beautiful little model of a West Cornish lugger, from Mousehole near Penzance. She is the BOY WILLIE, PL 602, built in 1897 and in service up to the 1939-1945 war, by that time fitted with an engine. The model, to a scale of 6 ft. to 1 inch has been made by Mr. H.J. Barr, who is a Devon man living in Bebington. Mr. Barr has already deposited a number of remarkable fishing boat models with the Museum and some of these will shortly be placed on show. At a later date the BOY WILLIE will also be exhibited complete with her drift nets for the herring or mackerel fishing.

Finally, the Museum have acquired a full size two-horse tram wagon, a vehicle which used to be a familiar sight on the Dock Road. This wagon came from Hobbs and Clarke of Bootle, who once had 80 or more horses. With the wagon they have given a complete set of team harness, so that if two horses can be found, the vehicle may again be driven along the docks. The wagon measures 18 feet long by 7 feet 6 inches wide, and has a capacity of at least 12 tons. In a year or so horse transport may have completely disappeared from Merseyside, so the Museum has been lucky to secure a wagon in time.

E.W.P-T.

WITH GREAT SORROW

We record the death of Nancy, wife of our member, A.E. Wilding of Lytham St.Annes. Mrs. Wilding was also a member of the Society and attended our meetings on several occasions, up to the time her husband became Mayor of Lytham St.Annes. She suffered for many months with great patience and courage. The sympathy of all members of the Society were expressed to Mr. Wilding by the Chairman.

NEWS, NOTES AND QUERIES (NEW SERIES)

Brief index to the first four volumes.

Volume ONE

1957

January Meeting: Some Minor Mersey Ports. Paper by T.D. Tozer.

February Meeting: Liverpool's Dockland a Hundred Years Ago.

Lecture by H.A. Taylor.

Pilot Boat PERSEVERANCE. A note.

Ship BALCLUTHA. A note.

March Meeting: The Holt Fleet. Paper by Dr. F.E. Hyde.

April Meeting: The River & Approaches to the Port.

Lecture by W.E. Sutton.

750th Charter Anniversary. A report of the Maritime Exhibition.

Barque PAMIR. A note.

Sixteenth Annual General Meeting, October 11th, 1957, followed by
a lecture: The Merchantile Marine Service Association. Capt.
George Ayre.

November Meeting: H.M.S. LIVERPOOL. Paper by R.B. Summerfield.

Volume TWO

1958

December Meeting: 1957. The Tidal Institute, Bidston.

Lecture by Dr. A.T. Dootson, C.B.E.

January Meeting: Posted on board Liverpool Ships.

Lecture by J.V. Woollam, M.P.

February Meeting: Merchant Navy Defence Centre, Naval Films.

Organised by Lieut.Cdr.J.H.Robinson R.N.

H.M.S. EAGLET. A note.

Thomas Royden & Sons, Shipbuilders. A note.

March Meeting: Cammell Laird & Co.Ltd., Lecture by J. Harvey.

Dr. Oscar Parkes. Obituary.

April Meeting: Mayflower II. Lecture by Stuart Upham.

Seventeenth Annual General Meeting. October 9th, 1958.

November Meeting: H.M.S. EAGLE. Paper by John Smart &

Edward Jones.

Customs Records of Early Liverpool Ships. A note.

The Old Dock Sill. A note by Capt. George Ayre.

January Meeting: Inland Waterways. Lecture by E.W.Paget-Tomlinson.
February Meeting: Clyde Steamers, 1812-1912. Lecture by Leslie Speller
March Meeting: The Intended Ship Canal between the Mersey and the
Dee. Lecture by E. Cuthbert Woods.
April: Twenty First Birthday Exhibition. 'Nautical Research.'
Interim Accounts. Change in Society's financial year.
H.M.S. LIVERPOOL. Handing over of Ship's Bell & Trophies.
Special Museum Exhibition. A Report.
October Meeting: Lord Nelson. Paper by A.N. Ryan.
Models of Marine Engines at the Liverpool Museums. A note.
November Meeting: St.Lawrence Seaway. Lecture by Geo.Musk (CPR).
Ships DYNOMENE and PHILOMENE. A note.
GALATEA (M.D. & H.B.) A note.
William McDowell. Marine Painter. A biography.

December Meeting 1959: The AKBAR. Paper by John Smart.
Founder Member: Arthur Cecil WARDLE, by D.S. Knowles Hague.
Ships EULOMENE and MYLOMENE. A note.
January Meeting: The Liverpool Waterfront. Lecture by Edward Jones.
February Meeting: The Lamport & Holt Line. Paper by T.D.Tozer.
March Meeting: Fishing Boats. Lecture by E.W.Paget-Tomlinson.
April Meeting: Exhibition, 'Coastal Shipping.'
Barque WANDERER. Museum accession. A note.
Annual Report, Season 1958/59.
Accounts for period April 1959 - March 1960.
Eighteenth Annual General Meeting, April 28th, 1960, followed by
a lecture. H.M.Yachts of the Second World War. N.R.Pugh.
Founder Members: Ernest Alfred WOODS by H.J. Chubb.
William Stewart REES by John S.Rees.
Sir Ernest Royden, Bart. Obituary.
October Meeting: The Sadness of the Sea. Lecture by R.B.Summerfield.
November Meeting: The Development of the small warship from 1830 to
1860. A.W.H. Pearsall.
Wallasey's Golden Jubilee. A note.

MERSEY NOTES

January 8th saw the arrival of the new Blue Funnel Liner CENTAUR from the yard of John Brown & Co. Designed for the service between Fremantle and Singapore, she will replace two vessels, CHARON and GORGON.

The Wallasey Ferry's LEASOWE which has been refitted, now has wooden seating encircling the main saloon, in place of the athwart-ship bus type Dunlopillo seats.

An interesting cargo liner loading in Liverpool in January was the new BOOKER VANGUARD built at Burntisland. Of machinery-aft design she is the first British built ship to have two rows of hatches along her length. Improved accessibility to her holds is claimed thereby. She is designed for the carriage of sugar, rum and timber from British Guiana.

The Rea tug HAZELGARTH towed the Chant-type coaster GANSEY from Birkenhead to Dublin in January.

Cork Steam Packet Co's GLENGARIFF was delivered to the breakers yard at Passage West, Near Cork under her own steam, and in command of Capt. Devany. GLANMIRE ex LAIRDSBANK has taken up the weekly cargo service to Cork.

Our Liverpool pilots often receive radio telephone calls from female radio officers of Scandinavian ships using the port. Recently, it made a dark, snowy night seem less chilly when the reply came from the Bar Pilot Boat -

"Good evening, darling, what can I do for you?"
Chivalry is not dead on the Bar!

A nautical hard-luck story was that of the cargo ship TEMPLEMAIN which arrived at the Bar anchorage on 19th December, and no doubt her crew were looking forward to the festive season by their own firesides, but her berth at Garston was not to be vacant until 28th December, and at the Bar she had to stay, after the long voyage from Vancouver.

The new tug J.H. LAMEY is due from her builders at Hull shortly. Rea's have the BEECHGARTH under construction.

Christmas cheer for the Bar Lightship was taken out by the Alexandra Towing Co's ALFRED, with the Bishop of Warrington on board.

The Customs and Excise motorvessel DEFIANT, so much a part of the Mersey scene, was docked for some weeks towards the end of the year and replaced by the ACTIVE. This small craft, resembling a steam pinnace in appearance, has been fitted with a diesel engine.

After her lengthy absence from the New Brighton RNLI station, the NORMAN B. CORLETT has returned to duty with an enclosed wheelhouse. Her deputy, whilst the work was in progress on the Menai Straits, was the Reserve boat WHITE STAR.

N.R. PUGH

BRISTOL MUSEUM SHIP MODEL COLLECTION

Before the war the space available for the shipping exhibit at the Museum was never considered adequate, and the blitz naturally worsened the position as afterwards the whole of the civic collections had to be housed in the former Art Gallery. Fortunately, at long last, there are plans to build a fine Museum in the wasteland of the city centre, and a generous allocation of space has been promised for technological items. In addition a Curator has been especially appointed to the department.

The aim is a collection to illustrate the shipping of the district, but a small representative section covers the broader historical background. For example the Stroud Collection contains well made models of a Roman galley, a thirteenth century ship, the SAINT MICHAEL of 1511, the GREAT HARRY of 1514, an Armada vessel, the SOVEREIGN OF THE SEAS of 1637, the Royal yacht MARY of 1677, and the VICTORY of 1737. Of later internationally famous vessels there is a fine SERINGAPATAM, the R. and H. Green 'Blackwaller' of 1837; two CUTTY SARKS; a display model of the EMPRESS OF FRANCE; and a working model QUEEN MARY.

Undoubtedly the most significant part of the collection is a group of four contemporary models of frigates and privateers of the French War period, of which both originals and models were built by the Hilhouses, predecessors of Charles Hill and Sons, who still build in the port. They start with the 30-gun privateer MARS of 1779; a rigged model which was painstakingly restored after war damage by Norman Poole. Following are three frigates, the MEDEA, 28-guns, of 1778; the ARETHUSA, 38-guns, of 1781; and the MELAMPUS, 36-guns, of 1785. The MEDEA is a frame model, but the others are rigged. All in this group show superb workmanship and are full of intricate detail to exact scale. There were originally

also several unique models of small war vessels, such as galley privateers, but they fell victims of the blitz. The ARETHUSA, incidentally, was the second of the name which had a far more notable career than her better known predecessor, the 'Saucy' ARETHUSA.

A 24-gun privateer named SEAHORSE is the subject of a large $\frac{1}{2}$ " to 1 ft. model made about 1810 by Captain E.H. Columbine, R.N., while he was serving on the West Coast of Africa with a squadron engaged in suppressing the Slave trade. We have not traced the prototype and are inclined to think she is representative rather than of a particular vessel. This model, also, was restored by Norman Poole.

The brig TOM COD has long been considered to be the last Bristol slaver, but in fact she was built at H.M.S. MULLET at Bermuda in 1807, one of the 4-gun cutters of which the naval historian William James wrote so scathingly. She was sold out of the service in 1814 and purchased by the West Africa 'barter traders' R. and W. King of Bristol. The model is not as completely rigged as one would wish, but nevertheless represents an unusual and interesting subject.

Another very large model, tentatively dated circa 1810 (but probably rather later), is of the MOUNTAIN MAID, possibly a whaler if we can judge by the stern decoration, and certainly representing a very heavily built craft. She is ship rigged, with single topsails.

A hull model of a merchant vessel on a 'patent slip' is another mystery. It is said to have been built by one Gillet, who came to Bristol from Plymouth about 1850, and the vessel was known in the family of its donor as the VICTORIA, but among the many of that name we have so far failed to identify her.

Of great historical interest is a builder's frame model of the ill-fated DEMERARA of 1851. This would-be steamer, - the second largest in the world at the time - was built by William Patterson, builder of the pioneer Atlantic liner GREAT WESTERN, but was severely damaged through stranding in the Avon at the outset of her voyage to the Clyde for her engines. She was refloated, repaired, rerigged as a ship, and sold in 1855. After a period on charter to Gibbs and Sons of Liverpool, she was lost in a West Indian hurricane in 1867.

Unspectacular, but of interest in showing the form of the humble tugs and colliers of the period 1850 to 1880, are a series of builder's half models which were purchased at the liquidation sale of the old Stothert shipyard at Bristol.

The last square rigged vessel built in Bristol was the barque FAVELL, launched by Hills in 1895. On her last passage home from Australia in 1934 her mate made a fine waterline model of her with all sails set. It was seen to be unusually accurate in scale and detail for a model built in such conditions, and was purchased by the Bristol Shiplovers' Society. It is now housed at the Museum.

Another class of vessel prominent in the Bristol Channel story is represented by a working model of the 'White Funnel' paddler GLEN GOWER, of 1922.

Finally that most humble of craft, now extinct, the Severn trow, is represented by a model of the ALMA of 1854, and a scenic group to a scale of $\frac{3}{4}$ " to 1 ft. showing the late eighteenth century trows BRITANNIA and BIRMINGHAM, with a typical passenger wherry, at a Severnside quay. These were all built by the well known Midlands modeller Albert Field, the former from lines taken off the vessel just before she was scrapped, and the group from the evidence of many contemporary illustrations, together with the register dimensions of the main vessels.

This account of Bristol Museums' Ship Models was written by a one time member of our Society, Mr. Grahame Farr, at the request of the Director, Mr. Alan Warhurst, B.A., F.S.A., F.M.A., to both of whom the Society is most grateful.

This is the third article about the Ship Model Collections of other Museums; several more will follow during the course of this year and will, it is hoped, prove of interest and value to members.

* * * * *

NEW MEMBERS

William Salisbury	Leigh
Arthur Beckett	Oxton
Dennis J.H.Sears	Southport
Commander E.Bagot,RNR	Barnston

APRIL EXHIBITION

Once more the date of our one night Exhibition approaches. This time the subject is Tugs & Towage. Organisation, as usual, is in the capable hands of E.W. Paget-Tomlinson. A separate notice has gone to members, and a full report will appear in the next issue of N.N. & Q.

TRANSACTIONS

At last, they are published and have reached, or are reaching members currently with this issue. Extra copies can be purchased from the Society office at 28 Exchange Street East, at twenty shillings per copy.

ILLNESS

We are sorry to record that Leslie Speller of Windermere is still far from well; we hope that with the approach of summer, his health will improve again.

For many meetings now, we have missed the genial smile of N.R. Pugh, who had the misfortune to develop an abcess on his foot. After being out of action for many weeks we are glad to know that he is out and about again, albeit taking it easy.

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. VIII (New Series) No. 2

March/June 1964

FEBRUARY MEETING

On Thursday, 13th February, 1964, the Society met on board LANDFALL to hear a most scholarly paper from our Vice-President, Mr. A.S. Mountfield, on Samuel Pepys, Naval Administrator. Mr. Mountfield has for long been a student and admirer of the great diarist, but on this evening, the diary gave place to an examination of Pepys as a civil servant.

Pepys was born in London and his father was a tailor. He was educated at St. Paul's School and Magdalene College, Cambridge where today, his monument is the Pepysian Library. On leaving Cambridge, Pepys went into the service of his cousin, Edward Montagu, who later became the Earl of Sandwich. Pepys was then no more than a clerk, but it was as a secretary that he accompanied Sandwich across to Holland to bring back Charles as King. This was in 1660, and from this date Pepys' fortunes began to ascend. His diary starts in 1660 and continues for nine years, only a small portion of his business life, although possibly the impression may be that the diary spans the whole of his time in the service of the Navy.

In June 1660 Pepys (Mr. Mountfield preferred the pronunciation 'Peeps'), became Clerk of the Acts on the Navy Board, with Will Hewer as his private clerk. Now his real work for the Navy started, and he was faced with a tremendous task of reform, and of sorting out the finances of the Service. At that time governmental administration was very hand-to-mouth, and there appeared to be little planning or forethought. Pepys was all the while learning his job as he faced these problems, and he gradually made himself an expert on Naval affairs, although of course he was never a seaman. Incidentally, he took "rewards" admitted Mr. Mountfield, but this was in the fashion of the seventeenth century.

The diary ended in 1669 because Pepys was afraid of becoming blind with so much writing. His sight survived, however, and he continued in office until the reign of William III. Mr. Mountfield asked why the diary was written? He thought the answer lay in Pepys' attitude of mind; his mind was neat and secretarial, so he considered the great value of having his thoughts, speech and actions neatly recorded for his own guidance. Posterity is, of course, grateful to him and to his friend, the other diarist of the time, John Evelyn.

Pepys' later career is followed from the Admiralty Letter Books, or file copies as we should call them, which include much correspondence about the North East Passage and letters to the great contemporary shipwright, Sir Anthony Deane, who has left us a number of contemporary ship plans, and his "Doctrine of Naval Architecture" now at the Pepysian Library, Magdalene. One of the characters in the North East Passage correspondence, who emerges with some clarity is Grenvill Collins who made the first survey of Great Britain and published his Great Britain's Coasting Pilot at the end of the seventeenth century. His charts of Liverpool Bay and of the Mersey and Dee Estuaries are well-known to all local historians. Collins was later to play an important role in the Revolution of 1688. He was principal sailing master with the Stuart Fleet whose hesitancy allowed William III to land unmolested at Torbay. Had the fleets met, William III's chances of reaching our coasts would have been slender.

But this is to anticipate. Pepys came under a cloud with the emergence of the Popish Plot disclosed by Titus Oates and particularly with the murder of Sir Edmundbury Godfrey, in which an attempt was made to involve Pepys himself, because his clerk, Samuel Atkins was arrested on the murder charge. Fortunately, Atkins had a sound alibi, but the affair and the still more deadly accusations of treason that followed cast a shadow over Pepys' later career under Charles II, during which time the Navy was allowed to decline. Both Pepys and Sir Anthony Deane were accused of selling secrets to France, but he was able to clear his name, and Deane's. Under James II, however, Pepys stood in high favour, and he was for this brief reign given great powers to reform the Navy. Pepys also served William III for a brief period, but soon retired, a retirement which he much enjoyed.

Mr. Mountfield was able to convey to the Society the spirit and flavour of the seventeenth century. He quoted frequently and

appositely from the diary and from Pepys' letters, so breathing life into the diarist himself. Few historians can do this convincingly, but Mr. Mountfield succeeded in capturing his audience and made them appreciate how Pepys faced the problems of seventeenth century naval administration.

A vote of thanks was proposed by Captain Ayre and seconded by Captain Mobbs. Many questions were asked, touching on seventeenth century ship decoration, on seventeenth century honours lists in which Pepys did not figure, and on the London of Pepys' day with the Thames as the City's chief highway.

Amongst the many quotations which Mr. Mountfield read, was one from a letter Pepys wrote to Sir Anthony Deane, dated 23rd November 1689. It is worth recording because the sentiment expressed is as true today as it was nearly three hundred years ago.

"I am alive too (I thank God) and as serious (I fancy) as
"you can be and not less alone and yet (I thank God too)
"I have not one of those melancholy misgivings within me
"that you seem haunted with; for the worse the world uses
"me the better I think I am bound to use myself.....
"Be therefore of my mind (if you can) and be cheerful."

From Haworths edition of some of Pepys letters.

MARCH MEETING

On Thursday, 12th March 1964, the Society met on board LANDFALL at the usual time of 7.30 p.m. to hear a paper by our Council Member, Mr. A.N. Ryan, called "The Price of Admiralty - 1811".

Mr. Ryan is a naval historian of standing and his paper reflected sound scholarship and accurate observation of events in the year 1811, which marked Britain's worst naval disaster during the Napoleonic period. The disaster involved a winter convoy from the Baltic, loaded with naval stores for Britain. This was the time when Napoleon, at the height of his power, was trying to deny Great Britain trade with Europe by means of his Continental System. No port in the Baltic was officially open to the British flag, but trade could be, and was, carried on under foreign flags and false papers. The merchant ships sailed for home guarded by the Baltic fleet, a detachment of which assembled them in Hanö Bay on the southern tip of Sweden.

In 1811 the sailing of the convoy was delayed until the last possible date, before the onset of winter made the passage impossible. As it was, the date November 1st left no margin of safety, should the ships be delayed by contrary winds and storms. This, as Mr. Ryan graphically showed, was exactly what happened. A foul wind held up the convoy in Hanö Bay until 9th November. Then they were forced to anchor at the entrance of the Great Belt, where they rode out a moderate gale. A fierce storm later dispersed the convoy, 77 merchant ships remained out of a total of 129, while the flagship of the naval escort the ST. GEORGE, 98 guns, was dismasted and damaged her rudder.

From now on accident followed accident. The reduced convoy managed to make the Swedish coast at Vingå just South of Gothenburg and there rendezvous with the main Baltic fleet, under the command of Sir James Saumarez in the VICTORY. On December 17th the convoy and Baltic fleet sailed for Britain in three divisions, first, Saumarez with most of the warships, secondly, the ST. GEORGE attended by the CRESSY, 74 guns, DEFENCE, 74 guns and the brig BELLETTE, and finally the merchant ships and their naval escort. Saumarez made Spithead with little difficulty, but the ST. GEORGE and the merchantmen ran into trouble. Originally the idea was for the ST. GEORGE to winter in Sweden, but her Admiral, Reynolds, maintained she was in a fit state to make the passage home.

Clearly, she was not, for she proved difficult to handle in contrary winds, with her jury rudder. Mr. Ryan explained in some detail how she tried to gain the North Sea, rounding with difficulty the Northern tip of Jutland, and how she was beaten back by adverse winds on to the coasts of Jutland. She proved unable to claw off the land and went aground during the night of 23rd Dec. Only 12 men survived the wreck. Of the ships which attended the ST. GEORGE, the CRESSY weathered the land at the last moment and gained sea room. The BELLETTE likewise got clear, but the DEFENCE stayed with the flagship to the end, out of a sense of duty. Only 6 men survived when the DEFENCE went ashore and broke up.

So far two capital ships, a 98 and a 74, had been lost, but this was not the end of the story. The third division of merchant ships and their escorts had been driven back to the Swedish Coast, but were able to resume their passage with little delay. The convoy separated in the middle of the North Sea; some merchantmen made for Hull and Scottish Ports, while the remainder were bound for the Thames and Portsmouth, under the charge of the HERO, 74 guns, and the brig GRASSHOPPER. Mr. Ryan now concentrated on the

HERO and the navigational errors of her pilot. When he believed the ship to be in the area of Smith's Knoll, quite near the English coast, she was in fact off the Texel, aground on the Haak Sands. Heavy seas battered her to pieces and not a man escaped. In attendance, but unable to render aid, was the GRASSHOPPER, whose commander was forced to surrender to the Dutch who were, at that date, under French domination.

The effect on the British people of this triple disaster was profound. 2,000 men had been lost, more than in all the great sea battles of the war, including the Nile, Camperdown and Trafalgar. Questions were asked in Parliament, and the papers discussed the disaster at some length. There were no courts martial or enquiries, but some of the decisions taken by the naval commanders in the Baltic were open to criticism.

First of all, Mr. Ryan pointed out, they gambled with the weather. The departure of the convoy from Hano Bay was left until the last possible moment, too late indeed, should there be any delays caused by contrary winds and storms. No seaman should take risks with the weather.

Secondly, one ship, the DEFENCE, was lost solely because of her Captain's own strict interpretation of his orders. She was to attend the labouring ST.GEORGE, and receiving no further signals she did so until she herself stuck. Her consorts were able to claw off the land, but she refused to escape.

Finally, there was the serious navigational error of the HERO's pilot and of the brig GRASSHOPPER. Neither vessel correctly measured her longitude, although the HERO certainly carried a chronometer. Neither ship allowed for the eastward drift, which was familiar to the merchant captains who corrected their courses accordingly and safely reached their destinations. The merchantmen had no chronometers but they had the local knowledge which the warships lacked. On this problem of longitude, which had beset navigators for centuries, and which was only solved by the ready availability of chronometers, Mr. Ryan ended his paper.

A vote of thanks was proposed by Mr. Paget-Tomlinson and seconded by Mr. Tozer. It was carried with universal acclamation. Afterwards, quite a few questions were fired at Mr. Ryan, about warship design, about naval courts of enquiry and convoy organisation.

NEWS, NOTES AND QUERIES (NEW SERIES)

A brief index to the first four volumes, 1957-1960, appears in Volume 8, No.1, pages 6 and 7.

Volume FIVE 1961

December Meeting 1960: The Mersey Estuary. Lecture by J.E.Allison. Bowdler & Chaffer, Seacombe ship-builders. A note contributed by the late John S. Rees.

January Meeting: Shipbreaking. Lecture by Kenneth Brown.

February Meeting: Development of Marine Machinery from the 1860's to the present day. Paper read by R.Stewart MacTier C.B.E., and W.H. Falconer.

March Meeting: Irish Sea Services of British Railways and their Predecessors. Paper read by E.P. McManus.

Annual Report and Accounts for Season 1960/61.

April Meeting: Film SAVANNAH, the nuclear merchant ship, followed by a paper Maritime Museums of Northern Europe read by E.W.Paget-Tomlinson.

Nineteenth Annual General Meeting, May 4th.

The Museum Exhibition: Merseyside and the American Civil War.

October Meeting: How Copper Sheeting came to be introduced to the Royal Navy. Paper read by Dr.J.E.Harris.

November Meeting: Slides of Merseyside. Lecture by J.Foster Petree.

December Meeting: The Manchester Ship Canal. Lecture by R.A.Bell PRO Gerald Lysaght Finigan, Vice President. Obituary.

Volume SIX 1962

The FLYING BREEZE. A note. The ROCKABILL. A Note.

The ANTELOPE, by the late Arthur C. Wardle. Founder Member.

January Meeting: The Tilbury/Antwerp and the Preston/Larne Ferry service. Lecture by J.F.Jolly and Capt.H.T.Green.

Ships built by Peter Cato, Liverpool. Compiled by the late John S. Rees.

February Meeting: The Amarda Fight. Paper by A.N. Ryan.

March Meeting: Wallasey Luggage boats. Paper by E.Cuthbert Woods.

Lloyd's Register of Shipping. A note.

Our new President: Sir Arnet Robinson.

April Meeting: An Exhibition: The Lifeboat Service.

Annual Report 1961/62.

Twentieth Annual General Meeting. April 26th.

Merchant Navy Records. A note.

The SARAH SANDS, by the late Arthur C.Wardle. Founder Member,

Visit to the Port of Manchester, July 28th.

Book Review. Ships of the I.O.M.Steam Packet Coy.Ltd. F.S.Henry.

October Meeting: Shipowners' Posts - 100 years old. Lecture by
J.Alfred Birch.

November Meeting: A discussion evening.

Museum News. New models received; A report by E.W.Paget-Tomlinson.

MERSEY NOTES

The vessel chosen to take borings in connection with the new Mersey Tunnel to Seacombe, is the INDORITA. It will be remembered that she was built for John Summers and Sons Ltd. to bring their steel products round from Connah's Quay to the Mersey in the 1920's. Latterly she has been used in the coasting trade by Coppack Brothers; in fact, for quite a number of years she has been chartered regularly by Summerfield & Lang Limited to bring in cargoes of stone to Carriers Dock.

The MANCHESTER RENOWN - the latest vessel for Manchester Liners Ltd. arrived in the Mersey on 4th April for Middlesbrough. It is interesting to note that with bridge aft and a cluster of samson posts forward, closed circuit television is used in her navigation.

The WALLASEY having been disposed of, Wallasey Ferries now possess four vessels and have offered either the EGREMONT or LEASOWE for sale, believing they can operate the Seacombe and New Brighton services and also cruises, with three ships.

The new cargo vessel PEVERIL is now in service, and the older vessel now named PEVERIL II lies in the upper harbour at Douglas for disposal. After her unfortunate stranding at Peel, and towage to Birkenhead, it may be some time before MONAS ISLE resumes normal working. She had gone round to the shelter of Peel harbour during the easterly gales of March.

The Cunard cargo services to North America recently operated with chartered Scandinavian tonnage, e.g. Maronia, Nordia, Eva Jeanette etc., are now being served by the new specialized cargo ships PARTHIA, MEDIA, SAXONIA and IVERNIA. It will be interesting to see if C.P.R. follow suit, as much of their trade is carried in chartered German and Scandinavian ships.

N.R.P.

TUG EXHIBITION

This, the Society's fourth Annual Exhibition, was held on board LANDFALL on Thursday, 9th April, 1964. The opening ceremony was performed by Captain Whitehouse, the Master of LANDFALL, who was introduced by the Chairman. Captain Whitehouse spoke of the importance of tugs to Mersey shipping and recalled the days when tugs from Liverpool went 'seeking' in the Irish Sea for wind-bound sailing ships. It was with deep regret that Captain Whitehouse spoke of the recent and sudden death of one of the leading figures in Mersey towage, Mr. Harold Edwards of the Liverpool Screw Towing Company. Mr. Edwards was to have opened the exhibition, but had to decline owing to a previous engagement. His passing, in fact, supervened both engagements, and the exhibition to which his company had so handsomely contributed, was overlaid with sorrow.

As has been usual with LANDFALL exhibitions, material was exhibited on screens and tables. There were plenty of models to be seen including the Clyde paddle tug FLYING ARROW, 1881, the Mersey tugs KNIGHT OF ST. PATRICK, 1885, NORTH COCK, 1903, and FLYING KESTREL, 1910, all from the Liverpool Museums collection, the COBURG, CANNING and NORTH ISLE, from the Alexandra Towing Company, the HAZELGARTH from the Rea Towing Company, the HEATH COCK from Cock Tugs and the WILLIAM LAMEY from J.H. Lamey Ltd.

On the screens, which were ranged round the sides of the saloon, were mounted a vast assortment of pictorial material. Mr. W.B. Hallam, one of Merseyside's leading tug authorities, prepared photographic displays of historic tugs and tenders from his collection. He produced pictures of such famous veterans as the SATELLITE and SKIRMISHER, the SARAH JOLLIFFE and the PATHFINDER. Next door hung pictorial displays of tug machinery, supplied by Ruston & Hornsby and Lister Blackstone. Both Companies had generously donated impressive coloured sectional drawings of marine diesel engines. Several members of the Society provided their own displays. Mr. N.R. Pugh exhibited some of his excellent drawings and a feature on Smit's deep sea tug fleet of Rotterdam. Messrs. G. Ditchfield and J. Chapelhow showed photographs of tugs being scrapped.

The exhibition was extremely well supported by the Mersey tug owners, who lent models, house-flags, items of equipment and many pictures. The shipyards were also represented, by Cammell Laird's and W.J. Yarwood & Sons of Northwich, who contributed a

beautiful sideways launch photograph of the new diesel tug HERCULANEUM. The Rea Towing Company furnished some remarkable Stewart Bale colour transparencies of their tugs at work, both on the Mersey and at Barrow, assisting at the launches of the ORIANA and the P. & O. tanker MALWA.

Lamey's produced photographs of the last Mersey paddle tug, the TROON, of the Kort rudder fitted to the MARIE LAMEY, and of Lamey tugs with the sail training ships DAR POMORZA and AMERIGO VESPUCCI. The Johnson Warren Line had a general arrangement plan of the diesel tug ROSSMORE, while Cock Tugs showed scenes of Cammell Laird launches, notably the WINDSOR CASTLE and MAURETANIA. The Alexandra Towing Company contributed some really old photographs of the ex Clyde tug FLYING WHIRLWIND, 1875, of the tender HERALD at Monte Carlo, and of the visit of the Italian cruiser TIGRE to Liverpool, sometime in the 1920's, attended by Alexandra tugs. From Scotland came photographs of the engine room of the Grangemouth tug ELIE and silhouettes of Clyde tugs from the Clyde tug authority, Mr. P.N. Thomas of Renfrewshire.

When people had had a good look at the exhibition, a film was presented by Mr. John Evans of J.H. Lamey Ltd. This started with shots of Mersey towage, mainly taken from the MARIE LAMEY, and featuring a Spanish fruit ship leaving the Brunswick Entrance. The bulk of the film, however, was taken up with the building of the diesel tug J.H. LAMEY on the Ouse at Cochrane's Yard, Selby. Mr. J.W. Lamey was the photographer for these constructional scenes from the laying of the keel to the dramatic sideways launch and fitting out at Hull. Mr. Evans returned to photograph the passage of the J.H. from the Humber to the Mersey, a rough one in a succession of March gales. They went south about, and some really tempestuous shots were achieved by Mr. Evans. Eventually the Bar Lightship was reached and a rousing welcome received from the Lamey tugs of Liverpool.

Mr. Evans gave an excellent commentary to go with the film and the Society hopes to see more of his cine work in the future.

By about 9.30 p.m. most visitors had departed and it was not long before the exhibition was dismantled and the saloon of LANDFALL back to normal.

NATIONAL MUSEUM OF WALES SHIP MODEL COLLECTION

The ship models in the collections of the Department of Industry, the National Museum of Wales are predominantly of Welsh ships. Only a few of them are on view in the present Industry Gallery but it is proposed to have a shipping section in the new galleries of the West Wing of the Museum, which is now being built, so that the models may be exhibited in greater numbers.

Among the most exceptional example of the model-maker's art is the model of the sailing ship TORRENS built in 1875 and in which Joseph Conrad served as chief officer for a number of voyages. The model, on a scale of 3/16th of an inch to a foot was made by Chief Engineer H.Peters of Barry, Glamorgan.

In recent times one of the foremost among modellers of sailing ships is Mr. I.W. Marsh again of Barry. A scale model of the Barry pilot cutter HOPE, made by him, has been in the Museum for 10 years but during the last year or so six more models of sailing ships made by Mr. Marsh have been absorbed into the collections. They are models of the Severn Trow NORAH built at Bridgwater in 1868 with a registered tonnage of 56; the Mumbles Oyster Skiff EMMELINE built by Wm. Paynter of St. Ives c.1865 for William Burt of Oystermouth; the Swansea Bay Pilot Boat S4 built c.1870; a Morecambe Bay Prawner; the Tenby Lugger SEAHORSE M170 built by James Newt, Tenby c.1886 and an Aberystwyth 3-Masted Ship of the 1880's and earlier. A model of the trawler VALERIAN representative of Brixham craft which used the harbours of Pembrokeshire is also in the Museum.

Other models of sailing ships are that of the schooner EDITH ELEANOR, 105 tons, built at Aberystwyth in 1881, of the barque MARY EVANS built in 1867 at Derwenlas, Montgomeryshire; of the 4-masted MAUD built in 1859 and of the ROYAL CHARTER wrecked off the coast of Anglesey in 1859. There are also a half model of the schooner LADY JANE GREY built at Amlwch c.1880, of two gigs built by Griffith Edwards at Menai Bridge and of the 3-masted barque ROOKWOOD built at Cardiff c.1868.

There are a small number of half-models of Steam Screw Trawlers - the AVONMOUTH built in 1890 by W. Harkess & Son, Middlesbrough for the Milford Engineering & Ship Repairing Works Ltd., the first steam trawler specially built for Milford Haven ownership; the COMUS built in 1891 by Sir Raylton, Dixon & Co.,

Middlesbrough and the CORNWALL built in 1905 by Smiths Dock Co. Ltd., North Shields for the same owners in Milford and the HATSUSE built in 1920 by Cook, Welton & Gemmell Ltd., Beverley for Neale & West Ltd., Cardiff.

The transition from sail to steam is represented in the model of the AGAMEMNON, barque-rigged, and built of iron in 1865 by Scott & Company, Greenock. One would expect an appreciable number of models of cargo-carrying steamers in a Museum located in Cardiff and the expectation would be fulfilled. Models of the DUNSTER (7,500) built in 1902, the TORRINGTON (9,350) built in 1905 and the BRAUNTON (7,800) built in 1911 were donated by Lord Glanely in 1933 as were the TREDEGAR HALL (6,000), turret ship, and the BLAND HALL (7,500) by the then Edward Nicholl Company in 1913. The NANTWEN (4,700) built in 1912 is represented and also the HAULWEN (6,750) built in 1904 for the W. & C.T. Jones Steamship Co.Ltd., Cardiff by John Readhead & Sons, South Shields. The biggest of the whole models is that of the YORK CITY (6,397) of the Reardon-Smith Line built in 1922. Among the recent acquisitions there is the LLANASHE (4,800) built for Evan Thomas & Radcliffe & Co.Ltd. in 1937, the USKHAVEN (2,464) built in 1923 and the EMLYNIAN (5,000) built in 1920 by Irvine's Shipbuilding and Dry Dock Co.Ltd., West Hartlepool for the Dragon Steamship Co.Ltd., Cardiff. A model of the modern tanker, the ESSO PEMBROKESHIRE on loan from the Esso Company is on view in the gallery.

There are numerous half-models, among them being the WALTER THOMAS, MERVINIAN, USKMOUTH, AVONMOUTH, GWENT, ANTHONY RADCLIFFE, CLARISSA RADCLIFFE, THIRLWALL, EDERNIAN, DEVIAN and WAVERLEY.

One looks forward to the day, now not too far distant, when one can put most of these models on exhibition, for many of them deserve the interest and appreciation of persons interested in ships and of the public generally.

The foregoing account of Welsh ship models was kindly sent to us by the Keeper, Mr. D. Morgan Rees.

This is the fourth article about other Museums and Libraries. It is hoped to add several more reports to those we now have.

WALLASEY FERRY'S LEASOWE

In the last issue of N.N. & Q. reference was made to the new wooden seating fitted to the LEASOWE. This seating was taken from the WALLASEY, the last steam ferry, and refitted by the Ferries Staff. With certain wastage in fitting there was only 30 feet left over.

After 36 years it is in wonderful condition, far more hygienic and comfortable than the 'bus' seats which were taken out. The regular passengers were delighted with the change to the old form which is more suitable for the traffic of the Wallasey Ferries.

E. A. Worthy.

NEW MEMBERS

M.D. Oliphant M.B.E. - Wallasey D.B.Salmon - Liverpool
National Maritime Museum, Greenwich (J. Munday) Asst.
Keeper, Library.

RESIGNATION

C.J. Mack, M.B.E. Blundellsands

WITH GREAT SORROW

We record the death on 9th April, 1964 of our member LESLIE SPELLER of "Moor Crag" Windermere. His great interest was photography viewed from the maritime angle, and on his travels he gained ever more material for his collection, from the Channel Islands, the Clyde and anywhere where ships are found.

He must surely be one of the few men who served in all three of our fighting services in two wars, and also as a Merchant Service Radio Officer.

Leslie Speller will be remembered for his talk to the Society in 1959 on "Clyde River Steamers", and for his writings on Windermere and lakeland vessels.

Of a warm genial character, he made friends easily and was never so happy as when treading the deck of a ship, and feeling the tang of the sea breeze.

The Society was represented at the funeral at Bowness by our Secretary, Mr. E.W. Paget-Tomlinson.

N.R.P.

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. VIII (New Series) No. 3

July/October 1964

SEPTEMBER MEETING

The Society's Twenty-second Annual General Meeting was held on Thursday, 17th September, 1964 at 8.00 p.m. on board LANDFALL in the Canning Dock, Liverpool. It had been postponed from its usual May date because of pressure of business on the part of the Officers of the Society.

Formal business was rapidly handled. The Hon. Treasurer spoke of the large sum still to be paid for the last issue of Transactions, a matter of £300 or so; (Balance Sheet on pages 30-31) The election of Officers and Council was quickly accomplished; all were returned unopposed and Mr. W.B. Hallam came on the Council to take the place of the late John Smart. Finally, a resolution regarding overdue subscriptions was approved by the meeting, (see page 29).

With the business side of the A.G.M. over, the Society was ready to hear a paper by its Vice-President, Mr. E. Cuthbert Woods. Mr. Woods had come up from Devon to be present for the reading of this paper, which was undertaken by the Hon. Secretary. The title was "Some Forgotten Anchorages in the Dee, Mersey and Liverpool Bay", and a wide variety of slides had been selected to illustrate the text.

Starting at Chester, Mr. Woods described the decay of this port and the frantic efforts of the Chester merchants to keep the Dee open. The situation became acute by the end of the fifteenth century and the merchants decided on a new downstream port, to be called New Quay, near Neston. The new port was ready by about 1577 and thrived. Neighbouring Parkgate also prospered and outlasted New Quay as a port. Parkgate was a centre for the Irish trade and continued so until the 1830's.

From the Dee, Mr. Woods paused to consider the anchorages on the Wirral shore. Most famous was the Hyle Lake, sheltered by the Hyle Sand from north east to north west. Until the 1830's all ships bound for the Mersey came into the Hyle Lake, and unloaded part of their cargo into lighters, so that they could get over the Rock Gut Bar into the Mersey.

Lighthouses appeared to guide the mariner into the Hyle Lake and horse and Rock Channels during the eighteenth century. The surviving lighthouse at Leasowe was one of four built in 1763. Until the nineteenth century surveys of Evans and Denham, which led to the development of the present Queens and Crosby Channels, the Horse and Rock Channels were the main highways into the Mersey. In the Rock Channel there was an anchorage called Wallasey Hole, just off Wallasey Village. One of the slides showed a painting by Samuel Walters of ships in Wallasey Hole, one of which is making a signal: 'Can I obtain ballast at?' During the nineteenth century this anchorage was re-named Leasowe Hole.

Within the Mersey, Mr. Woods described a number of anchorages. First came the Magazines, so called because gunpowder used to be stored at Liscard and ships had to anchor off the village to take on or discharge powder. This was between 1751 and 1854 when merchant ships carried guns. After 1854 the powder was removed to hulks at Eastham, because Liscard was becoming a residential area. Mr. Woods had a few words to say about the cottage and nearby anchorage called Mother Red Caps, a haunt of smugglers and seamen escaping the press gang.

Wallasey Pool used to be an anchorage before the docks were built, as did Tranmere Pool before Cammell Lairds' yards were extended. A curiosity discovered by Mr. Woods after a considerable search was Gonnal's Pool, mentioned in the records of Birkenhead Abbey and shown on a chart of 1800 as Gunnel Pool. Here a small stream flowed into the Mersey, which used to be the boundary between Birkenhead and Tranmere.

Mr. Woods concluded his paper by mentioning Pluckington's Bank on the Liverpool side of the river, on which small vessels could be beached between tides. He recalled the large numbers of flats schooners and ketches which he used to see as a boy anchored at the Magazines waiting for the ebb to carry them out of the river. Now all these small traders have gone, as have many of their anchorages.

Mr. Woods was thanked by Captain Ayre, a fellow Vice-President, seconded by Mr. Worthy, and his paper was universally appreciated.

ANNUAL REPORT

At the twenty-first Annual General Meeting of the Society on Thursday, 30th May, 1963, the following officers of the Society were elected for the 1963/64 Season:-

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

The following papers have been given:-

- 1963 Oct. "Maritime Museums of North America" - E.W. Paget-Tomlinson.
Nov. 50 years in Liverpool Ships - Sir Ivan Thompson.
Dec. Some Unorthodox Techniques in Marine Engineering - N.W. Kennedy.
- 1964 Jan. Slides and discussion.
Feb. Samuel Pepys - Naval Administrator - A.S. Mountfield.
Mar. "The Price of Admiralty - 1811" - A.N. Ryan.
Apl. Exhibition; Tugs and Towage.

This last Season has seen a varied programme of talks from one guest, members and from one of our Vice-Presidents. The January meeting had to be hastily re-arranged because of the sudden illness of the guest speaker, but members enjoyed seeing slides and talking on a variety of Maritime topics. The Season ended with an Exhibition on tugs, which was very much appreciated. It was the fourth of the Society's April evening Exhibitions, and possibly the largest.

LANDFALL has been the home of every meeting and the Society would like to record their sincere thanks to the Merseyside Master Mariners' Club for the use of the ship. All meetings have been well attended as has become customary over recent years.

There was in fact one meeting not held aboard LANDFALL. This was a trip in September in a canal boat, the WATER LAPWING, along the Trent and Mersey Canal from Northwich to Preston Brook and back. All who went were loud in their praise of this day, and would like a repeat performance along similar lines.

The end of the season saw the publication of Transactions, long awaited but at last realised. The costs of printing are high and as many advertisements as possible have been secured to try and offset this heavy financial burden. News, Notes and Queries have appeared as usual, but each issue has been considerably delayed due to pressure of other work.

Membership of the Society has increased considerably, due to active canvassing on the part of our President and others, and on 31st March, 1964 stood at 160.

The deaths of the following are recorded with deep regret:-

John Smart	Mrs. Wilding
Leslie Speller	A.L. Bland
Wm. Lamey	P.J. Clarke

SEASON 1964 - 1965

Once again, thanks to the kindness of the Master and Committee of the Merseyside Master Mariners' Club, we are privileged to use their Clubship LANDFALL for our meetings, following the usual procedure of holding them on the SECOND Thursday in the month.

Meetings will commence at 7.30 p.m. and Coffee (6d per cup) will be available during the interval.

The Programme is as follows:-

OCTOBER	8th	THIS IN OUR TIME	A film of Liverpool
NOVEMBER	12th	INLAND WATERWAYS Illustrated	Miss M.D. Parr
DECEMBER	10th	DISCUSSION EVENING	

1965

JANUARY	14th	THE MERSEY SCENE - 1865	T.E. Hughes
FEBRUARY	11th	HISTORY OF THE NIGERIAN MARINE Illustrated	Captain F.W. Skutil, C.B.E., R.N.N.
MARCH	11th	THAMES SAILING BARGES Illustrated by a film	David R. MacGregor
APRIL	8th	MERSEY TOWAGE Illustrated	W.B. Hallam

SUBSCRIPTIONS

At the Annual General Meeting held on Thursday, September 17th, 1964, the following resolution was formally proposed, seconded and passed by the Members present:

A Member whose Subscription for the past Season is unpaid at the 31st March, shall be sent a final request for payment. If, at the 30th June, the Subscription is still unpaid, the member's name may, at the discretion of the Chairman, be deleted from the Membership list.

NEW MEMBERS

N.S.Baard, South Africa	J.W.Dalziel, Canada
F.Jones, Wallasey	J.F.H.Roberts, Wallasey
R.C.Shepherd, Middlesex	

OCTOBER MEETING

On Thursday, 8th October, the Society met on board LANDFALL to see a film called 'This In Our Time', which told the story of Liverpool's life in the last 55 years or so. The film was made in 1957 to the order of the Liverpool City Council as part of the celebrations to mark the 750th Anniversary of King John's original Charter to the Borough.

Throughout its length the film relied on documentary material. First came jerky scenes from Edwardian days, notably the pageant at Knowsley to celebrate the 700th Anniversary of King John's Charter. Some excellent maritime scenes followed, of the first MAURETANIA entering dry-dock and of ships discharging alongside the quays. The period of the 1914-18 war brought reviews recruiting and embarkations, although General Pershing was seen descending the gangway of the BALTIC with the first contingent of Americans.

The film glossed over Liverpool's tribulations during the depression. Instead much was made of new housing and of the Mersey Tunnel. Members of the Society enjoyed seeing the GALATEA entering the new Gladstone Dock system with King George V and Queen Mary on board. The King was seen again in the last years of his life, declaring the Mersey Tunnel open. Possibly, this was the most impressive spectacle the film provided, with the great draped booms masking the portal of the tunnel. They rose majestically as the King's Daimler approached.

(continued on page 32)

LIVERPOOL NAUTICAL
INCOME AND EXPENDITURE
The Society year

<u>1962/63</u>		
12. 0. 6	To Chairman's and Treasurer's expenses and postages (including N.N. & Q.)	19.10. 7
34.10. 0	" Express Duplicating Services N.N. & Q. Notices etc.	42. 9. 2
3. 7. 4	" Letterheads (Stephensons)	3. 7. 4
10. 0	" Subscription to Historic Socy. of Lancashire & Cheshire.	2. 0. 0
- - -	" Wreath (John Smart)	1. 7. 6
3.17. 4	" Visitors' Refreshments, April 1962 (Lifeboat Exhibition)	- - -
15. 0. 0	" Secretary's Expenses, Annual Exhibition	12. 0. 0
17. 0	" Insurance for Annual Exhibition	7. 0. 0
3.14. 8	" Speaker's Hotel Exps. March 1963 Meeting	- - -
10.10. 0	" Donation to Landfall	- - -
<u>28. 3. 8</u>	" Balance excess Income over Expenditure	<u>80.18. 2</u>
£112.10. 6		£168.12. 9
=====		=====
23.18. 3	To balance of previous year's expenses	17. 8. 5
1. 1. 0	" Bank commission	1. 5. 6
44. 0. 3	" Bank Balance as at 31st March 1964	66. 8. 6
<u>100. 0. 0</u>	" transferred to Deposit account	<u>100. 0. 0</u>
£168.19. 6		£185. 2. 5
=====		=====

Deposit account, towards cost of Transactions, £3

30th June, 1964.

RESEARCH SOCIETY

ACCOUNT - SEASON 1963/64

is on the 31st March

1962/63

8.10. 0	By arrears of subscriptions 1960/61/62/63	10.18. 5
	" current subscriptions 1963/64	117. 2. 5
	" subscriptions in advance	
	1964/65	4.10. 0
	1965/66	10. 0
95.10. 6	1966/67	<u>10. 0</u>
		5.10. 0
7. 0. 0	" Donations	35. 1.11

£112.10. 6
=====

123. 7. 5	By Bank balance at 31/3/63	44. 0. 3
17. 8. 5	" accounts unpaid 31/3/64	60. 4. 0
28. 3. 8	" Balance of Income over Expenditure	80.18. 2

£168.19. 6
=====

£168.12. 9
=====

£185. 2. 5
=====

plus £15. 8. 6. accrued interest.

(Signed) E. M. HOPE (Miss)

Hon. Treasurer.

OCTOBER MEETING - Continued

Few maritime scenes were evident in the inter war years. Instead there were football matches, the Grand National, the opening of Speke Airport, long distance buses with sleeping accommodation and trams with letter boxes. The second World War however brought plenty of maritime drama. Earlier the film had shown the IRIS and DAFFODIL returning to the Mersey from Zeebrugge. Now the Society were treated to newsreel shots of convoys, smoke-screens, cruisers at full speed, depth charges and tracer bullets. The war came right home to Liverpool, not only with Derby House as the headquarters of Western Approaches, but with the blitz. Stills were shown of shattered Lord Street, of the Huskisson Dock after the explosion of the ammunition ship MALAKAND, and of destruction along the dock road.

Post war recovery was the theme of the film's closing stages. Highlights of this were the establishment of the Kirkby Industrial Estate, new housing at Speke, the Otterspool Promenade, and the near completion of the Cathedral. Of a maritime flavour was the arrival of the EMPRESS OF SCOTLAND with Princess Elizabeth and Prince Philip aboard, after their Canadian tour of 1951. The film ended with some then and now scenes, recalled by inhabitants of the Old People's Home at Aigburth. For example there was Church Street in 1907 and in 1957, and the Pierhead today and in 1907 or earlier, when the foundations were being dug for the three great buildings.

Throughout, the commentary was of a high standard with not too strident music. All of the film was in black and white and it was certainly interesting to note the change in fashions, motor car styling and the advances in cine photography.

In the absence of the Chairman, Vice-President Captain George Ayre proposed a vote of thanks to the projectionist, Mr. Buckland of Coast Lines, which was of course universally applauded. One or two members said how the film had brought back memories and even the Hon.Secretary, a comparative newcomer to Liverpool, noted a few memories of 1957.

MUSEUM NEWS

At present the Museum Department of Shipping are very busy preparing for the new shipping gallery which will be opened to the public next summer as part of the first stage of the re-building of the City Museums in William Brown Street.

Many ship models are having to be made for the new gallery, which will illustrate the development of the ship from Ancient Egypt onwards. Already a ship of the mediaeval Cinque Ports has been completed by Mr. Welsh in the Museum workshop. This model is based on the thirteenth century seal of Dover, and shows a single masted clinker built vessel 42 feet long and able to carry about 50 tons of cargo. At present Mr. Welsh is working on a model of a Roman merchant ship of the third century A.D. She will look very like the well known model at the Science Museum with her prominent curving goose's neck and head at the stern. She will have the artemon or leaning foremast of Roman ships as illustrated by reliefs found at several ports of the Ancient World. Most famous is a relief at Ostia, the port of Rome which shows a merchantman in some detail. Such a ship could carry about 100 tons of grain from Alexandria to Rome. Larger merchant ships were known to the Roman Empire, the poet Lucian describes one 175 feet long which he saw one day at the Piraeus.

To be made in the future is a Viking ship, based on the buried ship found at Gokstad in Southern Norway and now preserved at Oslo. This was the vessel found with all the round shields hanging outboard. Since then many models of Viking ships have been built with the shields hung out along the gunwale, but clearly they would not have lasted long in this position in a seaway. Probably they were only hung so in harbour to keep them out of the way. Another interesting model will be a cross section of a Greek Trireme showing the seating arrangements for the rowers. A Trireme has always been assumed to have had three banks of oars, with the upper two banks working in an outrigger called in Greek a 'parpdos'. Now, as a result of recent enquiries, doubt has been thrown on the feasibility of this banked arrangement, because it would make the Trireme difficult to manoeuvre. Modern scholars have suggested that the galley just had a single bank of oars, with three men to each oar. The man on the inner end of the oar would have to run backwards and forwards on the deck to keep pace with the stroke. Just at present the Museum rather favours the older theory, because reliefs and carvings do seem to show a banked arrangement of oars.

Many other models will be ready for the new shipping gallery. Two engine rooms have to be constructed, one for a paddle engine, another for a screw. Both engines are at present on show in the Museum, but they will be withdrawn to be fitted into their engine-rooms. Without their engine-rooms, it is difficult for the public

to appreciate how the engines are fitted into their hulls. Near the engines some models of boilers will be seen, cut away to show the lay-out of furnaces, tubes and water spaces. By means of coloured lights the flow of the furnace gases will be indicated, and in the water-tube boiler blue lights will show how water and steam circulate between the drums.

It would be a mistake to describe everything that will be seen in the new gallery, for members of the society will be able to buy a handbook on the development of the ship. This is now in the hands of the printers. It will not be a catalogue of all the exhibits but rather a survey of shipping history using the exhibits as examples, so that the reader can appreciate the choice of models and pictorial material to tell the story. Of course the book will be well illustrated and will include a few plans of ships in the Museums collection.

Visitors to the present display at William Brown Street can see a display of model fishing boats floating on a sea of green perspex, with their nets and lines suspended beneath. The group comprises a Manx Nicky with her drift net, a Beer trawler, a Filey Mule long lining and a Beer Crabber. They are fishing in very restricted waters and their gear would in reality be hopelessly entangled, but at least the display gives visitors an idea of what these old boats did for a living.

ARCHIVES OF THE LIVERPOOL NAUTICAL RESEARCH SOCIETY. LIST A
MANUSCRIPT MATERIAL (WARDLE COLLECTION)

Lists of shipping companies and lists of ships.

1. Notebook containing lists of shipping companies and their ships, compiled by W.Stewart Rees. Indexed. Most of the companies are of Liverpool.
2. Notebook containing lists of various ships. No index.
3. Notebook containing various notes relative to shipowners and builders, arranged in alphabetical order. Compiled by A.C.Wardle and W.Stewart Rees.
4. Notebook containing biographical details of shipowners and shipbuilders, arranged in alphabetical order.
5. File containing details of British and foreign shipping companies, arranged in rough alphabetical order.

6. Indexed Notebook. Details of Liverpool shipping companies.
7. Miscellaneous lists of ships.
8. Notebook containing details of various ships and shipping companies. Indexed, with notes by W. Stewart Rees.
9. Shipping company histories. No index.
10. Notebook. Details of ships of the period 1795 to 1871 copied from the Liverpool Custom House Registers.

Details of Ferries.

11. List of ferries, Birkenhead (Woodside), Tranmere, Wallasey and Egremont.
12. List of Wallasey Ferries, 1820 to 1940.
13. List of Birkenhead Ferries, 1815 to 1940.
14. Mersey Ferries, 1150 to 1950. A paper by A.C. Wardle.

Details of individual shipping companies.

15. The White Star Line. Galley proof for the Transactions of the Historic Society of Lancashire and Cheshire, dated 18th June, 1945. By A.C. Wardle.
16. White Star Line material, miscellaneous.
17. James Baines material.

Shipbuilding.

18. Notebook. British Shipbuilders, Volume I. Details of Mersey and Dee shipbuilders, including Chester, Runcorn and Warrington, also Lancaster and the Isle of Man. No index.
19. Notebook. British Shipbuilder, Volume II. Details of Clyde shipbuilders. No index.
20. Notebook. British Shipbuilders, Volume III. Details of London, Belfast and Barrow shipbuilders. No index.
21. Notebook. History of Shipbuilding, Volume VI. Dumbarton. No index.
22. Notebook. History of Shipbuilding, Volume VII. General notes. No index.

23. Shipbuilding Notes:-

- i) Shipbuilding pages from Lloyds' Register.
- ii) Newquay shipbuilding. Notes by W.H. Verran.
- iii) Whitehaven in the eighteenth century.

24. Lists of Thomas Royden built ships, 1818 to 1893, and other lists of Liverpool built ships. Compiled by W. Stewart Rees.

25. Notebook. Liverpool shipping and shipbuilding firms, with details of Mersey tugs. Compiled by W. Stewart Rees.

26. Notebook. Biographical notes on shipbuilding personalities. Indexed.

Miscellaneous Notes

27. Notebook. Engineer's Ledger, for rules, results, experiments, estimates, etc., 1848.

28. Statement of general and particular averages for the ship GLANTIVY, on passage from Galveston to Liverpool. Contains extracts from the log, disbursements, damage, etc.

29. Notes on Captain Manby, 1765 to 1854.

30. Old shipping advertisements, collected and indexed by W. Stewart Rees.

31. Certificate of British Registry for the ship CHIEFTAIN, of Liverpool, 135 80/94 tons burthen. Built 1825.

32. Log Book of the barque LANCASHIRE WITCH, London to Rio, June 1864 and other passages 1864 to 1865.

33. Miscellaneous seamen's discharges.

34. Bill of Sale for the ship ROSCOTE, built 1863. Bill dated 25th November, 1873.

35. Miscellaneous notes.

Newspaper Cuttings.

36. Relative to the Royal Bank of Liverpool and the White Star Line, 1866 to 1869.

37. Various cuttings.

38. Cuttings from the Liverpool Daily Post, the Journal of Commerce, etc., for the period 1887 to 1946.

All the foregoing items are deposited in the library of the Liverpool Museums, William Brown Street; they are available for inspection by members, the reference being "Wardle Collection", list A, and the number shewn.

Compiled by E.W.P-T.

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

NEWS, NOTES AND QUERIES

Vol. VIII (New Series) No. 4

November/December 1964

NOVEMBER MEETING

On Thursday, 12th November the Society met on board LANDFALL to hear a talk on inland waterways by Miss Mary D. Parr, a guest from Southport. It is not often that the Society is addressed by a lady, but Miss Parr was welcomed by a large audience and her subject was received enthusiastically.

She began by describing how she was recommended to go for a week's cruise on the canals. This was in 1953 when canal cruising was in its infancy. The cruise was a great success and Miss Parr has not looked back since. She has covered over 2,000 miles by waterway, and cannot now keep away from the canals. She described in some detail her early experience, her terror of entering her first lock, and her problems of cooking and stowage. Her first week was in fact a practice run on the Shropshire Union. Day outings were made and the art of canal navigation gradually mastered. The Shropshire Union, from Ellesmere Port to Wolverhampton, has remained her favourite canal, but she has travelled many others, the Trent and Mersey, the Welsh canal to Llangollen, the Staffordshire and Worcestershire and the Peak Forest.

Most of the evening was occupied with Miss Parr's large collection of slides. She was able to illustrate many aspects of canal life and work. She has made friends with the boat people and their portraits figured on many slides. They are friendly and helpful once their reserve towards non-canal folk has been broken down. They keep their narrow boats in spotless condition and they cannot be accused of slovenly habits since they do not allow their compact cabins to degenerate into floating slums.

Everything in their cabins is neatly stowed, and it is surprising how a 10 foot long by 7 feet wide space can accommodate a large bed, a small bed for the children, a stove, lockers and a hinged table.

Miss Parr's slides showed how attractively the canal boats are decorated. British Waterways, with their blue and yellow livery, do not allow much scope, but the privately owned boats are gay with roses and castles, geometrical patterns in contrasting colours and fancy ropework. Today the numbers of narrow boats on the Midlands canals have rapidly dwindled and there are few private traders left. Miss Parr's slides provided a colourful record of a dying mode of inland transport. Her pictures covered an amazing area of country, from Llangollen and Chester in the North West to the Coventry Canal in the centre of England. The Society saw Harecastle tunnel, over 2,000 yards long, the now unique Anderton Boat Lift, in which Miss Parr has descended, the hairpin bend in the canal at Hawkesbury Junction, and the long straight levels of Telford's Shropshire Union, diving into cuttings and striding across valleys on lofty embankments.

To end the evening's entertainment Miss Parr showed to the Society her collection of boat cans, lock windlasses and painted stools. The rose decorated cans were her proudest possessions. She had been given them by boatmen who had painted them themselves. They are of course used to carry fresh water on the narrow boats. The lock windlasses are used to draw the paddles, or sluices of the locks. Each canal has different sized windlasses, but Miss Parr seemed to have a complete set, which would take her from Llangollen to London.

Mr. Paget-Tomlinson proposed a vote of thanks to Miss Parr for such an excellent evening. He, himself, is a canal traveller so he could appreciate her enthusiasm and her trials and tribulations in tunnels and locks. Miss Parr had a lot of questions fired at her, largely on practical matters, such as the length of time needed to reach Oxford from Liverpool, the frequency of fresh water points on the canal, and the problems of buying food and fuel.

Thursday, 10th December, was a lively evening aboard LANDFALL for the Liverpool Nautical Research Society. A discussion evening was held, the second experiment in recent years of this event in the Society's programme. Certain members introduced topics which were thrown to the meeting and argued, until the proposer terminated the discussion with a few well chosen words.

First to speak was Alan McClelland who asked if British shipping had faced up to its challenge since the war. He did not think it had. He argued, aided by many newspaper cuttings, that shipowners ordered unsuitable ships, that cargoes were handled in an uneconomical way and that too much blame was placed by shipowners on unsuitable labour. Basically, Mr. McClelland claimed British shipowners were behind the times. Some of them held advanced ideas and planned for the future, but many were living in the past.

Mr. Kennedy opened the discussion on this subject with a retrospective note, had British shipping faced up to previous challenges? Miss McKee warned the meeting of the danger of pushing ahead too fast. Mr. Worthy said the Liverpool docks should be modified to take increased tonnage. Mr. Coney, visitor, an ex railwayman who used to be on the staff of the engine sheds near Bidston Dock, said that the rail facilities at Bidston Dock were woefully inadequate. More track had been planned but never laid. Shipments of iron ore could not be removed from the quays at a fast enough rate to avoid holding up incoming ships.

Mr. Summerfield, who acted as Chairman of the discussion, said that manpower was not sufficiently fully employed on the docks, and Mr. Tozer emphasised the lack of co-operation between shippers, port labour and shipowners. Mr. Richardson liked to blame the Government of whatever political colour, for neglecting shipping. But Mr. McClelland, in winding up, said the real solution to shipping problems lay in the hands of the shipowners.

Next to speak was Mr. W.B. Hallam who asked the meeting to consider the shape of ships. He liked the Isle of Man boats best of all, the ships which used the river at the present time. He felt that their lines and proportions were the most pleasing. But the shape of ships could be discussed indefinitely. Different styles appealed to different generations, older members would prefer the ships of their youth, the CARMANIA or the ALSATIAN to the present day Empresses and Cunarders. Mr. Hallam was

supported by Mr. E.A. Worthy who concentrated on funnels. He looked forward, he said, to the days when ships would not have funnels, for he considered present day fashions in funnels to be unhappy.

David Hughes said that beauty and technical achievement went together. If a ship looked good, she probably was good. Mr. Raine, like Mr. Hallam, praised the Isle of Man boats and the pre-war Ellerman liner CITY OF BENARES, while Mr. Beadle said that beauty was in the eye of the beholder. Mr. Kennedy remembered the White Star liner TEUTONIC under steam and sail, and said how he had met somebody in 1933 whose father, as a child, had seen the first steamers on the Mersey, probably not admiring them for their beauty.

Mr. Tapson explained how the disposal of soot had dictated funnel design in modern oil-burning vessels, while Mr. McClelland spoke of the value of funnels for publicity purposes. He was thinking of the large Blue Star ones. Mr. Coney liked the clean lines of the MANX MAID and said that the present EMPRESS OF CANADA's funnel had solved the soot problem, it was carried clear of the decks. Dr. Harris compared good design and utility, which could go hand in hand. A well designed ship would look good and earn useful profits for her owners, partly because her good looks would appeal to passengers and shippers. So much, Dr. Harris said, depends on impressions.

Third on the list of subjects was one introduced by Mr. Kennedy. He asked the meeting to consider the history and future of the Mersey ferries. His preamble was historical, he listed the disadvantages of the Mersey as a commercial highway. It was more an estuary than a river, beset by sand banks, strong currents and tides. The problems of crossing the river by sail and oar were great, not until the age of steam was a satisfactory ferry service established. During the nineteenth century these services proliferated, ranging from Runcorn upstream to New Brighton at the river's mouth. Today, there are three routes and soon there will be just two.

Mr. Hallam said that the ferries had dwindled because of the competition of the Mersey Railway and the Mersey Road Tunnel, and he was not surprised about the impending closure of the New Brighton service. Mr. E.A. Worthy, who has served on Wallasey Corporation Ferries, spoke in some detail of the problems facing the Wallasey ferries. The main difficulty was the distance of New Brighton from Liverpool and the extra cost of this service.

He felt that the ferry services of Birkenhead and Wallasey should be integrated, for Birkenhead only used two out of their three ships, one was always held in reserve. He made a further plea for private enterprise to take over the ferries. Mr. Richardson also felt that integration was the answer not only for the ferries, but for all Merseyside Transport.

Finally, on the list of speakers came Mr. W. Salisbury from Leigh. He asked if Liverpool had any interest in her shipping history. The answer was clearly no, otherwise Liverpool would have had a maritime museum a long while ago. Mr. Salisbury continued by asking if this country was at all conscious of her maritime past. She did not seem to be very interested. Not enough was done to preserve ships, prepare plans or conserve records. Mr. Paget-Tomlinson spoke at some length of the Maritime Museum plans for Liverpool. The Museum would come, he said, but not for a few years yet. The reason was the priority given to the reconstruction of the main museum in William Brown Street. This would have a shipping gallery as an appetiser for the future, but such a gallery could house only a tiny fraction of the large collections of models and pictures now stored at Bootle. Mr. Paget-Tomlinson emphasised that these collections were not neglected. Many models had been repaired, pictures cleaned and restored and practically everything had now been catalogued. The collections would be ready for the Pierhead Museum.

Mr. McClelland made a plea for the collection of business archives, so many of which had been lost to sight. Dr. Harris followed this up by explaining how much good work was done by the University of Liverpool in this direction. He felt however that more co-operation between the University, the Museums and Libraries would be welcome. Their relations were harmonious but they should pool their resources to found a business archives centre for Liverpool.

Mr. Brian Smith asked if Liverpool needed a Maritime Museum, such was the lack of interest shown by her citizens towards the project. The meeting, however, felt that this criticism was a little harsh. Liverpool would appreciate her Maritime Museum when she got it.

A vote of thanks was proposed by Mr. Paget-Tomlinson to the Chairman, Mr. R.B. Summerfield, for chairing the meeting so adroitly. It certainly was a cheerful and happy evening.

PERIODICALS

1. The Naval Chronicle. Published by Joyce Gold, Shoe Lane, London. The full title is 'The Naval Chronicle containing a General and Biographical History of the Royal Navy of the United Kingdom. With a variety of original papers on nautical subjects. Under the guidance of several literary and professional men.'

The volume appeared twice a year, for January to June and July to December respectively. The series in the Society's archives run from Volume 7 for January - June, 1799 to Volume 40 for July - December, 1818. Volume 13 for January - June, 1805 is missing.

2. Blue Peter. A periodical of general maritime interest, published monthly by 'Blue Peter', 123 Queen Victoria Street, London, E.C.4. Incorporated with Trident from May, 1939.

Loose copies

1925 July to December inclusive.

1928 January to July inclusive, August to November inclusive.

1929 December

1939 January to May inclusive.

Complete years

1926, 1927, 1928, 1930, 1931, 1932, 1933, 1934, 1935,
1936, 1937, 1938.

3. Sea Breezes. Originally published by the Pacific Steam Navigation Company, Liverpool. Vol. 19, December 1934 to September, 1935 inclusive.

Sea Breezes. Published monthly by the Journal of Commerce, who purchased the Journal from P.S.N.C. Vol. 24, April to October, 1939 inclusive. In the pre-war years Sea Breezes catered only for the sailing ship enthusiast.

4. Transactions of the Historic Society of Lancashire and Cheshire, published annually by the Society. They have appeared since 1849.

Vol. 105, 1953

Vol. 106, 1954

Vol. 107, 1955

Vol. 108, 1956

Vol. 109, 1957

Vol. 110, 1958

Books. Historical.

5. Bagley, J.J. History of Lancashire with Maps and Pictures. 48 pp. Darwen Finlayson, London, 1956.
6. Schofield, M.M. Outlines of an Economic History of Lancaster 1680 to 1860. Part 2, 1800 to 1860. Published in the Transactions of the Lancaster Branch of the Historical Association, No.2, 1951.
7. Cuthbert Woods, E. Part I. John Phillips and the Smalls Lighthouse.
& Rees, J.S. Part II. John Phillips and the Smalls Lighthouse.
Both illustrated; reprinted from the Transactions of the Historic Society of Lancashire and Cheshire, Vol. 100, 1948.

Biography.

8. Dew Roberts, B. Mr. Bulkeley and the Pirate. A Welsh diarist of the 18th century. 194 pp. Oxford University Press, London, 1936. Illustrated.
9. Matthews, Godfrey, W. William Roscoe, a memoir. 55 pp. The Mitre Press, London, 1931.

Shipping Histories

10. Farr, Grahame, E. Chepstow Ships. A full account of the trade and shipping of this port from c.1750 to c.1920. 215 pp. The Chepstow Society and Newport and Monmouthshire Branch of the Historical Association, 1954. Illustrated.
11. Farr, Grahame, E. West Country Passenger Steamers. The history of West of England passenger excursion steamers from 1813 to 1955. 397 pp. Tilling, London, 1956. Illustrated.
12. Hayward, Dr. John D. A short history of the Royal Mersey Yacht Club, 1844 to 1907. 39 pp. Willmer Brothers & Co. Ltd., Liverpool, 1907. Illustrated.

Shipping Company Histories.

13. De Boer, Dr. M.G. Holland - America Line, 1873 to 1923.
102 pp. Rotterdam, published by the
company. 1923. Illustrated.
14. Gibson, J.F. Brocklebanks, 1770 to 1950. Two volumes.
Vol. I. 287 pp. Vol. II. 231 pp. Henry
Young and Sons Ltd., Liverpool, 1953.
Illustrated.
15. Hyde, Professor Blue Funnel. A history of Alfred Holt &
Francis E. Co., 1865 to 1914. 201 pp. Liverpool
University Press, 1956. Illustrated.
16. McLellan, R.S. Anchor Line, 1856 to 1956. 184 pp.
Glasgow, published by the company, 1956.
Illustrated.
17. Rickmers, W.R. Rickmers, 1834 to 1934. 75 pp. Hamburg,
published by the company, 1934.
Illustrated.

Catalogues.

18. The Henry Huddleston Rogers collection of ship models. A
unique collection of 17th and 18th century models of warships,
originally at Cuckfield Park, Sussex. Now at the U.S. Naval
Academy Museum, 117 pp. Published by the U.S. Naval Institute,
Annapolis, Maryland, 1954. Illustrated.

Miscellaneous.

19. Millar, J.Y. "MAULESDEN", 1883. Round world voyage
by the clipper MAULESDEN, 1883. 22 pp.
20. Ismay, James F. North Pacific Pilot, Part I. North
America (West Coast). 456 pp. James
Imray and Son. London, 1881.
21. Bureau Veritas. Rules and Regulations, 1904.
22. Lloyds Calendar, 1960. Miscellany of Maritime Information,
736 pp. Lloyd's Register of Shipping,
London, 1960.

Press Cuttings.

23. Bound volume, cuttings from Journal of Commerce, Lloyd's List, Manchester Guardian, etc., 1911 to 1916.
Of maritime interest.

List of Ships.

24. Woods, Captain E.A. List of sailing ships, arranged alphabetically in seven volumes. Typescript. Full details of 19th century sailing vessels.
25. Beard, Capt. J. Lists of sailing ships, arranged alphabetically in folders, one folder to each letter of the alphabet. Typescript. Very detailed account of the world's sailing vessels from the middle of the 19th century to the end of sail.

List A appears in News, Notes and Queries, Vol. VIII, No.3, Pages 34-36. All the foregoing items are deposited in the Library of the Liverpool Museums, William Brown Street; they are available for inspection by Members, the reference being 'Periodicals and Books' List B, and the number shewn.

Compiled by E.W.P-T.

MERSEY NOTES

In October we had a visit from the Thoresen Car Ferry VIKING II which berthed at Princes Stage and was open to the public one lunchtime. This was ship-visiting 'par excellence' as there was no queuing, a route was marked off round the ship and members of the Corps of Commissionaires were there to help if necessary. The visiting office workers who predominated, were limited for time and so the stream kept moving. The ship has been running with her sister VIKING I on the Southampton to Cherbourg and Le Havre routes. The ship has a tonnage of 3,300 and a speed of 20 knots - she carries 180 cars and 800 passengers, and she was completed in Norway in 1964.

November saw the latex fire on board the Blue Funnel PYRRHUS in Huskisson Dock, which reached serious proportions. At one time firemen were ordered ashore owing to the risk of the vessel capsizing. Holes were cut in the shell plating to release water from the hoses, and eventually Liverpool and district Brigades and Salvage Corps saved the ship. She incurred considerable damage, but was able to steam to North Shields early in December for repairs.

Early December saw the loss of the coaster SCANTIC on passage from Preston to Poole. This small vessel had been frequently seen in the Mersey, mostly in the Penmaenmawr stone trade. ARTHUR ALBRIGHT picked up all 8 of the crew after they had been adrift on a raft for eight hours, and landed them at Barry.

N.R. PUGH.

W.T. DIXON & SON

The following notes of eight sailing vessels owned by this firm, who, in 1889, had offices at 30 Brunswick Street, Liverpool, was sent to us by our member, Guy R. Sloman, now resident in Glasgow. He sends his regards to his many Liverpool friends.

ANNOT LYLE 1288 gross tons; a wood ship built by Vail & Moran of St. Martin's, N.B. 1861. In 1885 she was owned by R.H. Dixon. Whilst bound for Liverpool from Quebec with timber, she was abandoned on 3/10/91.

GLENCAIRD barque of 2523 gross tons, built 1889.

GREAT VICTORIA (ex JACGUARD) ship of 2320 gross tons, built 1854 as a steamer.

M. & E. COX 1185 gross tons, built 1869. Registered at Halifax, N.S.

MIRZAFORÉ ship of 1186 gross tons, built 1863.

PEGASUS iron 4-masted ship of 2631 gross tons, built by W.H. Potter at Liverpool 1884. Dixon's may have been the first owners but she was subsequently owned by C.W. Corsar and in 1909 was sold to Neilson & Co. of Larvick. She stranded in the Gulf of Bothnia on 27/8/12, was subsequently salvaged but condemned and broken up.

RELIANCE iron 4-masted ship of 2631 gross tons, built by W.H. Potter in 1884, probably a sister to PEGASUS and later owned by Corsar. In 1907 she was gutted whilst loading nitrate at Iquique. She was later refitted as the RICART DE SOLER and broken up in 1924.

W.H. CORSAR ship of 1479 gross tons, built 1874 and registered at St. Johns, Newfoundland.

- - - - -

Corrections or additional information about these eight vessels would be welcome.

NEW MEMBERS

H.V. Coney. Tranmere.
W.G. Kendall. Bebington.

NEWS, NOTES AND QUERIES (NEW SERIES)

A brief index to the first six volumes, 1957-1962, appears on pages 6, 7, 18 and 19.

Volume SEVEN

1963

December Meeting 1962: Sail Training: Lecture by A.W. Beal.

January Meeting: The Naval side of the American Civil War.

E.W. Paget-Tomlinson.

February Meeting: Mersey Ships of the past. J. Foster Petree.

March Meeting: Heavy Lift Ships. Captain C.R. McGrum, R.N.

Mersey Notes. N.R. Pugh.

April Meeting: Film evening.

R.N.L.I. Liverpool Exhibition. A report.

Annual Report 1962/63.

Twentyfirst Annual General Meeting. May 30th.

A note about the Archives of the Society.

Museum News. New models received. A report by E.W. Paget-Tomlinson

The GREAT BRITAIN, by the late Arthur C. Wardle. Founder Member.

1963/64 Programme.

Obituaries: P.J. Clarke; John Smart; A.L. Bland, W. McQ. Mather.

Mersey Notes: N.R. Pugh and G.R. Ditchfield.

Canal Journey: An outing recorded by E.W. Paget-Tomlinson.

October Meeting: Report on his tour of the Maritime Museums of
North America. E.W. Paget-Tomlinson.

Mersey Notes. N.R. Pugh.

Museum News. A report by E.W. Paget-Tomlinson.

The Mayer Library, Bebington. A report by the Librarian,
P.D. Pocklington.

The Wotherspoon Collection in the Mitchel Library, Glasgow.

A report by the Librarian, C.W. Black.

November Meeting: Fifty years with Liverpool Ships. Sir Ivan
Thompson.

The W.D. MERSEY (M.D. & H.B.) A note.

- December Meeting 1963: Some Unorthodox Techniques in Marine Engineering. Paper by Nigel W. Kennedy.
- January Meeting: Presentation of slides from the collections of R.B. Summerfield and E.W. Paget-Tomlinson.
- Museum News. A Report by E.W. Paget-Tomlinson.
- Mrs. A.E. Wilding. Obituary.
- Index to News, Notes and Queries (New Series), Volumes 1 - 4.
- Mersey Notes. N.R. Pugh.
- Bristol Museum Ship Model Collection. A Report by Grahame Farr.
- February Meeting: Samuel Pepys, Naval Administrator. A paper by A.S. Mountfield.
- March Meeting: The Price of Admiralty, 1811. A paper by A.N. Ryan.
- Index to News, Notes and Queries, (New Series) Volumes 5 and 6.
- Mersey Notes. N.R. Pugh.
- April Meeting: Tug Exhibition. A Report.
- National Museum of Wales, ship model collection. A report by the Keeper, D. Morgan Rees.
- Ferry Steamers, LEASOWE and WALLASEY. A note.
- Leslie Speller. Obituary.
- Twentysecond Annual General Meeting, 17th September.
- Annual Report 1963/64.
- October Meeting: This in Our Time. A film of Liverpool.
- Balance Sheet Season 1963/64.
- Museum News. A Report by E.W. Paget-Tomlinson.
- The Society Archives, List A (Wardle Collection).
- November Meeting: Inland Waterways, a lecture by Miss Mary D. Parr.
- December Meeting: A discussion evening.
- The Society Archives, List B, Periodicals, Books and Histories.
- Mersey Notes. N.R. Pugh.
- Index to News, Notes and Queries (New Series) Volumes 7 and 8.