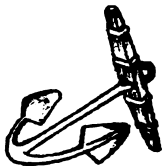


**LIVERPOOL
NAUTICAL RESEARCH SOCIETY**

NEWS, NOTES AND QUERIES

VOLUME NINE
(New Series)

1 9 6 5



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

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

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

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

Vol. IX (New Series) No. 1

January/March 1965

JANUARY MEETING

On Thursday, 14th January, the Society met for the first time in 1965 at 7.30 p.m. on board LANDFALL. The guest speaker was Mr. T.E. Hughes, Managing Editor of the Journal of Commerce. His subject was, appropriately, the 'Mersey Shipping Scene - 1865'.

Mr. Hughes guided his audience through that eventful maritime year, which was coloured by the last phases of the American Civil War. This war had made money for many Liverpool shipowners who speculated in blockade runners, and for many cotton brokers who drew handsome commissions on the Southern cotton arriving in the port for Lancashire's mills. Indeed 1865 was a prosperous year for Liverpool trade and shipping. The young Mersey Docks and Harbour Board were expanding the dock system to north and south. Canada Dock was in fact the northernmost dock at that time. Mr. Hughes had discovered that in those days too, certain trades used certain berths. The American ships were at the Huskisson, the Australian at the Nelson. In 1865 proposals were made for a new meteorological and astronomical observatory to replace the one at Prince's Dock. A few years later Bidston observatory was completed.

Like January, 1965, January 1865 opened with great gales. There were two Mersey disasters. The blockade runner LELIA was overwhelmed near the North West Lightship, and so was the Liverpool No. 1 Lifeboat, which was being towed to the LELIA's succour by the tug BLAZER. The life-boatmen were not wearing lifejackets, and four were lost. February 1865 saw a launch possibly unique in British shipbuilding history, five ships entered the Mersey in one day from the yard of Jones Quiggin and

Co. of Sefton Street in South Liverpool. Four of these were paddle steamers, clearly intended as blockade runners, although by that time the Confederacy had lost her last port. The fifth was for service in the Red Sea.

The year witnessed the opening of a new ferry service to New Ferry where a long pier was built. This is a sharp contrast to 1965, when the New Brighton service looks like disappearing.

Land hostilities came to an end in America in April 1865, but one of the Confederate sea raiders, the SHENANDOAH fought on, apparently ignorant of the end of the war. The activities of these raiders created distress among American merchant shipping. Liverpool used to be the terminal for large numbers of American sailing packets and emigrant carriers. Their numbers dwindled as the Civil War progressed, and the emigrant traffic fell off. No sooner, however, had the war ended, when there was a big increase in the numbers of emigrants. They were transported by the Cunard and National Lines, the latter specialising in their carriage with some very large iron screw steamers. Largest of all was THE QUEEN, launched by Lairds' in 1865. She was described as the largest screw steamer in regular service. Other lines prominent in the emigrant trade were the Inman and Allan, with plenty of competition from HAPAG and the newly formed Compagnie Generale Transatlantique.

Samuel Cunard died in 1865 but his company made history in that year by ordering a ship from J. & G. Thompson of Clydebank, the firm which later became John Brown. Now this same firm are to build the Q4 for the Cunard Line.

In the mid 1860's Liverpool shipowners were possibly at the height of their prosperity. Their ships went practically everywhere, to North and South America, to West Africa, to India, Australia and the Pacific Coast of the Americas. The owners were men in their prime, their average age was 40 and they seemed to have time to endow churches and found training schemes for potential seamen in addition to running their businesses. In August 1865 the wooden wall INDEFATIGABLE became a boys' training ship, anchored in the Mersey. The previous month another old warship, the AKBAR took up her station in the river as a reformatory ship for erring Protestant boys.

During the year moves were made to start what is now called the Shipping Conference System to achieve uniformity of freight rates. In addition, new names were joining the established

shipowners. T.H. Ismay was on the board of the National Line, Alfred Jones was in fact still an obscure broker's clerk, but the brothers Alfred and Philip Holt were about to start a remarkable maritime enterprise, steamers to China. They had sold their fleet of ships in the West Indies trade, save for one, the CLEATOR. She, they re-engined with a tandem compound engine. So successful was this, with a fuel consumption half what was then regarded as normal, that an economic service to the Far East seemed possible. Three ships were ordered from Scott's of Greenock, the AGAMEMNON, AJAX and ACHILLES, and with these the Blue Funnel Line came into being, a hundred years ago.

November 6th, 1865 was a strange day in Liverpool's shipping history, when the Confederate raider SHENANDOAH surrendered to the guard-ship H.M.S. DONEGAL in the Mersey. She had come from northern Pacific waters to do this, why she chose Liverpool is not clear. She and the ALABAMA were the most successful Confederate raiders. The SHENANDOAH had sunk 37 American merchant ships and had forced up the price of sperm whale oil with her depredations among the whaling fleets of the Pacific. The SHENANDOAH was built by Alexander Stephen of Glasgow for the China trade, but she did not make many Far East voyages. Early in her life she made a rendezvous near Madeira with another vessel carrying guns and ammunition.

The day after the surrender of the SHENANDOAH the Prince and Princess of Wales visited Liverpool, for no particular reason it seems. They embarked on a Birkenhead ferry, the new WOODSIDE, for a short trip upstream, hemmed in by vessels large and small.

Mr. Hughes had, throughout, held his audience with his most concise and neat description of events a hundred years ago, some of which are echoed today, the gales of January, the Cunard's link with Clydebank and the progressive policy of the Blue Funnel Line.

A vote of thanks was proposed by Mr. Beale and seconded by Mr. Tozer. It was carried with acclamation. There was plenty of discussion and Mr. Paget-Tomlinson talked briefly about the exhibits which he had brought to illustrate Mr. Hughes' paper. There was a drawing of Holt's AGAMEMNON, a model of a blockade runner built by Jones Quiggin and Company, and several pictures from the Illustrated London News showing shipping scenes of 1865, the five ships in one day launch and the surrender of the SHENANDOAH among them.

E.W.P-T.

FEBRUARY MEETING.

Thursday, 11th February was an interesting occasion for the Liverpool Nautical Research Society. They met at 7.30 p.m. on board LANDFALL to hear a paper by Captain F.W. Skutil, C.B.E., R.N.N., on the Nigeria Marine.

Captain Skutil was the last Director of the Nigeria Marine which was stood down in 1955 after 69 years of service. He prefaced his description of the Marine by telling the Society about the early history of Nigeria, and particularly about the River Niger. Nigeria was invaded by Moslem peoples from the north across the deserts, who established themselves in the northern part of the country as far south as the edge of the rain forest. Other invaders came in by sea. Hanno the Carthaginian is believed to have seen the Cameroon mountain in 525 B.C. He describes it as a volcano and it is still active. Much later, in the fifteenth century, came the Portuguese and in the sixteenth century the English. Captain Wyndham traded for red pepper and William Hawkins came for ivory. At about the same time a trickle of palm oil was exported which later grew into a flood. Slaves were the most important West African export during the seventeenth and eighteenth centuries, but statutory abolition of the 'black ivory' traffic in the early 1800's caused the trade to dwindle. Henceforward, palm oil became the export of importance. The traders lived in hulks moored in the rivers, for the shore was hostile and disease ridden.

Towards the end of the nineteenth century some sort of political order was needed for the area of the Oil Rivers and a British Consul was appointed. He travelled round by warship and warships were needed to protect the traders. This need spurred the creation of the Southern Nigeria Marine in 1893.

Before embarking on a description of the work of the Marine, Captain Skutil examined the problems facing the early traders. Disease was their paramount obstacle. Early expeditions to discover the course of the Niger were cruelly decimated. The pioneer explorer Mungo Park actually met his death when his canoe capsized, but later explorers like Clapperton lost nearly all their followers from sickness. Malaria, yellow fever and bubonic plague were the greatest enemies. The first two were checked by doses of quinine, and the PLEIAD expedition of 1854 led by Surgeon Baikie up the Niger returned without a single loss of life. Fever nevertheless continued to take heavy toll among white men until the 1890's.

To return to the Nigeria Marine, Captain Skutil explained that its functions were very broad, to administer the waters of the colony. This involved hydrographic work, buoyage, attention to lights and marks, water conservancy, pilotage and police work. No less than 95 vessels were operated by the Marine in 1955 when it stood down. It owned dockyards for their repair and maintenance. If the need arose the Marine could be placed on a naval footing. Until 1914 there were in fact two Marines, the North and the South, and earlier there had been a third, the Lagos Marine for Lagos Colony, which amalgamated with the Southern Marine in 1906.

Captain Skutil himself had spent much of his years in the service on survey work. He explained how it was necessary to clear obstructions in the river by explosives, and to mark the ever changing channels. Captain Skutil described how he lived for many weeks in a houseboat, beached on a sandbank, remote from villages and supplies. All his drinking water had to be boiled and filtered, then cooled in an earthenware chatti. As long as he took his quinine doses regularly he kept free from sickness.

The two Marines united just before the First World War. During that war, the new Nigeria Marine took an active part in the Cameroons campaign. The Cameroons were an Imperial German colony, but were soon subjugated. Between the two wars a great deal of survey work was done. One officer of the Marine walked the whole length of the Nigerian coastline, chaining the distances. Likewise, during the 1939-45 War the Marine became a naval force and again helped to secure the Cameroons for the British. This time it was the French Cameroons which had gone over to the Vichy Government.

Ten years after the end of the war the Nigeria Marine's duties came to an end. With the move to independence, it was expected that Nigeria would split up into three states, North, East and West. In fact, today, there are the three regions, each with their own governments, but under the Federal Government at Lagos. To ensure some degree of unification, should the colony split up, two corporations were proposed and established, the Railways and the Ports Authority. The Marine had to surrender its duties to the latter. But very shortly after the extinction of the Marine, it was virtually re-created with two new titles, the Royal Nigerian Navy and the Inland Waterways Department. The Navy took over the police duties of the Marine while the Inland Waterways Department handled the river surveys and buoyage tasks. On the colony's gaining independence in 1960 the prefix Royal was dropped from the Navy.

Captain Skutil stayed until 1957 to see the Royal Nigerian Navy formed. His paper to the Society ended with the formation of this service. It had been a wonderfully interesting evening and members were able to examine a large collection of photographs of Nigeria Marine Vessels, badges of rank of the Marine and two flags, the ensign of the Marine and the broad pendant of the Director. The former was a Blue Ensign defaced by the badge of the colony, the latter simply a blue pendant, also with the colony's badge.

A vote of thanks to Captain Skutil was proposed by Captain Chubb, late of the Irrawaddy Flotilla, and was seconded by Mr. E.A. Worthy. Needless to say it was carried with acclamation.

E.W.P-T.

MARCH MEETING

Thursday, 11th March, was a red-letter day for the Society, when they welcomed Mr. David R. MacGregor as their guest speaker, at 7.30 p.m. on board LANDFALL. Mr. MacGregor brought 2,000 ft. of colour film with him, principally devoted to Thames Sailing Barges, of which there are few left under sail.

In 1955 Mr. MacGregor made a passage from the Royal Docks to Ipswich in the SPINAWAY C, one of Cranfield's barges. His cine camera showed grain being loaded into the barge from the AMERICAN VETERAN. An interesting shot here was of the blow lamp used to start the hot bulb engine which drove the grain elevator. Many views of the river and docks followed as the loaded SPINAWAY C made her way down river. Her decks were awash amidships, and the water poured over her lee rail. Mr. MacGregor had faithfully filmed every detail of her gear, the heavy leeboards, heaved up by windlasses, the long sprit, the brails, the mainsheet traveller sliding across the deck on an octagonal wooden horse, the steering gear and the narrow houseflag or 'bob' aloft. The passage to Ipswich seemed calm enough and the film ended with sequences of the SPINAWAY C unloading her cargo below the elevators of Cranfield's mills on the Stour. Mr. MacGregor provided a racy commentary to the film which was silent but extremely artistically shot, with effective patterns of bow waves, wakes and the ebb and flow of the tides.

On the same spool were other Thames barge films. They showed a trip in the barge yacht ARROW, the property of the Thames Barge Club. She had a huge crew of about a dozen; some Mr. MacGregor

said, did very little, in sharp contrast to the work of the master and mate of a working barge. Other scenes were of the yard at Greenhithe where Everard's racing barges SARA and VERONICA were being prepared for the races. These used to be trading barges but since about 1952 they were specially groomed for racing. Their hulls were painted white with red boot-topping. They carried an immense variety of sails, including a red and white striped flying jib. For one season they even sported bermuda mizens. Certainly they won the bowsprit class events at both the Thames and Medway Barge Matches, but they could hardly be classed as traditional barges. The film showed the hulls being caulked and painted, the masts and sprit being scraped and varnished, and the rigging being set up.

Finally, in the barge sequence came the Medway Barge Match of 1962, one of the last of the traditional matches, although new barge events are now being held, principally for barge yachts. In the Medway race of 1962, SARA and VERONICA of Everard's competed with SIRDAR of the London and Rochester Trading Company in the bowsprit class. SIRDAR has kept the traditional barge hull colours and rig, and used to carry a huge crescent moon on her topsail. Today, she is advertising Bell's Whisky to South Coast ports, and her sails have become poster hoardings. The staysail class for smaller barges had more entries, including the WESTMORLAND of Eastwoods the brickmakers, the DREADNOUGHT, the ARROW and others.

After the coffee interval Mr. MacGregor continued by showing a film of the 1960 Sail Training Ship Race from Oslo to Ostend. This was an extra to his programme, but it was very much appreciated. He was on board the frigate H.M.S. ULYSSES which accompanied and shepherded the sailing ships throughout the race. His first shots were in the Oslo Fjord, with the square-riggers at anchor. Among the larger competitors were the Norwegian barque STAATSRAAD LEMKUHLE, and the ships SØRLANDET and CHRISTIAN RADICH. The SØRLANDET had at that time no auxiliary power. The Danes entered the large ship DANMARK and the very small, yacht-like GEORG STAGE. Mr. MacGregor had managed to go aboard some of these vessels and he was away up in the mizen top of the SØRLANDET. The Belgians competed with their Leith built barquentine, the MERCATOR. Throughout the race the frigate ULYSSES passed and re-passed the contestants, so some wonderful filming was possible in all sorts of light conditions. The high freeboards of the training ships were very noticeable, and the white of their hulls contrasted with the grey of their sails. Mr. MacGregor did not neglect the smaller competitors in the race, the Swedish schooner GLADAN and the ketches entered by Holland and Great Britain.

To round off the evening a vote of thanks was proposed by Mr. Paget-Tomlinson and seconded by Mr. Raine. It was, of course, carried with acclamation. A good many questions followed, about Thames barges and square-riggers. Mr. MacGregor had a few comments to make about sail training. The Scandinavians, he said, now find it difficult to fill their school ships, because of shore attractions and the pull of industry, whereas previously many entrants had to be turned away. He felt that the new British sail training schooner was an expensive venture; a smaller more conventional vessel like the Swedish FALKAN or GLADAN would have served as well or better.

The March meeting was voted an outstanding success.

E.W.P-T.

MERSEY NOTES

Tug Fleets on the Mersey have undergone many changes lately. New tugs include Alexandra Towing's LANGTON, ALEXANDRA and BROCKLEBANK and Rea's BEECHGARTH. Amongst the scrappings are REDCROFT, NORTH COCK, MINEGARTH, SALTHOUSE, NELSON, MARIE LAMEY and IRENE LAMEY.

In the early morning of Saturday, 20th March, PEVERIL of the Isle of Man S.P. Co. struck the inner dock gates at Brunswick entrance. These collapsed and released the water in the docks into the River, there having been a difference in level of 10 feet. The PEVERIL and several tugs were washed out into the Mersey; the BOSCO waiting to sail for Antwerp, made a more than hasty departure for sea. In the dock system, the Nigerian AHMADU BELLO broke adrift from her tug, and had her stern badly damaged on the dock wall. KARNAK also sustained damage.

The coming holiday season will be the last for the BEN MY CHREE built by Cammell Laird & Co. in 1927. A second car ferry will be taking her place in the Manx Fleet. The Isle of Man Company have brought into service their small cargo vessel RAMSEY which has replaced the CONISTER. Another new coaster is in service for Ramsey Steamship Company named BEN VEG. This company now have four diesel coasters, as the last of their steamers BEN MAYE has gone to the breakers.

Royal Mail Lines have disposed in a bulk sale of their POTARO, PAMPAS, PILCOMAYO and PARDO.

The new bus terminal on the Pierhead at Liverpool, begun nearly two years ago, will shortly be opened. Whilst work has been in progress, extensive fencing was erected, and it was quite common for passengers alighting from buses to enquire the way to the boats. The raised promenade above the bus shelters will no doubt provide us with all the fresh air we require, in the lunch break, though whether it will provide ample vision of shipping at different tidal levels, remains to be seen.

From Holyhead to Dun Laoghaire will run the new car ferry of British Railways in June. She has been given the unexciting name of HOLYHEAD FERRY I and with her inauguration the relief vessel PRINCESS MAUD will be disposed of. And, whilst mentioning car ferries, it is interesting to note that an Israeli vessel named NILI will shortly commence a service between Southampton and Algeciras.

N.R. Pugh.

ARCHIVES OF THE LIVERPOOL NAUTICAL RESEARCH SOCIETY. 1963. LIST C.
MANUSCRIPT MATERIAL (W. STEWART REES AND JOHN S. REES COLLECTION)

Lists of shipping companies and ships:

1. Lists of Lancaster registered vessels.
2. Fleet list of Messrs. Barton, Irlam and Higginson of Liverpool, c. 1800 or earlier. Compiled by Captain E.A. Woods.
3. Particulars of Anchor Line steamers, compiled by W. Stewart Rees.
4. Three volumes of lists of ships. Compiled by W. Stewart Rees.
Volume I. Lines and Mersey Ferries from 1850 onwards.
Volume II. Lines. Volume III. Lines and Tugs.
5. Lists of sailing ships. Compiled by W. Stewart Rees.
6. Folder containing various lists of ships, as follows :-
 - a) List of vessels in which James Baines held shares, with short biography of James Baines (1823-1889).
 - b) List of vessels belonging to Cropper, Benson and Co., of Liverpool. Short biography of firms, founded 1798, closed 1864.
 - c) List of sailing ships owned by Nelson, Ismay and Co., T.H. Ismay and Co., and Ismay. Imrie and Co., the first founded in 1858. Short biography of firms.
The foregoing lists compiled by Captain E.A. Woods.
 - d) Some vessels registered at Lerwick, copied from the Mercantile Navy List of 1886.

Advertisements for ships, with particular reference to the Liverpool firm of Edward Bates and Son:

7. A large collection of typescript copies of advertisements for the sale of ships. There are over 60 of these, dating principally from the 1850's and 1860's. Most of them are sailing ships and particular attention has been paid to the ships of Edward Bates and Son. The majority are copied from 'Gore's Advertiser' and the 'Liverpool Mercury'.

8. A large collection of typescript copies of advertisements for the sailing of ships. They date principally from the 1850's and 1860's. Most of them are sailing ships and again particular attention has been paid to the ships of Edward Bates and Son. Again the majority are copied from 'Gore's Advertiser' and the 'Liverpool Mercury'.

9. Amid the material detailed in 7 and 8 above, are numerous biographical references to Edward Bates and his firm, and odd notes about his ships.

Shipbuilding:

10. Lists of ships built at Seacombe shipyards; Bowdler, Chaffer & Co., Andrews & Co., Thomas Vernon & Son, Alexander Jack & Co. (This was collected for the paper read to the Liverpool Nautical Research Society about Seacombe shipyards, by John S. Rees and E. Cuthbert Woods, on 13th December 1956).

11. Notebook containing lists of Merseyside shipbuilders and the names of the vessels they built. Compiled by W. Stewart Rees.

12/13. Lists of various shipbuilders. Compiled by W. Stewart Rees.

14. Biographical details of Liverpool shipbuilders. Notes by W. Stewart Rees.

15/16. Lists of shipbuilders. Compiled by W. Stewart Rees.

17. Biographical details of shipbuilders. Notes by W. Stewart Rees.

18. Particulars of the Royden family. Notes by W. Stewart Rees.

19. Notebook, containing the following:-

- a) Extracts from the Annals of Lloyd's Register.
- b) Extracts from evidence given at the 1850 Shipbuilding Enquiry.
- c) Particulars of the GEM (ex LISCARD) ferry boat, built 1858.

20. List of vessels built at Lancaster, 1751 to 1906. Compiled 1947.
 21. List of vessels built at Ulverston, 1765 to 1878. Compiled 1947.
 22. List of vessels built at Whitehaven and Lancaster, as recorded in the 1765 Register of Shipping.
 23. List of Whitehaven built ships, 1743 to 1786 from Lloyd's Registers 1768 to 1775, and 1786, also from the Whitehaven Custom House Registers.
 24. List of ships built by Bland and Chaloner of Liverpool, 1811 to 1866.
 25. List of ships built by Clarke and Nickson of Liverpool, 1817 to 1862.
 26. Liverpool shipbuilders and the ships they built. Rough lists
 27. Lists of ships built at Liverpool and other North West ports, from the 18th century onwards, extracted by W. Stewart Rees from the Liverpool Custom House Registers, Lloyd's Registers and other sources. This is a fair copy of No. 26.
 28. Print from a dock plan of 7th December, 1866, issued by the Dock Office, Liverpool, detailing the Seacombe shipyards of Bowdler, Chaffer and Co., Andrews and Co., and Thomas Vernon and Son, to a scale of 100 ft. to 1 inch.
 29. Tracing by H. Hopps from a 25 inch Ordnance Map of 1875, showing the Seacombe shipyards.
- Pilotage, details of lawsuits and Parliamentary business:
30. House of Lords, Court of Appeal. William Hughes and the Liverpool Pilots v. The Mersey Docks and Harbour Board, 1887. Details of case.
 31. Proceedings of the above.
 32. Evidence of the Superintendent of Pilotage at Liverpool, 1870, in re the Compulsory Pilotage Abolition Bill, 1870.
 33. Exemption clauses of 1911 Pilotage Bill, with reference to its bearing on the Liverpool Pilotage Service.
 34. Superintendent's report on pilots' objections to Pilotage Byelaws, 1883, 1884.

35. Warrant to Distrain for Pilotage Rates, 6th February, 1874, Mersey Docks and Harbour Board.

36. Three petitions against the Pilotage Bill, c. 1853.

37. Letter from Charles MacIver about compulsory pilotage, in a supplement to the Liverpool Daily Post, Friday, 24th June, 1870.

38. Petition of Liverpool pilots against Part VIII of the 1871 Merchant Shipping Code, which proposes to abolish compulsory pilotage.

39. Reasons for and objections against the Bill to abolish compulsory pilotage, 1870.

40. Objections to the Bill to abolish compulsory pilotage, 1871.

41. The Bill to abolish compulsory pilotage, 21st March, 1871.

42. Remarks by the Acting Conservator of the River Mersey on evidence before the Committee on the Bill for the 'Abolition of Compulsory Pilotage', 1870. Dated 30th June, 1870.

43. Extracts from the evidence given before the Select Committee on the Bill to Abolish Compulsory Pilotage, 27th May, 1870.

44. Papers re: the Mersey Docks and Harbour Board's Act of 1858, concerning the Transfer of Pilotage Authority. They include details of the Pilotage Clauses and correspondence between the Dock Board's Solicitor and the Pilotage Committee. There is also a list of the vessels led into the Mersey by No. 8 Pilot Boat during the gale of 9th January, 1866.

45. The Pilotage Act, 5 Geo IV, session 1824, and 1856 Bye-laws.

46. Pilotage Bye-laws, Mersey Docks and Harbour Board, 1881.

A continuation of this lengthy list of manuscript material, running to 135 items, will appear in the next issue of News, Notes and Queries.

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

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

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

NEWS, NOTES AND QUERIES

Vol. IX (New Series) No. 2

April-June 1965

APRIL MEETING

Thursday, 8th April, 1965, was the date for the last full meeting of the 1964/65 season. The Society was addressed on board LANDFALL by Mr. W.B. Hallam who spoke on 'Mersey Tugs and Tenders' aided by a fine series of slides. Mr. Hallam, a council member of the Society, is well-known as an authority on this subject, and his talk certainly showed his erudition.

After a brief introduction to the subject of tugs and how they were needed to handle sailing ships from the very early days of the marine steam engine, Mr. Hallam turned to the first of his slides, of the Cunard tug and tender SATELLITE. She was a paddle vessel and had a long career, lasting until 1902. Other early tugs illustrated by Mr. Hallam were those of the Liverpool Steam Tug Company, with their black, white and red funnels, of W. & T. Jolliffe and of Prendiville and Company. Jolliffe's were taken over in 1908 by the Alexandra Towing Company and they had some fine vessels, powerful enough for deep sea tows. Prendiville's had some twin screw vessels, a few with two funnels; their fleet lasted until the 1920's. A few tenders followed these slides of early Mersey tugs. There was the BISON of the Canadian Pacific and the MAGNETIC of the White Star.

Mr. Hallam next considered the history of the present Liverpool tug fleets, starting with Cocktugs or the Liverpool Screw Towing Company. This Company, as its name indicates, never had anything but screw tugs and their earlier ones were large twin screw ships. The famous STORMCOCK of 1877 was taken over by the Admiralty in 1882 and gave them good service. Eventually she became a salvage steamer at Cork. Cocktugs were the first Mersey firm to order a diesel tug, the HEATH COCK, delivered by Cammell

Laird's in 1958. Since then they have acquired four new diesel tugs and considerably modernized their steamers, converting them to oil burning. The association between Cammell Laird's and Cocktugs has for long been close and these vessels assist at Birkenhead launches.

Largest of British tug fleets is the Alexandra Towing Company, who today have tugs at Southampton, Swansea, Port Talbot and in the Mersey. They were founded in 1887, with a varied collection of screw tugs in the early days. Tenders to liners have also been prominent in their fleet. The old FLYING KESTREL and FLYING BREEZE both of 1913 were well-known on Merseyside; today there is a second FLYING BREEZE, once the B.P. PROTECTOR, a tug of the British Petroleum Company. Mr. Hallam showed slides of all these vessels, plus some of the large modern steam tugs of the Alexandra fleet, such as the CANADA, the FORMBY and the GLADSTONE. Their last steam tugs were of the NORTH series, oil fired and with the dependable triple expansion engine. Now the Company are building up a diesel fleet and their new ships have the Kort rudder developed from the Kort nozzle. The fixed nozzle surrounding the screw concentrated the thrust, while the rudder is, in fact, a swinging nozzle, which makes the tug exceptionally manoeuvrable.

Rea's was the third tug Company to be considered by Mr. Hallam. This firm started in the coal business and bunkering is still one of their activities. The early tugs were built for barge work and were small. Later, ship towage was undertaken and the 'Garth' tugs are very well known on Merseyside. They assist at launches at Barrow, and were at hand on 17th March 1965, when the giant tanker BRITISH ADMIRAL entered the Walney Channel. The Company, like the others on Merseyside, have over the last few years, acquired a number of diesel tugs. The first two, WILLOWGARTH and HAZELGARTH were built by P.K. Harris of Appledore, of 'hydroconic' hull form. This means a modified design of stern which allows the water to flow aft with greater ease, and gives the propellor a greater volume of water in which to work.

Mention of Appledore in North Devon, brought Mr. Hallam to the last of the Liverpool tug companies, Lamey's. Lamey is an Appledore name, and J.H. Lamey founded their tug company on the Mersey in 1916, very much later than the others. For long they operated secondhand ships including the famous paddler TROON, the last on the Mersey, but in many ways they have been a pioneering firm. Their JOHN LAMEY was the first Mersey tug to have a diesel

engine. Her steam engine was taken out, although steam auxiliaries were retained. This was in 1957, before the delivery of the HEATH COCK which was the first new diesel tug to work on the Mersey. Lamey's also pioneered V.H.F. ship to shore radio and their tugs were the first to have radar in the port of Liverpool. They were extremely popular during the great fog of January 1959. The first new Lamey tug was the WILLIAM LAMEY delivered in 1959, followed by the J.H. LAMEY in 1964. Neither have the conventional funnel, instead twin uptakes are provided either side of the engine room casing. The view aft from the wheelhouse is much improved.

To conclude, Mr. Hallam showed a slide of the Furness Withy tug BEEMORE in heavy weather, and a recent shot (1964) of the ex White Star tender NOMADIC now based at Cherbourg and called the INGENIEUR MINARD. She acts as a tender to liners calling at the French port.

Mr. Hallam was warmly thanked by Mr. Craig Carter, the Editor of Sea Breezes and he was seconded by Captain Ayre. After the coffee interval a fair amount of discussion took place, centred round the amount of pull a tug could exert. The action of the gog rope was described. This brings the centre of effort of the tug father aft when she is pulling at an angle.

E.W.P-T.

THE SOCIETY OF NAUTICAL RESEARCH

Our Hon. Secretary, Mr. Paget-Tomlinson, was invited to give a lecture to the Society for Nautical Research at the National Maritime Museum, Greenwich, on Wednesday, 14th April. He chose as his title 'Ideas for a Maritime Museum in Liverpool, following a survey of Maritime Museums in Northern Europe'. He apologised for this rather long winded and cumbersome prelude, but it did explain what his lecture was to be about.

Mr. Paget-Tomlinson, who is the Keeper of Shipping at Liverpool Museums, started by outlining the extent of Liverpool's shipping collections. Models form the bulk of them, with a proper emphasis on merchant ships of the period 1850 to 1920. Pictures are secondary to the models at Liverpool, although an interesting series has been acquired over the years, with the Merseyside artist, Samuel Walters well represented. Liverpool people know the Museums' collection and earnestly hope for the day when the long awaited Maritime Museum will be built at the Pierhead. For far too long the models and relics, paintings and draughts, have been in store, but many ideas have been put forward for Liverpool's

Maritime Museum. Mr. Paget-Tomlinson spoke at some length about these. He said that the Museum should feature the history of the port and shipping of Liverpool, against a background story of the history of the British Merchant Service as a whole. He felt that this theme should be treated chronologically and examined from three angles, firstly the trades and cargoes, secondly the ships to carry the cargoes, and thirdly the port facilities established to handle both ships and cargoes. Mr. Paget-Tomlinson envisaged a series of smallish galleries to cover the subject from the middle ages to the present day, with room for future expansion. He also thought that special galleries should be set aside for navigation, marine engineering and shipbuilding, and for temporary exhibitions such as shipping company centenaries.

His talk was illustrated by two series of slides. The first illustrated some of the models at Liverpool. There were blockade runners, an opium clipper, a destroyer, a frigate made by French prisoners of war and the Admiralty model of the 90 gun NEPTUNE, built in 1683. The second series dealt with Maritime Museums in Northern Europe which were visited over the last ten years. Mr. Paget-Tomlinson hoped to apply in Liverpool some of the lessons he had learnt from the Continent. His slides illustrated how attractively ship models could be presented and how large relics could be shown to advantage.

Starting with the National Maritime Museum at Stockholm, Mr. Paget-Tomlinson worked across Sweden to Gothenburg, across the Sound to Elsinore, down to Hamburg, much further south to Munich, and up again to Amsterdam, Enkhuizen, Rotterdam and Antwerp. Much of his views regarding these museums can be read in his article in Volume IX of the Transactions of the Liverpool Nautical Research Society, but it was pleasant to hear his opinions again, well supported by the slides. A few were in colour, from Stockholm, and showed the naval, merchant service and shipbuilding galleries. These last contained some sizeable relics salvaged from wrecks in the Stockholm Archipelago, dating from the sixteenth and seventeenth centuries; an early paddle wheel and a large model of the masting crane from Karlskrona naval dockyard. Also of interest was a deckhouse rescued from a barquentine broken up in 1932, and a couple of small models to a scale of 1 : 200, which were part of a series of about fifty, all to the same scale, forming an introductory display to the merchant service galleries. These models carry the visitor forward from the Hjörtspring boat to the KUNGSHOLM.

Lessons from other museums included wall diagrams of sailing ship rigs at Hamburg, a Diorama at Hamburg - Altona Fisheries Museum of a motor fishing boat under construction, and some of the remarkable full size exhibits at the German Science Museum in Munich. From Munich came slides of the first U-boat and of a ketch rigged trawler preserved complete with sails in the main shipping hall. The port bow of this vessel was cut away to show construction and accommodation for crew and catch. Mr. Paget-Tomlinson hoped to preserve a Morecambe shrimper under similar conditions in Liverpool.

Turning finally to the Low Countries, the audience were shown the fishing boats moored alongside the quay at Enkhuizen, the models of fishing boats on a sea of glass at the same museum, with the gear suspended beneath; and at Antwerp the navigation gallery in the rafters of the old Castle of Steen, most of which dates from the fifteenth century. The curator at Antwerp has successfully harmonized modern display techniques with the architecture of a late mediaeval fortress.

Antwerp concluded Mr. Paget-Tomlinson's survey of Museums. He was asked a good many questions about Liverpool's plans, particularly about the site. It was a pity he had no slide of the Pierhead to show the Londoners how superbly sited Liverpool's Maritime Museum could be. Nevertheless he did make it clear that he sincerely hoped that Liverpool would have a first class Maritime Museum in a few years time.

R.B.S.

WITH GREAT SORROW

We record the death of Captain R.V. Ewart on 14th June, 1965. He had been a member since January 1956 and until recently, a regular attender at our meetings, often contributing to the discussion, or proposing the vote of thanks.

Trained in sail, he joined Alfred Holt & Co., after gaining his master's certificate and remained with them until his retirement in 1952.

ANNUAL REPORT

At the twenty-second Annual General Meeting of the Society on Thursday, 17th September, 1964, the following officers of the Society were elected for the 1964/65 Season :-

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

Eight meetings were held and six papers have been read to the Society :-

- 1964 Sept. Twenty-second Annual General Meeting; followed by
"Some forgotten Anchorages in the Mersey, Dee and
Liverpool Bay." (Illustrated). E. Cuthbert Woods,
F.R.Hist.S.
- Oct. Film: "This in our Time".
The story of Liverpool, as far back as the camera
can take it.
- Nov. "Inland Waterways". (Illustrated). Miss M.D. Parr.
- Dec. Nautical Discussion.
- 1965 Jan. "Mersey Shipping Scene - 1865" - T.E. Hughes.
- Feb. "History of the Nigerian Marine". (Illustrated).
Captain F.W. Skutil, C.B.E., R.N.N.
- Mar. "Thames Sailing Barges". (Illustrated).
David R. MacGregor, F.R.Hist.S.
- Apl. "Mersey Towage". (Illustrated). - W.B. Hallam.

The Season just ended has been one of refreshing variety. Papers have been presented by a Vice-President and a Council member and by four guest speakers, and much has been seen on the cinema screen. The subjects of the meetings have covered a wide field from sailing barges to forgotten local anchorages. There is no doubt that members have enjoyed the meetings, for attendances have been very good.

On occasion not enough chairs could be found in LANDFALL to satisfy the needs of the Society, and stools had to be commandeered from the Bar. Nevertheless, the Society is deeply grateful to the Merseyside Master Mariners Club for permission to go on board for meetings. Undoubtedly, members appreciate the maritime flavour of joining a vessel in a Liverpool Dock.

For the Officers of the Society the year has been exceptionally onerous in their respective spheres of business and it was impossible to produce News, Notes and Queries for almost twelve months. Every meeting has been written up and typed material was produced ready for the news sheet; owing to pressure of other work, however, the editing of the prepared material suffered.

A tremendous effort has been made over the past few months however, and the situation is almost in hand once more.

Membership of the Society has been maintained, and on 31st March, 1965 stood at 160, the same as last year.

E.W.P-T.

ANNUAL GENERAL MEETING

The Society's Annual General Meeting was held on Thursday, 27th May, 1965, at 8.00 p.m. in the Committee Room of the Mersey Mission to Seamen, Kingston House, James Street, Liverpool, 2, because LANDFALL was in dry dock for overhaul.

Formal business took some time because the future of the Society was at stake. The Hon. Secretary outlined the programme for 1965/66 while the Hon. Treasurer said that £250 was still needed to pay for Volume 9 of Transactions. Because of the heavy business commitments of both the Chairman and the Hon. Treasurer, they felt that they should not continue in office after this season, and that their business address should no longer be the headquarters of the Society. An offer had been received from Liverpool Museums to act as a business centre for the Society, where records could be kept and correspondence handled. This offer was considered by the meeting. One or two members were worried lest the Society be lost in the Museums organisation, but the Hon. Secretary assured them that the personal touch would remain and moreover, the Society could move its base from the Museums if it so wished. The Director of Museums, present at the meeting, reinforced the words of the Hon. Secretary.

A good deal was said about Society records, and it seemed to be generally felt that the Museums were a natural centre in which the Society's archives could be stored and consulted. The Chairman then said he had agreed to stay on as Chairman over the transition period, but he proposed the election of a Vice-Chairman to succeed him as Chairman. Henceforward the idea was for a Chairman to remain in office for a period not normally exceeding three years.

Liverpool Museums had further offered the Society the use of their new lecture theatre for meetings, possibly free of charge; but it was clear that members were loth to desert LANDFALL which had served them so well over a long period. However, one or two meetings could be held in the Museums as an experiment during the next season.

To end the discussion it was proposed and carried unanimously that the museums should henceforward be the headquarters of the Society, and that the Officers and Council for the new season be elected 'en bloc' as put forward by the Council. This meant that the following are Officers and Council of the Society during the 1965/66 Season :-

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

In fact, there was a vacancy on the Council caused by the elevation of Mr. Raine to the Vice-Chairmanship, but it was suggested that the administrative body was already sufficiently large.

Three minor points were dealt with under the heading of any other business, the first was to amend the Constitution to include the office of Vice-Chairman, the second was to amend in the Constitution, the date of the A.G.M. and the third to make sure that in future, junior members overseas paid the full £1.0.0 subscription to cover the heavier postal charges.

The formal side of the evening ended with votes of thanks to the Master and Committee of the Merseyside Master Mariners' Club for the use of LANDFALL, and to the Chairman for his great work on behalf of the Society.

After the coffee interval, Mr. Norman Couche of the Heswall Cine Society presented two excellent films which he had produced himself. The first, called simply 'Tug', described a day in the life of the ALEXANDRA of the Alexandra Towing Company. She moved from the stage to meet the inward bound AMSTEL DIJK of the Holland-Amerika Line, loaded with Canadian timber. This Dutch vessel had to be manoeuvred into the Hornby Dock via the Gladstone Entrance. This involved a 180° turn in the Gladstone. The quality of filming was excellent, with useful explanatory shots of a docks map to show how the ship would be handled. The film was in colour with a sound commentary and music. Excellent portrait studies were achieved of the tug master and his crew.

Mr. Couche's second film was about a few hours in the life of a suction pump dredger and was called appropriately 'Dredger'. Again it was in colour with sound and music. The vessel was the W.D. FAIRWAY of the Westminster Dredging Company. She was introduced at work, sucking up sand as she proceeded. Then the great pipes and their suction heads were lifted clear by remote control gear and the ship went out to the dumping ground in company with a Dock Board grab hopper dredger, being overtaken on the way by the Isle of Man steamer. Fine film sequences showed the emptying of the dredger's spoil and she was left to return to the Eastham Channel.

Mr. Hallam proposed a vote of thanks to Mr. Couche for his excellent presentations, which pleased Mr. Hallam by including shots of Isle of Man boats. Mr. Paget-Tomlinson seconded the vote of thanks which was universally applauded.

E.W.P-T.

MERSEY NOTES

It is sad to note that this summer sees the end of a ship with a fine record, and incidentally one of the most melodious whistles - our Laird-built and popular BEN MY CHREE. She is to make way for a new car ferry building - also by Lairds.

The Mersey Docks and Harbour Scheme for a new port at Waterloo has come as a shock to residents, especially those with river frontage. The new dock system is planned to provide 32 deep water berths for the larger bulk carriers envisaged. The cost is expected to be at least sixtyfive million pounds.

(continued on page 24)

INCOME AND EXPENDITURE

- THE SOCIETY YEAR IS

1963/64

1964/65

	To Chairman's and Treasurer's Expenses	
19.10. 7	and Postages (including N.N. & Q.)	20. 5. 4
- - -	" Cheque book	5. 0
	" Express Duplicating Services	
42. 9. 2	N.N. & Q. Notices, etc.	27. 8. 3
3. 7. 4	" Letterheads (Stephensons)	3. 1. 3
- - -	" Repayment to Science Museum	1. 0. 0
	" Subscription to Historic Socy. Lancs.	
2. 0. 0	& Ches.	- - -
	" Secretary's Expenses & Insurance,	
19. 0. 0	Exhibition	- - -
1. 7. 6	" Wreath (John Smart)	- - -
- - -	" Programme Cards	5.16. 0
	" Speaker's Hotel & Travelling Expenses	
- - -	March 1965 Meeting	9. 2. 9
- - -	" Merseyside Productivity Association	5. 8. 9
80.18. 2	" Balance excess Income over Expenditure	83.15. 0

168.12. 9

156. 2. 4

		<u>BALANCE</u>
17. 8. 5	To Balance of previous year's Expenses	60. 4. 0
1. 5. 6	" Bank Commission	2. 6. 0
66. 8. 6	" Bank Balance as at 31st March 1965	34.14. 1
100. 0. 0	" Transferred to Deposit Account	- - -
- - -	" Stephensons, on A/c of Transactions	497.10. 0

£185. 2. 5

£594.14. 1

Cost of Transactions £747.10. 0

The foregoing Account

OUNT - SEASON 1964/65

ON THE 31ST MARCH -

<u>1963/64</u>		<u>1964/65</u>
10.18. 5	By Arrears of Subscriptions	13. 0. 0
117. 2. 5	" Current Subscriptions, 1964/65	127. 2.10
	6 at 27/6	8. 5. 0
	111 at 20/-	111. 0. 0
	1 at 17/10	17.10
	12 at 10/-	6. 0. 0
	4 at 5/-	1. 0. 0
	representing 140 paid up members	
5.10. 0	" Subscriptions in advance	3. 0. 0
35. 1.11	" Donations	12.19. 6
	(There were 20 subscriptions outstanding at the 31st of March 1965)	
<u>168.12. 9</u>		<u>156. 2. 4</u>
=====		=====
<u>HEET</u>		
44. 0. 3	By Bank Balance at 31/3/64	66. 8. 6
60. 4. 0	" Accounts unpaid 31/3/65	13. 7. 1
80.18. 2	" Balance of Income over Expenditure	83.15. 0
	" Transferred from Deposit Account	
- - -	(including interest)	315.18. 6
- - -	" Advertisements in Transactions	78.15. 0
- - -	" Sales of Transactions	36.10. 0
<u>£185. 2. 5</u>		<u>£594.14. 1</u>
=====		=====
Balance outstanding £250.		

ere approved by the Council on the 29th April 1965.

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

This spring saw a large combined French and Belgian fishing fleet trawling for white fish in the Irish Sea. On 15th May HMS BRERETON M.1113 on fishery protection duties apprehended a number of these vessels fishing well within twelve miles of Great Orme's Head. Three craft were brought under arrest into Birkenhead and berthed in Morpeth Dock. Their names were ROGER DENISE, MARCEL YVONNE and HENDRIKA JUDITH. Fines of £250 were imposed on each vessel, plus legal fees, and their gear was confiscated. At this time, HMS DALRYMPLE was also in Morpeth Dock and the Royal Fleet Auxiliary SUCCOUR at Wallasey Stage.

In May it was a pleasure to see ST. TRILLO on charter to the M.D. & H.B. making Mersey cruises in similar style to the yacht GALATEA of times past.

Several cruises by the ferryboat EGREMONT between Manchester and New Brighton have been fully booked. The Co-operative Wholesale Society Limited, Balloon Street, Manchester, are pleased to supply details of sailings.

The writer has ceased to be shocked by the usual three o'clock Saturday orgy of the paper-hatted crowd boarding the ROYAL IRIS for a cruise, straight from the hostelrys ashore. Passengers having to be carried ashore again at five o'clock through excessive patronage of the bar, is a commonplace. But on 5th June an ambulance and police were rushed to New Brighton stage to remove a youth who had been stabbed on board IRIS. This was not a pretty sight for a resort which has potentialities for something better, at a time when more visitors are so sadly needed. River cruises started many years ago as pleasant, healthy outings. Have the alcohol addicts to be always catered for?

June 19th saw the visit of H.M. Submarine OPOSSUM to her birthplace, Birkenhead, to be open to the public next day at Cavendish Quay. There was also a cricket match - Cammell Lairds against a team from the submarine - which the latter managed to win, after Lairds had declared! OPOSSUM was painted black all over, and there must have been some dark horses down below!

How unimaginative can be the naming of ships. Two regular foreign coastal vessels visiting our port are called TRAMP and OILTANK. In this connection the name chosen for the new Dunlaoghaire car ferry - "Holyhead Ferry One" of British Railways takes some beating.

Welcome to the new coasters - RAMSEY, BEN VEG, OLIVE, IRISHGATE.

N.R. Pugh.

Over the last few months the Shipping Department of the Museums have been working away at their new displays in the re-built section of the Museum at William Brown Street, already described in News Notes and Queries Vol. 8, No.3, page 32. Meanwhile, details of recent acquisitions make interesting reading:

First comes a half model of the tanker LUCIGEN built in 1909 for H.E. Moss of Liverpool. She is one of the few tankers to have been built with two funnels, one behind the other; we know of modern tankers with funnels side by side, such as the Shell SEPIA and SEPENIA. The LUCIGEN was small by modern standards, just 5000 tons. The model is to a scale of 1 : 48.

Possibly the most impressive ship model that the Museum has received since the war, came to Liverpool in April. It is a 1 : 48 scale model of the iron clipper CORIOLANUS. The model was built by Mr. D.R. Hamby of Preston and he spent 12½ years on the job. His workmanship is faultless and the Museum are fortunate to receive a model worthy to rank alongside their FLYING CLOUD of 1851 and CALIFORNIA of 1890. The CORIOLANUS was built in 1876 by Archibald MacMillan of Dumbarton for Pattons of London. She was noted in the wool trade and has been well described by Harold Underhill. After several changes of flag the CORIOLANUS became a hulk. She was not actually broken up until 1936. The Museum would like to place this model on show as soon as possible, but as always, the problem is space.

Turning away from ships for a moment, the Museum this February received its largest ever specimen, the 0 - 6 - 4 tank locomotive CECIL RAIKES, built in 1885 for the Mersey Railway. The CECIL RAIKES weighs about 57 tons. Her history has been curious. From 1886 until 1903 she hauled passenger trains on the Mersey Railway. When that line was electrified the steam locos were all sold. No.5 CECIL RAIKES went to a colliery in Nottinghamshire and stayed there until 1954. For the last ten years she lay at Derby Loco Works awaiting restoration and preservation. At least she has been given a home and will be restored over the next three years to her Mersey Railway livery, before being exhibited in the new transport section of the Museum, at present being built. With the CECIL will be a motor driven coach from the overhead railway, the famous locomotive LION of the Liverpool and Manchester Railway, and a six coupled saddle tank from the M.D. & H.B. railway.

Returning to maritime affairs the Museum have received from W.H. Stott & Co. Ltd., two half models of their steamer the USSA built in 1913. She was a Baltic trader. Of considerable interest to business historians are 22 bound volumes of charter parties arranged by this firm from the 1860's to the 1920's. Most are concerned with the Baltic trade although some range as far afield as S. America.

In the news recently was the S. American Saint Line who have disposed of their remaining ships. Models of some of these came to the Museum in May. They comprise the post war ST. ESSYLT, the pre-war ST. ROSARIO and the cadet ship ST. BRIAVELS. The ST. ESSYLT was built in 1948 by J.L. Thompson & Sons Ltd. of Sunderland. Her streamlined appearance caused a sensation at the time, an appearance which is widely accepted today. Her engines were, or are, Doxfords, for the ST. ESSYLT is now trading for the China Navigation Co. Ltd., as the YUNNAN.

The ST. ROSARIO was built in 1937 also by Thompson's of Sunderland. Her machinery was curious, a four cylinder compound and a low pressure turbine geared down to the screw shaft. The cylinder sizes were extremely small, h.p. 10 $\frac{5}{8}$ " bore, 1.p. 20 $\frac{5}{8}$ " bore by 13" stroke. Could any member throw light on this engine? The actual model has a small steam engine which performs well, the boiler being fired with vapourized paraffin.

Third of the Saint Line models is the cadet ship ST. BRIAVELS built in 1942 as a wooden inshore minesweeper and obviously converted after the war. She looks as if she could be a yacht when not training cadets.

Last of the ship models is the OOPACK, a half model received from the Keltingrove Museum, Glasgow. The OOPACK was built in 1883 of iron for the China Mutual Steam Navigation Co. of London, a firm later embraced by Alfred Holt & Co. This is the one of the older cargo steamer models in the Museum and it came originally from the builders, D. & W. Henderson & Co. of Glasgow.

To conclude on an inland waterway note, the Museums have received some fine examples of canal boat decorative work - cabin doors, fresh water can and an oil lamp - peculiar to the Trent and Mersey Canal, for display in the Liverpool Past and Present gallery now under preparation. Canals played an important part in the growth of Liverpool and the Trent and Mersey brought the ceramics of Staffordshire to the Mersey for export.

E.W.P-T.

Pilotage, Certificates, fees and apprenticeships:

47. Pilotage Certificate given by the Master of the 'Pomona' to pilot John Jones of No.3 Pilot Boat, 12th March, 1833. Pilotage through Rock Channel, fee £1. 2. 0.
48. Pilotage fees paid by firms, year ending 31st May, 1870.
49. Report of the Meeting of Commissioners of Pilotage in Liverpool Town Hall on Monday, 2nd October, 1826 for considering the reduction of rates of Liverpool Pilotage.
50. Apprentice's Indenture, 5th May, 1845.
51. Letters between the Board of Trade and the City of Dublin Steam Packet Company in 1868, relating to pilotage.
52. Board of Trade Pilotage Certificate for Liverpool 1859.
53. List of Pensioners on the Liverpool Pilots Annuity Fund, 1857.
54. List of those completing pilotage apprenticeship, 1881-84.
55. List of Masters and Mates holding pilotage certificates, corrected to 23rd April 1888.
56. Collector of Pilotage's return of pilotage actually earned for 1865, 1866, 1867, 1868, 1869.
57. Apprentice's Indentures, various.
58. Four pilot's licences.
59. Returns of pilots and apprentices, 1851 to 1869.
60. Pilotage fees paid by firms year ending 31st May, 1870.
61. Variations in the Liverpool Rates of Pilotage, 1797 to 1862.
62. Return of earnings and shares of Mr. Inman's pilots, 1867-69.
63. Questionnaire re: pilots, 12th February, 1870.
64. Memorial from 144 pilots asking that admission of apprentices be stopped.
65. Apprentice's Indenture, 29th April, 1858.
66. Increase of pilots and apprentices, 1851 to 1869.

Pilotage Committees:

67. Pilotage Committee Letter Book, 1766 to 1833.
68. Meeting of Pilotage Committee, 8th September, 1835.
69. Constitution of pilotage examining committee, 1859.
70. Pilotage examining committee, 1855.
71. Newspaper cutting 31/8/75 from the "Liverpool Mercury" re: the Pilotage Committee and the Pilots.
72. Memorandum to the Pilotage Committee from the Pilots re: the state of the service, 23rd May to 6th June, 1871.
73. List of Commissioners for Pilotage of the Port of Liverpool, 30th May, 1853.
74. United Kingdom Pilots Association, Conference in Liverpool. Extract from the Journal of Commerce, 31st May, 1911.

Pilotage Boats:

75. Account Book for the new pilot sloop No. 12 PERSEVERANCE, dated February - October, 1842.
76. Notes by John S. Rees on pilot boats and lighthouses, (see also 82).
77. Notes on pilot schooner No.6 PIONEER, 1852. Sold to Dakar, 1879. Account of voyage out to Dakar.
78. Mersey Docks and Harbour Board licence for pilot boat No.9 SAPPHO, 1882.
79. Writ issued against barque GOVERNOR by pilot boat VICTORIA AND ALBERT in re: collision between the two vessels in Liverpool Bay, 13th May, 1888.
80. Sale of shares in pilot boats, 1835 to 1844. Much of writing faded.
81. Mersey Docks and Harbour Board Bye-Laws for pilots and pilot boats, 1866.

Lighthouses, lightships, telegraphs:

82. Notes by John S. Rees on pilot boats and lighthouses (see 76).

83. Report of inspection of telegraphs, lighthouses and lightships by the Marine Committee of the Mersey Docks and Harbour Board, June and July, 1870.

84. Instructions to Masters of Pilot Boats, 1881-2 and notes on Formby Lighthouse.

85. Scale plan of Leasowe Lighthouse, 1763, scale 8 feet to 1 inch. Drawn by Wallasey Borough Surveyor's Department, September 1938.

86. Lithograph, second Smalls Lighthouse, 1861.

87. The Crosby Plaque, 1716. Illustration.

Codes of Signals:

88. Miscellaneous notes by W. Stewart Rees. Includes rigs, international codes of signals, etc.

89. Tidal signals from masthead.

90. Signal codes, drawn by John S. Rees.

- (a) Marryat's code, 1817.
- (b) 1864 code.
- (c) 1870 code.

91. International Code of Signals, 1931. Volume I, Visual and sound signalling.

Harbours and harbour authorities:

92. "The Constitution of our Harbour Trusts" by Alexander Charles Schonberg, 1886. An account of 12 British harbour trusts, their past history and present constitution.

93. An Act to facilitate the construction and improvement of harbours, by authorising loans to harbour authorities, etc., 1st August, 1861.

94. Mersey Docks and Harbour Board, Bye Laws, 15th September, 1881.

95. The Port of Liverpool, official handbook, Mersey Docks and Harbour Board, 1927.

Channels, Shoals and Charts:

96. Tide Table, Irish Channel, from Surveys by Captain Beechey, R.N. 1851.

97. Mersey Docks and Harbour Board Charts,
River Mersey, 1946. Liverpool Bay, 1955.
98. Chapman's plan of the Wallasey shore, 1813.
99. Mawdsley's map of Liverpool, 1867. Based on the Ordnance Survey scale 6 inches to 1 mile.
100. Act for the Leasowe Embankment, 10 Geo.IV, Royal Assent, 13th April, 1829, together with report by William Chapman, 1813 and relative correspondence.
101. Admiralty Chart No. 1488. St. Ann's Head to St. Bride's Bay. Published 1st June, 1878. Revised 12th January, 1925.
102. Map of Liverpool and one side of the Mersey, scale 80 yards to 1 inch, by J. Chadwick, 1725.
103. Sketch map of relative position of New Channel Entrance Liverpool Bay, 1833 and 1839, projected by Captain Denham (see 109).
104. Three linen tracings:- (all copies).
 - a) Liverpool Bay, Fearon and Eyes 1736/37 chart.
 - b) Liverpool Bay. New survey by John Eyes, 1767.
 - c) Dulas Bay and Harbour by Lewis Morris, 29th Sept. 1748, and Entrance of Beaumaris River by Lewis Morris, 29th September, 1748.
105. Photostats of charts:-
 - a) Liverpool Bay. Published 25th November, 1800, by William Morris. (Second copy No. 111).
 - b) Liverpool Bay - Approaches, 1845. In margin are light-houses, lightships and marks. Probably taken from a pilotage book. Bidston Telegraph on back (see No. 113).
 - c) Port of Liverpool Bay chart by Fearon and Eyes 1736/37.
106. Liverpool Bay, 1764 chart. Facsimile, drawn and lithographed in 1931 from an old copper plate impression.
107. Liverpool Bay. Chart after survey by Commander H.M. Denham, R.N. 1834-38. Re-surveyed by G.H. Hills, Master R.N. in 1866. Published Admiralty 1st December, 1839. Corrections Feb., 1868.
108. Part of an 1873 chart of Liverpool Bay. Published by J. Holcroft and Co., Liverpool.
109. Sketch of the relative positions of the New Channel Entrance in 1833 and 1839 (see No. 103).

110. Directions for Evans' Chart of Liverpool Bay, 1829. 6th edition. Drawn up by Lieutenant Thomas Evans, R.N.
111. Liverpool Bay. Chart of William Morris, Photostat copy.
112. Liverpool Bay. 1895 chart published by the Liverpool Printing and Stationery Co. Ltd.
113. Approaches to Liverpool, 1845 chart (see No. 105 b). Bidston Telegraph on back. (see No. 105 b).
114. Approaches to Liverpool, 1858 chart. Includes lighthouses, lightships and marks. Bidston Telegraph on back and tables of bearings and distances from points in the Isle of Man to English, Scottish and Irish coasts. (Probably from a pilotage book).
115. Tide table for Victoria Channel Bar, Liverpool Bay.
- 116/117. Liverpool Tide table - Holden, 1845, 1858.
118. Mersey Docks and Harbour Board Tide table, 1951.
119. Paper to Polytechnic Society, 10th April, 1865, on alleged submarine forests on shores of Liverpool Bay and River Mersey by Joseph Boulton.
120. Extract from Gore's General Advertiser Liverpool, 22nd August, 1833. Describes a new half tide channel in the River Mersey.

Books:

- 121/125. Gore's Liverpool Directory 1811, 1829, 1831-32, 1845, 1867.
126. An Essay towards the History of Liverpool by William Enfield. Views, chart of harbour, map of environs. Printed 1773. 116 pp. Quarto.
127. Naval Gazetteer. By John Malham. Vol. II. 2nd edition 1801. K - Z and Appendix. Alphabetical lists of all features, bays, capes, shoals, etc.
128. Souvenir of Anchor Line Agents' Excursion on the liner CALIFORNIA, 14th August, 1872.

Press Cuttings:

129. Letters in the 'Liverpool Mercury' and other papers, 1874, about Liverpool Pilotage.
130. Notebooks and newspaper cuttings, also copies of letters. Mostly about pilotage.

131. Newspaper cuttings announcing the sale of the following ships:-

GALATEA	- steam tender	20/11/58
HINDERTON	- Birkenhead ferry	15/5/58
CENTAUR	- bucket dredger	20/1/58
MARLOW	- Wallasey ferry	18/10/57
JAMES H. BEAZLEY	- Pilot vessel	3/6/58

132. Newspaper cuttings, various dates.

133. Notes and press cuttings relating to local lighthouses, mostly by W. Stewart Rees.

Miscellaneous.

134. Notes and proofs of blocks relating to 'History of Pilotage', by John S. Rees. Also more lighthouse and miscellaneous notes.

135. Mersey Memories. Christmas 1937. Photographs reproduced from "Mersey" (Mersey Docks and Harbour Board magazine).

VALEDICTION

With this issue, and some sadness, I lay down my editorial pen. Having regard to the difficulties I have encountered due to the pressure of my business responsibilities, I am sure many will feel that my decision is a wise one. Since the start of the new Series, eight years ago, I have been greatly helped by many people; foremost amongst them has been our Hon. Secretary, Mr. Paget-Tomlinson, who has reported practically all the meetings, in addition to contributing Museum News. Mr. Pugh, with his Mersey Notes has also been of immense help and I am glad that he will continue to give his assistance to our new editor.

The bulk of the typing has been done in my office; first Miss Hope, then Mrs. MacEachern and latterly Mrs. Evanson, have been a tremendous help and I record my gratitude for their efforts.

Finally, the Express Typewriting and Duplicating Service, Miss MacLennan and Miss Fearne; the resultant issues are a credit to their painstaking work. I am very appreciative of their willing and co-operation and interest.

In handing over to Mr. A.S. Mountfield I am sure he will derive as much pleasure as I have and I wish him a very successful spell as Editor.

R.B. Summerfield.

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

"These splendid ships, each with her grace, her glory,
her memory of old song or comrade's story" - MASEFIELD.

NEWS, NOTES AND QUERIES

Vol.IX (New Series) No.3

July/November 1965

EDITORIAL NOTE

It is no easy matter to succeed to an editorship so able as that of Mr. Summerfield, to whom, in this as in other directions, the Society owes so much. But I will do my best.

It has occurred to me that it might be of interest to Members if I inserted a brief note from time to time on some historical aspect of ships and men that has attracted me. So, always interested in Mr. Pepys and his contemporaries, my mind has turned to a character to whom he often refers in his Naval Minutes and correspondence, though not in the great Diary. This character is Grenville Collins, who himself delighted in recording his experiences in a Journal. His first volume was to prove of great value to the writer in his career. It recorded the loss of "SPEEDWELL" of which he was sailing master, on the coast of Nova Zembla, whilst endeavouring to discover a passage by the North-East about the coast of Tartary to China and the East Indies. The ship's papers having been lost, the Journal proved of great use and Pepys records that Charles II expressed the utmost satisfaction in it. Collins continued his Journals and another volume, inscribed 'Journal in His Majesty's Roving Frygott the CHARLES by Grenville Collins' (and bought for six shillings on a stall in London in 1774) is now in the Public Record Office where I have perused it. It contains many interesting records of experiences with Moorish raiders off Tangier and of a Court Martial in May 1679 concerning the loss of MARIGOLD prize which had been driven ashore while waiting to bring off her master in a sudden gale. These long forgotten incidents come out very clearly in the old faded

writing, illustrated with marginal notes and sketches.

It is a matter of regret that I have not so far traced any Journal of the period during which Collins was engaged on the first really complete survey of the coast of the Kingdom by 'measuring with a chain and taking all the bearings of the headlands'. His sailing directions on his survey of the approaches to this Port are well known. Collins, wise man, knew when to change his dedication to William III.

In the strange tale of the part that the Navy played in the eventful time of the Revolution, Collins figures as the sailing master in Dartmouth's fleet. I have sometimes thought that that part, as the cautious technical expert who would advise no chances, may have been a very momentous one, but that is another story. His Diary of that period of uncertainty has been published in the Historical Manuscripts Commission Reports Vol.15, and has been used by Mr. Powley in his history of the part which the Navy took in the Revolution.

A.S.M.

MERSEY NOTES

In mid-August, Liverpool welcomed eleven units of the Royal Navy, which were visited by 85,000 people in one weekend. The ships included the cruiser TIGER, Flagship, the aircraft carrier CENTAUR, frigates BERWICK and DIDO, guided missile destroyer KENT, a submarine, fast patrol boats, coastal minesweepers, a diving tender and the Royal Fleet Auxiliary OLYNTHUS.

Some details of the Sand Pump Dredger 'W.D.MERSEY', so much a part of our port scene nowadays, may be of interest. Hopper capacity 5,000 tons loading in about $1\frac{1}{2}$ hours, Trailing suction pipe depth 65'8" with diameter 36" and using a motor pump of 1125 bhp. Dimensions of ship; 310 feet long, 52'6" beam. Draught laden 22 feet. Speed 11 knots.

Two well kept small vessels have been fishing out of the Mersey during the summer months - 'HESPERION' PZ 22 and 'RHOS INBHIR' LL61. The last named has had some success with tope in the Irish Sea.

'HOLYHEAD FERRY I' after a delayed start has maintained the car ferry service between Holyhead and Dun Laoghaire since June. 'NORMANIA' came North to stand in for a short time whilst the new ship had teething troubles. 'CAMBRIA', 'HIBERNIA' and 'PRINCESS MAUD' have also been kept busy on this route, but as the season came to an end, the last named was offered for sale.

24th August was a day when a sudden Northwesterly gale broke about 6 p.m. A yacht 'PODSNAP' was reported in difficulties to the west of Hilbre Island and Hoylake Lifeboat was washed off its tractor launcher and holed in the stern. However, a second attempt to launch the boat out into the heavy seas was successful, but the radio was out of order. New Brighton Lifeboat proceeded down Rock Channel to assist. The Hoylake Lifeboat partly full of water and difficult to manage searched as far as Caldy, and as darkness came on made the lee of Hilbre Island and was recovered by the tractor near Stanley Road. The yacht had reached safety in Mostyn Harbour, and in heavy seas the New Brighton boat returned to her moorings.

For Mersey ship-spotters the following Pilot flags may not be generally known:-

Numeral 1 (triangular white with red ball)

'Lynas Pilot inward'

Numeral 2 (triangular blue with white ball)

'Bar Pilot inward'

Numeral 3 (triangular red/white/blue) 'Outward Pilot'

Numeral 4 (triangular red with white cross)

'Changing berth Pilot'

Numeral 5 (triangular yellow and blue)

'Company's Appropriated Pilot'

Flag H (white and red vertical halves) 'I have a Pilot'

The new Kish Lighthouse in Dublin Bay came into full use in November. This is a special type of lighthouse prefabricated at Dun Laoghaire, towed out and sunk into position on the Kish Bank. It is to be manned by three Irish Lights personnel in very good accommodation, including a lounge with television. There has been a lightship on this station since 1812 and the one now in use will be towed away. One of the crew has served for eleven years

on the Kish Station. Interviewed by Radio Eireann, they described their spare time fishing for dabs, whiting and codling, and also said how grateful they were for the presentation of a T.V. set some years ago, by the Dun Laoghaire Yacht Club.

In October several collisions occurred in the Mersey approaches. PSNC's 'SALAVERRY' when outward bound in Queens Channel came into collision with the Norwegian tanker 'JAMUNDA' and returned to the Mersey. Both vessels were damaged but fortunately there were no casualties.

John Kelly's coaster 'BALLYLESSON', making her way up river to Garston in ballast was in collision with the Belgian tanker 'BELGULF UNION' outward bound from Eastham. The tanker was undamaged and proceeded on voyage, but the coaster, holed extensively on the port side amidships, was beached off Dukes Dock and later reached graving dock.

The new car ferry for the Isle of Man Steam Packet Company now being built by Cammell Laird & Co. will be the fifth to bear the name 'BEN MY CHREE'. She was launched on Friday, December 10th, 1965.

The Furness Withy liner 'OCEAN MONARCH' completed her overhaul at Birkenhead in late October and sailed for New York.

The Liverpool shipping newspaper 'Journal of Commerce' which for many years has published movements of liner, tramp and tanker fleets on certain days of the week for each category has now ceased this service. Port movements at Liverpool, London and other ports are still maintained together with a daily export supplement.

N.R.PUGH

NEW MEMBERS

Leonard A. Baker, Birkenhead.
H.E. Cassidy, Crosby.
R.E. Williams, Bagillt.

P.N. Davies, Birkenhead.
T.W. Giles, New Zealand
R.B. Mooney, Liverpool.

RESIGNATIONS

T.L.McKittrick

W.R.E. Williams

TWENTY YEARS AFTER

LIBERATION OF PRISONERS OF WAR & INTERNEES SIGNAL SENT TO ADMIRALTY ON 14TH SEPTEMBER, 1945

The liberation and evacuation of prisoners of war during this last few days has witnessed scenes which will live long in the memory of those of the British Pacific Fleet who are here in TOKYO BAY. In the absence of any representative of the British press the following account is sent in order that the public at home may have some idea of how British Commonwealth prisoners of war are being repatriated from the Japanese mainland.

2. This is an American theatre and the American Forces are responsible for the collection and evacuation of all Allied prisoners of war. The White Ensign however has offered all available ships to assist in the evacuation and, which matters most, is doing everything within its power to ensure that contact with British prisoners of war with their fellow countrymen shall be established as early as possible and maintained.

3. The British Task Force which was operating as part of the American Third Fleet at the time when hostilities ceased is now spread about the coasts of Japan and China, including Hong Kong, Shanghai and Formosa, and only a part is available to assist in the repatriation from the Japanese homeland.

4. Among the ships in TOKYO BAY off Yokohama which have lent a hand in the evacuation are H.M. Ships KING GEORGE V, DUKE OF YORK, INDEFATIGABLE, SPEAKER, RULER, NEWFOUNDLAND, ARIADNE, APOLLO, THROUGHBRIDGE, TERMAGANT, TENACIOUS, WRANGLER, WAKEFUL, WIZARD, WAGER, WHELP, WESSEX, QUALITY, TEAZER, TERPSICHOPE, ERNE, H.M.A. Ships SHROPSHIRE, HOBART, NAPIER, NIZAM, NEPAL, QUICKMATCH, WARRANUNGA, BATAAN, H.M.N.Z.S. GAMBIA, Hospital Ships TJITJALENGKA, VASNA, Storeships CITY OF DIEPPE, FORT WRANGLE, Oilers DINGLEDALE, CARELIA, SERBOL, and WAVE KING.

5. The first stage has been the identification of prisoner of war camps. Much was known from information given by the International Red Cross and the Japanese themselves. Further searches by aircraft from the Third Fleet carriers (including INDEFATIGABLE) and of the United States Army have not only revealed additional prisoner of war camps, but have enabled them to be supplied from the air during the early stages. Today in the hospital ships there are unfortunately

some former prisoners of war suffering from broken limbs because, in their enthusiasm, they allowed the food containers falling by parachute, to strike them.

6. When the Allied Fleet anchored outside TOKYO BAY the first Allied prisoners of war to be repatriated were a Royal Marine and a British soldier who escaped and attempted to swim out to the Fleet and were picked up by an American patrol boat. When units of the Fleet entered TOKYO BAY and advanced landing parties of American sailors and British sailors and Royal Marines were landed to occupy strategic advanced posts, they were in many instances met by prisoners of war who had broken camp and received them enthusiastically on the beaches.

7. Naturally, those men came off in the landing craft which had taken the landing parties ashore. Before the British and American Navies had even anchored the evacuation of former prisoners of war, had, in fact, started.

8. Wherever camps were known to exist parties of American, British and Australian soldiers and sailors were sent off as "contact teams". These teams have gone into the depths of Japan, have found the camps, and with the assistance of the Allied Commanders of those camps have organised the initial journey to Yokohama.

9. That journey was, in the case of camps close by, made on foot or by motor car, while in the more distant cases trains have been arranged or, where near the coast, destroyers have been sent out to fetch the parties in.

10. Naval Hospitals ships were rushed into Yokohama and into Tokyo itself and all former prisoners are first received on board these Hospital ships, where they are examined medically, given baths and clothes, fed, and particulars taken of every man. Telegrams are sent to next of kin.

11. Those who, owing to malnutrition or other causes, are seriously sick are retained on board. Those who are reasonably fit are sent to ships for immediate evacuation. What has been perhaps more noticeable than anything else is the longing of every man to shake off the dust of Japan once and for all at the very earliest opportunity.

12. H.M.S. SPEAKER was quickly converted into an evacuation ship and within 12 hours of being warned for this duty she was filled to capacity with over 450 British Commonwealth men whose imprisonment in many cases dated from the fall of Singapore, or the sinking of H.M.S. EXETER.

13. Next day she sailed for the south and as she steamed through the British anchorage the ship's companies of all the British ships gave her a send off which those who saw it will never forget. The sight of this small aircraft carrier with her ship's company fallen in for leaving harbour in accordance with naval custom, but with, in addition, these hundreds of ex prisoners of war ranged on the flight deck cheering like mad and being cheered, brought tears to the eyes and the realisation what the presence of the great Fleet in TOKYO BAY meant to these men.

14. As the camps in the immediate neighbourhood of TOKYO BAY were cleared, ships went further afield. The TENACIOUS to Hamamatsu, where the KING GEORGE V in company with American battleships had carried out a naval bombardment only a few weeks before; WIZARD to Hamamatsu and later to Sendai. BARFLEUR to Hokkaido. WAKEFUL to Sendai. GAMBIA and NIZAM further west.

15. The resources of the Fleet, limited as they are after two months away from any base, have been used to fill each of these ships with blankets, beds, cigarettes, chocolates, and other stores necessary for a sea passage.

16. Lately, each evening, one or more of these destroyers has come back, arriving at Yokohama just as, seen from the British ships at anchor, the sun has set over the Mountain of Fujiyama. But it is a different picture from the usual Japanese drawings. It has been a scene which in some ways has reminded one of Dunkirk. Destroyers carrying many hundreds of passengers, in all sorts of clothing, crowding all over the upper decks, and receiving the tumultuous cheers of all H.M. Ships as they went by into the inner harbour of Yokohama where the hospital ships are lying.

17. The United States air evacuation is now in full swing and over a thousand men are being evacuated daily from the TOKYO airport. A number continue to be sent by sea in order to maintain the maximum flow of evacuation.

18. Tomorrow, H.M.S. RULER, another escort carrier, leaves with over four hundred officers and men, including on this occasion a number of civilians and children. They include the citizens of all the nations of the British Commonwealth and of many of the Colonies. The ship is very changed from the warship she was. The flight deck has been marked out for every kind of game, and this evening a Royal Marine dance band was playing outside the island structure. Forward and aft a few rather disconsolate aircraft are made fast and serve as a

reminder of what naval air power has done in achieving that for which the Navy stands.

19. Down below, the ship has been transformed as far as possible into a passenger liner and as the Captain remarked "I have never before heard the hangar called a fairyland". The change may perhaps best be summed up in the "pipe" which was broadcast at 1800 "Children to supper".

20. The hospital ship TJITJALENGKA with her American sister ships the U.S.S. BENEVOLENCE and MARIGOLD, has been doing magnificent work in looking after the really sick, and in strengthening those who would soon be fit for air or sea travel. There is however always a certain number who have to be kept behind and on Sunday next the TJITJALENGKA will be sailing for Australia with over four hundred cot cases.

21. Every effort has been made to enable men of H.M. Ships to mix with and help these returning victims of the war who have not seen a new white face for years, and to whom, in many cases, the events at home since 1942 are a closed book. Many too, are anxious to tell of their experiences and so ease their minds. As may be expected they have found a very sympathetic audience in the British sailor.

22. And so the repatriation goes on. It is estimated that already a third of the total number of Allied prisoners of war on the Japanese mainland have left Japan, and it will only be a matter of days before the evacuation of Northern Honshu, including TOKYO, has been completed. It will be as much the privilege of some of the harbours of the British Commonwealth to welcome these men as it has been of the White Ensign to start them on their journey home.

Sent in by Mr. R.B. Summerfield from
an original copy in his possession.

OCTOBER MEETING

On Thursday, 14th October, the Liverpool Nautical Research Society met for the first time for the 1965/66 Season on board LANDFALL to hear a paper by our member, Dr.J.R.Harris, of the Department of Economics, Liverpool University on the Copper Sheathing of Ships.

Dr. Harris is an authority on the rise of the copper industry in Britain and has written a book on Thomas Williams, the copper king, who monopolized copper output in Britain at the end of the eighteenth century, with operations centred on the Parys mine in Anglesey. Of course, one of the main markets for copper was the Navy and Merchant Service and Dr. Harris explained in his paper how this came about.

Some sort of protection was necessary to the hulls of wooden ships to guard against the ravages of the ship worm and to check the growth of barnacles. Particularly was this so in tropical waters. Ships were for a long time sheathed with wood, which of course needed frequent replacement. Some dockyards had tried lead, but lead set up galvanic action and corroded the iron fastenings of the hull. The Royal Navy experimented with copper sheathing from 1761 onwards, but here again galvanic action was the problem, although the copper itself was extremely good as a protection. Warships could stay longer at sea and indeed the fleet became double effective. However, the Navy were undecided about the future of copper sheathing. It was carried on during the War of American Independence, but by 1783 the Navy determined to end the practice because of the damage to a ship's iron fastenings. The only answer to this was to have copper fastenings, either forged or alloyed to ensure toughness.

Many experiments in copper fastenings were tried. James Keir, a Midlands industrialist, produced a new copper alloy in association with Matthew Boulton of Soho, Birmingham. Bolts were made and tried at Deptford dockyard in a long series of experiments in 1779, 1781 and 1783. These bolts were difficult to clench and the Navy decided on trying pure copper rather than the alloy or 'Keir's Metal' as it was called.

Dr. Harris then spoke of William Forbes, an Aberdonian, who set up a coppersmith's establishment in London in 1771. Dr. Harris had researched deeply into the business affairs of this man and the outcome had produced most of the material for his paper. Forbes was from 1778 onwards involved with naval contracts and with the manufacture of copper steam pipes. He was in 1780 supplying copper bolts for the Navy and in 1783 patented a method of toughening copper by rolling. This patent followed that of Henry Cort for puddling and rolling iron to purify and strengthen it. Cort's patent was also dated 1783 and he too was a naval contractor at Gosport. However,

Forbes was not the only copper patent of 1783, there were two more by Collins and Westwood, both Birmingham producers who worked within the Parys Mine Company's empire of Thomas Williams. Forbes patent involved the use of grooved rollers, driven by water or steam power. The Westwood patent covered cold rolling with gradually reducing rolls to eventually produce a slender bar or rod from the billet. Forbes, Collins and Westwood agreed to combine to persuade the Navy to continue with copper sheathing just when Their Lordships were thinking of abandoning it, through lack of good copper fastenings.

The three patent holders won and the Navy agreed to resume copper sheathing. In 1784 they demanded large quantities of copper, to the particular benefit of Thomas Williams and the Parys Mine, one of whose subsidiaries was Charles Roe and Company of Liverpool, whose copper smelting works were on the site of the present Herculaneum Dock. The 1790's were the heydays of the copper works; after 1800 the Anglesey mines declined because when ships needed to be re-coppered the old sheathing could be melted down and re-used. There was not the demand for new copper from the ore. Forbes' London works went very slack in the 1790's and only 10 or 12 men were employed. Forbes himself retired in 1793 to Callander in Perthshire where he became a great Laird. He was remembered as the man who had coppered much of the Royal Navy. The Parys Mine Company exported a great deal of copper to foreign navies and sent out demonstrators to show how the fastenings and sheathing should be used.

Turning to the Merchant Service, Dr. Harris explained that merchant navy records were scarce, but it was clear that copper sheathing was of great economic benefit to merchant ships, particularly those in tropical waters such as slave traders and Indiamen. Coppering meant fewer refits, speedier and therefore more frequent voyages and increased earning power. In 1780 the 500 ton TARTAR was coppered and offered on charter to the East India Company, and in 1781 two more coppered ships were offered; both of these made voyages for the company. The coppered Indiamen were able to make good passages and needed shorter and fewer refits. They lasted longer in the trade too. Similar benefits from coppering accrued to the slave traders, which had fewer opportunities for re-fitting.

To end his paper, Dr. Harris turned to Liverpool's copper activities. He had mentioned Roe and Company, and there were

other smelters and warehouses. The first Liverpool ship to be coppered was the VULTURE in 1778 and she was followed by many others, particularly in the 1790's. By 1810 coppering was widespread and by the 1850's was so universal that it did not excite comment.

A vote of thanks to Dr. Harris was proposed by Mr. A.H. MacClelland and seconded by Mr. T.D. Tozer. It was carried with universal acclamation. A lively discussion followed on the copper industry, points being raised about the method of driving copper bolts and the securing of the copper sheathing.

E.W.P-T.

NOVEMBER MEETING

On Thursday, 11th November, the Society met on board LANDFALL to hear a most informative illustrated paper by our member, Mr. P.N. Davies of Liverpool University on Sir Alfred Jones and the West African trade. Mr. Davies is on the staff of the Economics Department of the University and has made a special study of commercial shipping, and particularly of the history of Elder Dempster.

He opened by describing the early nineteenth century state of the West African trade. The abolition of the slave trade in 1807 was a great blow to Liverpool merchants, but fortunately a lucrative alternative was found in palm oil. 1000 tons of palm oil were brought into Liverpool in 1810, but by 1851 the figure was 30,000. Moreover in 1821 the monopoly of the Africa Company ended and the coast was open to any merchant. Nevertheless there were serious obstacles to successful commerce, notably disease and almost non-existent inland communications. The River Niger was explored by the Lander Brothers who discovered that it flowed into the Bight of Benin. MacGregor Laird, of the Birkenhead shipbuilding family, sent steam vessels to explore the coast and rivers, but his crews were decimated by disease, of 48 who went out, only 9 survived.

In 1852 MacGregor Laird secured a ten year mail contract for the West Coast and founded the African Steam Ship Company with their offices in London. His first vessels were appropriately built at Birkenhead and Mr. Davies showed excellent slides of some of them, taken from oil paintings by Samuel Walters. He also showed a list of the documents which the ships were ordered to carry, a list of wines and spirits available on board and a scale of diet prescribed for the Engineers. Mr. Davies in addition produced a notice of regulations for the passengers, including meal times, which were curious, dinner being taken at 4.00 p.m. and tea at 7.00 p.m. These

papers created a lively picture of early steamship travel.

Early voyages of African Steam Ship Company's ships were disappointing; then Liverpool rather than London was made the terminal port and trade improved. Mr. Davies did explain how much these early steamers depended on their sails. The researches of the American Maury into winds and currents were examined by masters of the African ships, for they were hampered by the heavy fuel consumption of their vessels under steam. Compound engines considerably eased this problem.

During the sixties trade increased but the company failed to expand in sympathy. However, in 1869 a competitor appeared, the British and African Steam Navigation Company. To maintain their hold on trade the African Company chartered ships for a while, but in 1870 an agreement over sailings was made with the newcomer.

Having traced the early history of what became Elder Dempster, Mr. Davies turned to examine the career of Sir Alfred Jones, who was destined to monopolize the West African trade and build Elder Dempster into one of the World's largest shipping groups. Jones was born in Carmarthen in 1845. He went to West Africa once as a cabin boy in a ship of the African Steam Ship Company. Then he was a clerk with Fletcher and Parr, the Liverpool agents of the African Company. John Holt was a clerk there at the same time, but he later went as a merchant's assistant to Fernando Po and so started his West African trading enterprise.

Alfred Jones eventually became a senior member of the firm of Fletcher and Parr, but they lost the agency of the African Steam Ship Company. Jones left them and opened his own shipbroking and insurance business. Furthermore he entered the West African trade with chartered sailing ships and some which he bought. In 1878, he also chartered a steamer. By this time, he was recognised as a capable business man. In 1879 he wound up his own firm and joined Elder Dempster and Company, who were the Liverpool agents of the British and African Steam Navigation Company, whose headquarters were in Glasgow. In 1884 he became the sole partner in Elder Dempster & Co., Elder and Dempster having retired. Elder Dempster became in 1890 the agents for both the African S.S. Co., and the British and African Steam Navigation Co. Then Jones controlled the West African trade, his only competitors being the German Woermann Line, although there were threats from the Prince Line and the General Steam Navigation Company.

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In 1895 Jones established the West Africa Shipping Conference, to whom merchants had to submit. There were however odd interlopers, the Sun Line lost money, but the chartered PRESTONIAN was more successful in 1906, and showed the way for Lever Brothers to enter the West African trade, which they did in 1916 with their Broomport Steamship Company. From 1895 to 1909, when Jones died, his interests expanded far beyond West Africa. He introduced the banana to Great Britain from the Canaries and from the West Indies, carried by ships of the newly formed Imperial direct and Elders and Fyffes Lines. His Beaver Line was prominent in the North Atlantic trade, until it was bought by Canadian Pacific. In Liverpool, Sir Alfred founded the School of Tropical Medicine, whose work has done much to reduce the ravages of disease on the coast.

Mr. Davies was thanked for his excellent paper by Captain F.W. Kutil, late of the Nigeria Marine, seconded by Dr. J.R. Harris of Liverpool University, and carried unanimously. Many questions were put to Mr. Davies about MacGregor Laird's ships and the range of Sir Alfred Jones' activities.

E.W.P-T.

WITH GREAT SORROW

The Society has suffered a great loss with the death of Captain John Beard on 17th October 1965. Captain Beard, Master Mariner, holder of the Distinguished Service Cross, began his career in sail and was, after a varied career, latterly associated with Coast Lines. He took an important part too, in the establishment of the Royal Naval Minewatching Service on Merseyside, a fact which brought him into contact with the Chairman who invited him to join the Society early in 1955.

His main interest was in sail and he compiled some notable records of sailing ships. His alphabetical list of ships, with their crews, is in constant use at the office of Sea Breezes and in Liverpool Museums. By his wish, expressed as long ago as February 1956, the Society have gratefully accepted much of his library and manuscript material, including a number of Lloyd's Registers and his 'List' of sailing ships. Together with the remainder of the Society's books and archives, Captain Beard's collection is being held at Liverpool Museums on behalf of the Liverpool Nautical Research Society.

The Society was represented at his funeral by the Hon. Secretary.

We recently received news about two other members who have passed away and the sympathy of the Society has been expressed to the relatives.

Capt. R.V. Burns; Master Mariner, holder of the George Medal, General Manager of Canadian Pacific Steamships Ltd. from 1959 to 1964 and previously General Superintendent. He had not long been a Member of the Society, but he was very well known in shipping circles on both sides of the Atlantic, having made a great number of friends.

Mr. P.R. Calder, of Massachusetts, U.S.A., would not be known personally to many of our Members. He had a considerable reputation in the field of nautical research being particularly interested in Liverpool Shipowners and their vessels. He joined the Society in 1956 and corresponded regularly with our Chairman.

Our attention has also been drawn to the death of Mr.H.Beale who, although not a Member of the Society, was very well known on the Wallasey waterfront as a great lover of ships and where his genial presence will be missed.

JANUARY MEETING - CHANGE OF VENUE

For the New Year the Society will again break with tradition and move its meeting place from LANDFALL to the City Museum in William Brown Street. The date is Thursday, January 13th, and the time 7.30 p.m. The meeting will be held in the new lecture theatre of the Museum which is in the basement and can be entered from William Brown Street, just below the steps to the pre-war Museum entrance.

The Society will be addressed by our member, Mr.A.N.Ryan, of the Department of History, Liverpool University. His subject will be 'Great Britain and the German Navy 1898 to 1918' and will be illustrated.

After the paper, members will be invited to explore the new galleries of the Museum, particularly the shipping gallery and the gallery devoted to the history of the City. These galleries are not yet open to the general public and this privilege affords a good opportunity for you to bring your friends to this Meeting. Parties will be conducted round by Messrs. R.B. Smith, P.J.Welsh and E.W. Paget-Tomlinson, who will invite questions and comments.

OPERATION 'SEADAY'

In Mersey Notes, page 34, our contributor Mr. N.R. Pugh records the visit of the Royal Navy to the Mersey. The excitement of those few days in mid-August was excellently recorded by word and picture in both Liverpool papers, the Daily Post and the Echo and Evening Express.

Both your President and Chairman were amongst those privileged, not only to attend the Dinner given by the Lord Mayor in the Town Hall on the Monday evening, but to join H.M.S. TIGER, the Flagship of the Second in Command, Home Fleet, for a day at sea.

The Dinner, besides providing an excellent meal, stirring music by the Royal Marine Band of H.M.S. TIGER and some good speeches; also provided a welcome opportunity to talk to members of the Ship's Companies about their ships, their jobs and their impressions of the Navy of today, a Navy vastly different from the one which made Gladstone Dock its home during the 1939-1945 war years.

The highlight of the visit, for some 400 Merseyside people, however, was the wonderful opportunity of nine hours on board a modern warship, in the Irish Sea, as guests of the Flag Officer, Rear-Admiral J.O.C. Hayes, C.B., O.B.E. To quote the Liverpool Press:

'Little fast patrol boats swept in from behind a
'smoke screen with guns blazing; jet aircraft from
'the 22,000 ton carrier CENTAUR catapulted screaming
'from the deck and then swooped down sending rockets
'hurtling to a 'splash' target 600 yards of the
'CENTAUR'S stern. There was a submarine hunt by
'helicopters, depth charges zoomed from the destroyers,
'there were flying star shells and rapid open fire from
'all ships. SEA VIXONS refuelled in mid-air at 400 miles
'an hour, a cruiser refuelled at sea, a man being scooped
'out of the drink by helicopter and Royal Marines being
'transferred from ship to ship. There has never been so
'much Naval activity in these waters since the war.'

A comprehensive tour of the ship, with excellent informative explanation and demonstration from Officers and ratings; a stand-up informal luncheon, par excellent, and a friendliness and interest everywhere which will long be remembered by all those who were on board.

Brief details of the ships involved may be of interest:

H.M.S. TIGER, (Flagship), Captain G.J. Kirkby, D.S.C., R.N.
Builders: John Brown & Co.Ltd., Clydebank. Launched as
BELLEROPHON, commissioned in March 1959, her name being changed to
TIGER. 555 feet long and 64 feet beam. Steam turbines develop
75,000 horsepower giving a speed in excess of 30 knots and the
peacetime complement is something over 700 officers and men.
Main Armament: four six-inch guns in two mountings each gun being
capable of firing 20 rounds per minute. Secondary Armament: three
twin-barrel three-inch mountings with a very high rate of fire.

H.M.S. CENTAUR, (September 1953). Builders: Harland & Wolff,
Belfast. Displacement 22,000 tons; 754 feet long, 154 feet beam.
Complement 1,800 officers and men and carries SEA VIXON and GANNET
aircraft and WESSEX and WHIRLWIND helicopters.

H.M.S. KENT, (August 1963). Builders: Harland & Wolff,
Belfast. 520 feet long, 54 feet beam. Combined steam and gas
turbines give a speed in excess of 30 knots. Complement 485
officers and men. Armament: SEASLUG and SEACAT guided missile
system and two twin 4.5 inch guns for surface and A.A. defence.

H.M.S. DIDO, (September 1963). Builders: Yarrow & Co.,
Scotstown. 372 feet long, 41 feet beam, speed 30 knots. Comple-
ment 252 Officers and men (seven of whom came from Liverpool).
Armament: one triple-barrelled and anti-submarine mortar and twin
4.5 inch guns and two 40 mm anti-aircraft guns.

H.M.S. BERWICK, (June 1961). Builders: Harland & Wolff,
Belfast. 370 feet long, 41 feet beam. Complement 250 officers
and men. Armament: two three-barrelled anti-submarine mortars,
twin 4.5 inch guns and one 40 mm gun.

H.M. Patrol Boats BRAVE BORDERER and BRAVE SWORDSMAN. Built
by Vosper; 96 feet long, 25 feet beam. Speed in excess of
50 knots.

H.M. Coastal Minesweepers IVESTON and WOLVERTON, 140 feet
long, 29 feet beam.

R.F.A. OLYNTHUS (May 1965). Built by Hawthorn, Leslie,
Hebburn-on-Tyne. 648 feet long, 84 feet beam.

H.M. Submarine ORACLE (February 1963). Built by Cammell
Lairds, Birkenhead, 295 feet long.

R.B.S.