

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

"The sea has been for me a hallowed ground, thanks to those books of travel and discovery which have peopled it with unforgettable shades ....."

CONRAD - Last Essays.

NEWS, NOTES AND QUERIES

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Vol. X (New Series) No.1

January-March 1966

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EDITORIAL NOTE

Browsing in the beautiful facsimiles of the first edition (1589) of Hakluyt's Principal Navigations Voyages and Discoveries of the English Nation I have been attracted by the account given by Mr. Edward Haies, Gentlemen, of the ill-fated voyage of Sir Humphrey Gilbert to Newfoundland in 1583. After reaching "the harbour called St. Johns ... whither also came immediately the masters and owners of the fishing fleet of Englishmen ... they were all satisfied when the General had shewed his commission and purpose to take possession of all those lands to the behalf of the crown of England ..." On the return voyage they lost their flagship but Sir Humphrey was at the time aboard a "frigate" of only 10 tons. He wanted to proceed with the voyage to the North American Continent but eventually decided to return. "The same Mundaye night about twelve of the clocke or not long after the Frigat being ahead of us ... suddenly her lights were out, whereof as it were in a moment we lost the sighte, and withal our watch cryed the General was cast away. For in that moment the Frigat was devoured and swallowed up of the sea, yet still we looked out all that night and ever after until we arrived upon the coast of England".

Thus passed one who had played a distinguished part in the foundation of our overseas Empire. Haies (or Hayes) was a Liverpool man with an interest in land in West Derby. Professor Quinn has given an account of him and of his subsequent voyages in the Transactions of the Historic Society of Lancashire and Cheshire

(Vol.III). To the end of his life he pressed the statesmen of his time (Cecil and others) to interest themselves in North American expeditions. Time has justified him.

A.S.M.

#### HERRING WAR OFF SOUTHERN IRELAND

Each winter enormous shoals of herring appear off the South-East coast of Ireland. In 1960 the Irish Government decreed that boats from North of the border could land their catches in Southern ports. The ports most used are Dunmore East, Kilmore Quay, Cheekpoint, Passage East and Ballyhack. The first named is in the throes of a harbour extension scheme costing about £300,000 and nearing completion. In some recent winters, catches landed have been so large that the port has had to be closed owing to shortage of barrels and storage ground. The herrings are auctioned on the quay and luggers come from Holland and Germany to load. The season is a short one lasting perhaps two months.

A small group of the Southern fishermen have been far from sympathetic to the Government's decree and just before Christmas trouble was expected, and Dunmore's police force of three or four officers was augmented to deal with any possible trouble at the dock. Then on 3rd January, hostility against the Northern boats came to a head. Cheekpoint, Passage and Ballyhack allowed sanctuary to the Northerners and the landing of catches, but at Dunmore the position was somewhat ugly and the fishbuyers were threatened with reprisals if they bid for Northerners' catches. However, on this morning the Kilkeel boat VICTORY shot her trawl about 7.30 a.m. and was immediately set upon by about half a dozen Republican boats. They surrounded her, axed the nets, threw bottles, coal and anything handy. Then the Cork boat ARDENT tried to ram VICTORY but it was a glancing blow. The Naval corvette MACHA (HMS BORAGE) was patrolling the area and the Northerners tried to contact her for assistance, but the Southerners switched on their transmitters, singing rebel songs, and blotted out the call. However, MACHA had seen the commotion and came up fast. She fired warning shots and ordered the Southern boats to proceed with her to Dunmore. At this there was a show of defiance, some boats proceeding seaward. MACHA fired again and rounded them all up and took them in to Dunmore. VICTORY

was able to make Passage damaged and making water, with one casualty caused by a bottle missile. Meantime no fish were landed at Dunmore and for a day or two the fleet was stormbound. The other corvette of the Naval service CLIONA, was hastily commissioned at Haulbowline and came quickly to join MACHA. This put the whole of Ireland's Naval strength at Dunmore and there was an immediate call from Killybegs in Co. Donegal to the effect that foreign trawlers were taking advantage of the situation and fishing within territorial waters. 3rd January was a Monday and the spark which commenced the row was the fact that the Northerners had fished on Sunday for a Monday auction, something which is never done by Southerners. The herring shoals will have departed long before the Court proceedings have been settled. Unless the trouble can be settled before next season it does not augur well for the new fishing port at Dunmore into which so much money and effort has been poured these last two years.

But Dunmore East is a beautiful place with a hospitable and independent populace. It is a pilot station for Waterford and New Ross, which are 2 hours' sail up the Estuary. It is also a Royal National Lifeboat station with a very proud record. The writer has taken holidays there every year from the early fifties and knows nowhere better for the nautically minded who like quietude. By the time the month of May is here, herring buying will have ended, the Northerners will long since have gone home and the local boats will be preparing for the comparatively peaceful lobster season.

N.R. PUGH

#### MERSEY NOTES

Continuous rain and dark skies on Saturday afternoon, 18th December, made a forlorn start to BEN MY CHREE'S last voyage to the breaker's yard at Ghent. The German tug FAIRPLAY XI had arrived some days previous but the tow round the coast was delayed by bad weather. Good time seems to have been made on the passage and the two vessels passed Bruges on 23rd December. The ship most of us knew so well sailed as BEN MY CHREE II, as a new vessel perpetuating this favoured name in the Manx fleet was launched on December 10th at Birkenhead and will be the fifth ship to bear the name, meaning 'Girl of my Heart'.

Recently our shiplovers' magazine 'Sea Breezes' had a series of articles called 'Where are they now'. The writer hears of a

pilot tender in use at Poole, Dorset, named WENDY ANN. Surely this is the once well known Mersey Port Sanitary Launch MOYLES dating from the 1930's.

December 11th. The Cunarder FRANCONIA ex IVERNIA called at Liverpool on passage from Southampton to New York, to embark passengers and collect an engine part.

It is sad to note that Elders and Fyffes banana ships have left the Mersey in favour of Avonmouth. These smart ships are sadly missing in the Mersey scene.

STREAM FISHER - the Barrow-in-Furness coaster which has been fitted out for the carriage of irradiated atomic fuel - arrived at her home port from Anzio, Italy, on 18th January.

Some changes of name in the Coast Lines group are of interest. ULSTER PIONEER and ULSTER PREMIER which carried cargo Liverpool/Belfast in the late 50's have been renamed TALISKER and KELVIN respectively, and now run on the Sloan service Glasgow/Bristol, together with the former WESTERN COAST now named TAY. The ANTRIM COAST formerly Mersey based has become the SARK COAST and the GLENFIELD has become the ALDERNEY COAST on the London/Channel Island service. ULSTER WEAVER has become KENTISH COAST

The passenger link between the Mersey and Bombay established long ago by Anchor Line has ceased and the handsome trio CILICIA, CIRCASSIA and CALEDONIA have been sold. A cargo service will be maintained as hitherto.

The launch of m.v. SIGLION took place from Cammell Lairds' yard on 21st February. A ship of 63,750 tons she is the largest bulk carrier built in a British yard and is owned by the Cammell Laird subsidiary, North Western Line (Mersey) Ltd.; She will be chartered to a Norwegian firm to carry bauxite from Australia to France for the aluminium industry.

The Birkenhead shipyard anticipate launching m.v. SPERO in May of this year - a car ferry for the Hull/Scandinavia routes of Ellerman Wilson Lines Ltd.

With reference to the notes on the 'Herring War' in this issue the German trawler SCHLESIEEN of Bremerhaven ran ashore

at Hook Head, County Wexford, on 19th February in a Southerly gale. All the crew of 18 managed to get ashore close to the lighthouse. The ship had called at Dunmore East for her charts. All day on Sunday, lying at an angle of 45 degrees, she was pounded by seas whipped up by a force 8 gale, watched from the rocks by her skipper Fritz Ernst. The German salvage tug ATLANTIC came over from Brest on a fruitless voyage, as the trawler was smashed to pieces, and diesel oil and much wreckage cluttered the coastline.

Work is in progress at Southwest Princes Dock to provide motor car loading facilities for the Liverpool/Belfast car ferries now being built.

During the winter the flexibility of British Rail operation has been demonstrated by DUKE OF ROTHESDAY running on the Holyhead/Dun Laoghaire route and HOLYHEAD FERRY I running on the Stranraer/Larne service. The cargo vessel HARROGATE continues to run between Dublin and Holyhead and the SELBY between Heysham and Belfast with the usual ships plying these services. SLIEVE BLOOM and SLIEVE MORE have been sold for scrapping.

W.D. TIDEWAY arrived in the Mersey on 14th February and commenced her dredging duties the same day. It has been announced that the Mersey sea channels are to be deepened to facilitate super-tanker movement.

OWENRHO, a Dutch built vessel, is maintaining a container service between Greenore and Preston for Greenore Ferries Ltd. managed by the Limerick Steamship Company.

The container vessels currently on the Preston/Larne service of the Atlantic Steam Navigation Co. are CERDIC FERRY IONIC FERRY and EMPIRE NORDIC.

The I.C.I. Coaster CERIU is (February) on passage across the Atlantic for trading between Canadian ports. The Zillah Company's Coaster EDGEFIELD has had her name changed to SARSFIELD on sale to Irish owners.

N. R. PUGH

## DECEMBER MEETING

On Thursday, 9th December 1965, the Society met aboard LANDFALL to hear a talk by Captain F.W. Skutil, C.B.E., R.N.N., on the Ships of the Nigeria Marine. Last February, Captain Skutil had described the work of the Marine and indeed the history of the opening of the Niger to trade. This time it was the turn of the ships. He had brought a fair number of slides along and he built his talk around these.

First came a memorial to those who had fallen in the Cameroons expedition of 1914. This is at Douala in the Cameroon Republic. The Cameroons were of course German territory before 1914. His second slide showed the headquarters of the Nigeria Marine at Lagos, which was built as a consulate in 1840, and after the capture of Lagos in 1851 became Government House, which it remained until 1894. The Marine had it from 1927 to 1956. It has since been demolished.

Now followed a series of slides of ships, headed by two which showed by maps the disposition of the flotilla in 1907 and again in 1956. The 1956 fleet was much the larger and comprised 95 vessels, from the Governor's yacht to ferries and police launches. A slide of Calabar dockyard followed, built in 1896 with imported English bricks. This used to be the Headquarters of the Southern Nigeria Marine, when there were three separate authorities. Captain Skutil next showed some early ships, starting with the sternwheeler VALIANT I built by White's of Cowes. She was succeeded by VALIANT II, built by Lobnitz of Renfrew in 1927. She could burn wood and was a quarter wheeler. Captain Skutil had hoped to preserve this ship at Apapa, in the new naval base, but he retired and nothing was done. Both VALIANTS had been the yachts of the Governor General, and they were succeeded in 1957 by a third VALIANT, this time a motor vessel. For shorter trips, since 1953, H.E. has had the barge FRANCES which is capable of 23 knots.

A much older vessel than the FRANCES was the IVY, an armed clipper bowed yachts of the Consul General built in 1894 at Hull. She could carry troops in addition to the Consul General and his retinue, and saw plenty of military service, from the Benin expedition of 1897 to the capture of the German Cameroons in 1916. Later she took part in Mesopotamian operations and finished up as the yacht of a Persian Gulf shiekh. The BEECROFT was another armed

## FEBRUARY MEETING

On Thursday, 10th February 1966, the Society met aboard LANDFALL to hear a talk by Mr. W. Salisbury on English Merchant Ships before 1800. Mr. W. Salisbury was a founder member of the Society and he is also on the Council of the Society for Nautical Research. He illustrated this talk with blackboard drawings, and in fact took his story up to 1830.

He emphasised from the start the supreme importance of the merchant ship, from which indeed the warship developed. For the long narrow galley gave way to the beamy gun platform of the Armada, which was an adapted merchant ship. Merchant ships of course are much more numerous and have a much longer history than the warship, but they have been neglected by historians, partly because of the scarcity of information.

Mr.Salisbury spoke briefly of the mediaeval cog, and the later hulk as early merchant ship types, which proved of great value to the members of the Hanseatic League. It is difficult to assess the proportions of these ships, for most of their portraits are found on seals and tokens, which are rather constricting.

For a late fifteenth century merchantman, Mr.Salisbury took the MARY GONSON about which much is known, for her owner William Gonson has left on record a very full set of measurements. Mr.Salisbury has drawn the lines of this vessel and has indicated that she probably carried guns.

Seventeenth century merchant ship development was strongly influenced by the Dutch with their 'fluyts'. The 'fluyt' was handled by a small crew and could carry a sizeable cargo. With these ships the Dutch were the supreme carriers of the world until the end of the seventeenth century, when the English gained supremacy. It is a puzzle why the 'fluyts' were so successful. They carried one or two guns only, while the English merchantmen were heavily armed and their guns were in the way of cargo stowage, since they were low down in the ship's side. Later, in the eighteenth century, the guns were placed higher in the hull side, while by 1830 they were on the spar deck clear of the ship's timbers, with their ports cut in the bulwarks.

For the second part of his talk Mr.Salisbury turned to ship-building and naval architecture. Not much is heard of merchant ship-builders before the nineteenth century. They were rather looked down on, but in fact they were capable. It seemed to be the custom for

the English to decry their ships, but foreigners thought well of them. Indeed English shipwrights went abroad, particularly to Sweden; Francis Sheldon in the seventeenth century founded a dynasty of shipwrights in Sweden. The great Chapman was of Scottish descent. Foreigners copied English ships and by the end of the eighteenth century most ships looked English.

Mr.Salisbury spoke at some length of the early nineteenth century revolution in naval architecture. Before about 1830, ships were built on very traditional lines, but not long after 1830 came the clippers, the result presumably of much theoretical reasoning. An English school of Naval Architecture had been founded in 1811 and its disciples influenced the practice of the new generation of iron shipbuilders, of men like Scott Russell. During the nineteenth century much was written on naval architecture, whereas previously the English books on this subject were limited to treatises on practical shipwriting.

Mr.Salisbury treated his subject more as an open discussion rather than a formal talk or paper. As he talked he invited questions and received plenty. Indeed by the end of his subject, discussion was pretty lively. The evolution of naval architecture sparked off some interesting questions and a very enjoyable evening was had by the Society. The vote of thanks was proposed by Dr. J.R. Harris and seconded by Mr. A.H. McClelland. Dr.Harris championed the north-west versus the east and south as the most advanced shipbuilding area, because in the eighteenth century the north-west led in so much, in trade and in industry. Clearly good ships were required to handle the imports and exports needed by a Lancashire becoming industrialized.

#### MUSEUM NEWS

The very successful meeting on January 13th at Liverpool Museums reported elsewhere in this issue was followed by a tour of two of the new Galleries which the staff have prepared for the public in the re-built section of the Museums.

Of particular interest to members was the shipping gallery, which is quite a small room, but its space is well utilized to display models and pictures illustrating the development of the ship. At the entrance is a real coracle from the River Dee, representing, of course, a very early stage in the evolution of the ship. Then comes the shipping of the Ancient World; with a



contemporary model of an Egyptian river boat from a tomb of 1700 B.C., a model of the seating arrangements in a Greek Trireme of 400 B.C., and a model of a Roman corn ship of 250 A.D. The last two models were made by Mr. P.J. Welsh in the Museums' workshop.

Scandinavia is next in sequence with drawings of the remarkable Hjörtspring boat, dating from 200 B.C. and found embedded in a peat bog on the Danish island of Als, of a Norse merchantman of 700 A.D., and, much later, of one of the boats discovered at Kalmar Castle, Sweden, and dating from 1350 A.D. Eventually there will be a model of the Gokstad ship, of 900 A.D., to display in this section.

Quite a large section is devoted to early English shipping, and the seals of the Cinque Ports, reproduced in the display, illustrate their appearance. All these seals, much enlarged, were made at the Museums. The seal of Dover, 1284, was built up with coloured perspex, an exceptionally tedious task, but the result is rewarding. Near the Dover seal is another of Mr. Welsh's models, of the ship depicted in the seal. Models nearby of two hull cross-sections show the difference between clinker and carvel planking, and then comes a panel of transparencies showing how the three-masted ship evolved.

Past a large map of the great discoveries, members came to a working model, made by Mr. Welsh, of a whipstaff, a lever operated steering gear, which was superseded by the wheel in the early eighteenth century. This century is represented by two models, of a collier bark of 1752 and of an East Indiaman, which dates from 1820; but she has been selected to bridge the turn of the eighteenth into the nineteenth century.

As a break from ship evolution comes a section of navigation, housed in a small alcove. The theme is latitude and longitude with examples of altitude finding instruments and illustrations of the famous Harrison timekeepers. The replica of the cross-staff was actually made in the Museums, but the back-staff was borrowed from the National Maritime Museum at Greenwich. As a central feature of this display is a figure of a naval lieutenant of about 1800 holding a Hadley reflecting quadrant.

Steam power is introduced by a model of a paddle engine of 1837, placed within the hull of a steamer, actually the East India Company's BERENICE, together with drawings of early steam vessels and a model of the paddler ELIZABETH of 1812, the first steamer to

operate in the Mersey. This model was made by our member, Nigel W.Kennedy. Before the subject of steam power is developed there are two models to illustrate the final flowering of sail, of the famous clipper CUTTY SARK, 1869, and of the Liverpool built and owned barque WANDERER, 1891, together with three hull cross sections, showing wood, composite and iron construction.

The final section of the gallery illustrates progress in the last 100 years, with a model of a compound marine engine, of marine boilers and a fine series of ship models, the Booth liner LANFRANC of 1884, the first MAURETANIA and a modern motor cargo liner the INVENTOR of 1964, owned by the Harrison Line. The boiler models number four, a box shaped flat flue boiler, an early tubular with a rectangular shell, a Scotch and an early Yarrow watertube pattern. Of interest to members was a model of the TURBINIA, with another alongside, cut-away to show the layout of her engines. To round off the display members saw six illustrated panels illustrating how marine engines have developed over the last 60 years, steam turbines alongside diesels, with steam reciprocating on the decline, and turbo-electric propulsion occasionally favoured.

From the shipping gallery members turned to the adjacent 'Liverpool Past and Present' gallery, which is an attempt to portray some features of the city's history. The display starts off historically with an enlarged facsimile of King John's Charter of 1207 and a conjectural map of 13th century Liverpool. Some excellent heraldic painting follows, depicting the coats of arms of the Stanleys, the Molyneux, the Moores of Bank Hall and the Norris's of Speke.

Tudor and Stuart Liverpool is represented by drawings of Speke Hall and Croxteth Hall, and a map of Prince Rupert's proposed fortifications for Liverpool during the Civil War. He never got a chance to carry them out. An interesting oil painting is shown on this section of the Liverpool waterfront in the 1680's. The artist is unknown, but the painting was done for the mayor, one Ralph Peters. Eighteenth century Liverpool industries are well represented by examples of her pottery, and her clocks and watches, and also by an impressive corn milling section. A post windmill once stood at the top of William Brown Street and Mr.Welsh has faithfully modelled this. The model works by electricity and is to a scale of one inch to one foot.

From now on the display is handled subject by subject, rather than chronologically. Housing is treated photographically with some harrowing slum scenes and modern flats as a pleasant contrast. Just opposite the photographs is a reconstruction of an Everton terraced house, with a short length of pavement and street. Owing to the need to keep weight down, the Everton house has been built from resin moulded bricks which are exceptionally realistic. However, the door and windows are genuine. In the street is a lamp and an 1870 pillar box from Kirkdale.

Municipal transport is treated photographically, with a fine series of tram pictures. There are, too, some small transport relics such as destination boards, bell punches and overhead wiring equipment. Visitors will also see two exceptionally good tram models of a Bellamy car of 1901 and a Priestly standard car of 1924. The police section is represented by uniforms of constables from 1836 to about 1910 and by uniform coats and headgear of higher rank, including the Chief Constable's frock coat. Examples of batons and truncheons, two riot shields, and an armoured truck for use against rioters are also evident. This last item was invented by Mr. Robert Gladstone and was made by Fawcett Preston & Co.

The largest single exhibit in this gallery is a horse drawn steam fire pump built by Shand Mason and Co. of London in 1901. This has been fully restored in the Museums' workshop. Although the actual appliance comes from Blackburn, it is similar to the fire engines Liverpool used to have. Also on show in this section is a fire station lamp, and a silver alloy fireman's helmet.

A good deal of space is devoted to the transport systems which feed Liverpool. First come the canals, with a model of a Leeds and Liverpool motor canal boat in a lock and examples of traditional canal craft decoration from Trent and Mersey boats. These comprise a pair of cabin doors and an oil headlamp. Liverpool's railways are illustrated photographically, with a complicated map showing Merseyside's railways before the 1923 grouping. The port is very lightly touched on, by means of photographs. It is too large a subject to embark on with greater detail in a gallery of this nature. Air traffic is represented by some good models of vintage air liners such as the Armstrong Whitworth Argosy, and the Ford tri-motor, a short lived incursion by the Ford Motor Company into aviation. The Argosy model on show is actually named CITY OF LIVERPOOL.

Finally comes the Mersey Tunnel, again a pictorial display, showing construction scenes and with some excellent diagrams of the sequence of tunnelling and of the ventilation system.

Clearly members of the Society enjoyed their tour, and the Museums staff were pleased by the comments and questions.

E.W. P-T.

#### WITH GREAT SORROW

We have just heard that Mr. S.M. Shaw of Higher Bebington died early in February. A letter has been sent by the Chairman, on behalf of the Society, to Mrs. Shaw, expressing our sympathy.

#### ANNUAL GENERAL MEETING

The Annual General Meeting will be held on board LANDFALL on Thursday, 12th May, commencing at 8 p.m.

A formal notice and Agenda will be sent in accordance with the Rules, prior to the Meeting.

#### SUBSCRIPTIONS

The Honorary Treasurer advises that a number of subscriptions are still outstanding, and Members who receive a second application with this issue are asked to send the amount due to Mr. T.D. Tozer, 23 Carol Drive, Heswall Hills.

#### NEW MEMBERS

|               |            |
|---------------|------------|
| A.S. Davidson | West Kirby |
| L. Gibson     | Hoylake    |
| Dr. J. Gibson | Hoylake    |

"Our ship was athwart a great rectangle of water, and in the midst of her peers....There was such a stateliness about her, so easy a dignity....that it was clear she had the idea that nothing afloat could deny her house-flag."

TOMLINSON - Tidemarks.

NEWS, NOTES AND QUERIES

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Vol. X (New Series) No.2

April-June 1966

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EDITORIAL NOTE

The history of the surveys of the Mersey Channels forms a most interesting study and of particular interest is the career of that gifted hydrographer Henry Mangles Denham. The early cartographers such as Speed and Saxton gave an outline of the Mersey and its approaches but it was the end of the 17th century before Grenville Collins produced the first modern survey. This was followed by the work of Fearon and Eyes (1736). Early in the 1820's, however, with the advent of the steamship it became obvious that a new approach must be found to replace the Horse and Rock Channels (then the main approach) if the Port was not to be tide locked. Various probings were made by Capt. Gill (with whose career the late Mr. J.S. Rees dealt) and surveys were made by Lieut. Evans, Francis Giles and Alexander Nimmo. Up to about 1833 Evans' survey seems to have been the one in general use and its accuracy was the subject of comment at the Inquiry by the Municipal Commissioners held in that year (See Mr. Cuthbert Woods in the Society's Transactions - Vol.8). But some time prior to that Inquiry, Lieut. Denham, then commanding a Naval survey vessel, was sent to survey and chart the approaches, and in August 1833 he presented his chart to the Dock Trustees (then the Liverpool Corporation). Denham made a great personal impression, so much so that in July 1834 he received the Freedom of the Borough in respect of the services "rendered by you to the Port by your gratuitous but most important assistance".

A little later some dissentient opinions were expressed but were "completely refuted" and Denham was appointed Marine Surveyor, thus

inaugurating the long line of distinguished officers who have held that position. The Channel which he had charted was known as the "New Channel". Denham had perceived that there must be such an outlet due to the deterioration of the inshore channels as the great banks increased. The tidal stream had to find its exit somewhere. The New Channel evolved into the Victoria Channel and when that deteriorated merged into the Queens Channel.

Denham, who had commenced his Naval career towards the end of the Napoleonic wars, was a man of forceful temperament and strong personality. Within four years he had clashed with the Trustees (themselves strong characters typical of their age) primarily over the provision of a steamer for the use of his department. This difference became more acute after a great gale in January 1839 which led to his delivering an ultimatum. "The vital exigencies of the Port have been this awful week the sport of chance and official helplessness". He ended his Report by stating the rejection of the conditions he set out would be "tantamount to a forthwith acceptance of my resignation of office...." The Dock Committee responded swiftly and resolved that "Captain Denham be apprised that this Committee dispense with his further services". But almost at once he was elected a Fellow of the Royal Society and, returning to the Navy, completed a long and distinguished service by attaining the rank of Admiral and Knighthood. His Sailing Directions from Lynas to Liverpool, published in 1840, is a most interesting work written in a markedly vivid and decisive style.

A.S.M.

#### MERSEY NOTES

The car ferry SPERO was launched from Cammell Laird's yard on May 4th for the Wilson Line, joint service between Hull and Gothenburg. Launched in a greater state of completion than usual, she entered drydock, and it is hoped to have the ship in service in July.

Six destroyers of the French Atlantic Escort Flotilla visited Merseyside 6th to 10th May. Some vessels were open to the public, and included SURCOUF, KERSAINT, LE LORRAIN and CHEVALIER PAUL.

Also in May, ST.TRILLO returned to Liverpool to carry parties on tours of the docks and estuary sponsored by the Mersey Docks and Harbour Board. These duties were once performed by the Board's steam yacht GALATEA. ST.TRILLO has also been fixed by her owners for weekend excursions to Llandudno.

New Brighton Pier having been closed to the public on 31st March, an alternative vantage point for seeing Mersey traffic is Fort Perch Rock. A summer season contract costs five shillings including use of deckchair. Tides of over twenty-eight feet cut off access for about thirty minutes before and after time of high water. Another viewing point is Demesne Street Park, above the Seacombe promenade and near to Guinea Gap. Seating and shelter is good.

The Schoolship NEVASA, on a cruise to Lisbon, Madeira, Casablanca and Gibraltar, sailed from Princes Stage on 28th April. A comparatively new vessel built for trooping, she has joined the two other British India Co's DEVONIA and DUNERA on educational cruises.

At the same time, Liverpool had a visit from the frigate HMS CLEOPATRA which berthed at Princes Stage. This call coincided with the commemoration of the Battle of the Atlantic and a service in Liverpool Cathedral. The ship was flying the flag of C. in C. Plymouth, Vice Admiral Sir Fitzroy Talbot, and in command was Commander Martin Wemyss, son of Captain David Wemyss of HMS WILDGOOSE of the famous Second Escort Group of the late Captain F.J.Walker. Our younger readers may not remember that the early death of Captain Walker came after his grim struggle in HMS STARLING to turn the U-boat war in our favour. Until then, the role of our convoy escorts had been defensive, but the Admiralty was at last able to detached this Escort Group to hunt down and kill. The U-boat wolf pack had been having things their own way, but now, in one patrol lasting three weeks in Western Approaches and the Bay of Biscay, six U-boats were destroyed. The battle, controlled from the underground Naval headquarters at Derby House, with its huge wall map of the North Atlantic, was the turn of the tide in the submarine war. The advent of the Schnorkel tube gave coastal U-boats some success in 1944/45, but this was too late before Germany was defeated.

N.R.P.

#### MARCH MEETING

On Thursday, 10th March, the Society met on board LANDFALL to hear a paper by our member, Mr. A.H. McClelland on 'British Short Sea Traders', or rather 'Small Bulk Carriers, Not Coasting Vessels'.

Mr. McClelland had made a survey of the recent development of the small bulk carrier, and had written to twenty-two firms to obtain information about their vessels and foreign trading prospects. From the replies he received he was able to build a comprehensive picture of the trends in this branch of the shipping industry.

Before giving the results of the survey, Mr. McClelland showed the meeting some drawings he had prepared of the different types of small bulk carrier which sailed for British owners from the beginning of this century onwards. The early vessels were steamers with engines amidships; later the engines aft and raised quarterdeck type was much favoured. The British were slow to adopt the diesel, now almost universal, and they were slow, too, to place the entire superstructure aft, which has become modern practice. Mr. McClelland also approached six builders of small ships, and one firm, Clelands of Wallsend, impressed him as making a determined effort to interest shipowners in standard small ships. His second slide showed their range of EXCELSHIP designs.

First of the shipping companies on Mr. McClelland's list was Comben, Longstaff & Co.Ltd., of London who trade to northern Europe and the Mediterranean with coal, cement, timber, sugar, grain, steel etc. They have eighteen ships built in classes for flexibility in operation. Mr. McClelland compared their CARDIFFBROOK built in 1952 with the compact CAERNARVONBROOK built by Clelands of Wallsend in 1964 to their EXCELSHIP 2,600 design. There are three other EXCELSHIPS in the Comben, Longstaff fleet. Next on the list was Constants of London, who own five ships, only two of which are motor vessels. The steamer which Mr. McClelland illustrated was the BELTINGE built in 1951 by Grays of West Hartlepool. Another small firm operating vessels in the intermediate tonnage category was Richard W. Jones of Newport, Monmouthshire, who owned two ships in 1966, the M.V. USKPORT EX SUGAR IMPORTER of 1955 and the S.S. USKBRIDGE of 1959. Some interesting comparisons were made between their running costs. Although Richard W. Jones was not too happy about the prospects for vessels in the 4 - 7000 ton range, there seems to be a tendency to enlarge the size of short sea traders; Mr. McClelland instanced the new colliers HUDSON LIGHT, CHELWOOD and CORCHESTER, all of which are over 7,000 tons deadweight and have been designed to trade foreign in addition to running between N.E. ports and London.



Everards of Greenhithe on the Thames featured in the survey, and attention was drawn to the great variety of their trades. They have a huge fleet of many sizes. Mr. McClelland showed a slide of the GUARDIAN CARRIER, built as the ETHEL EVERARD in 1957 at Goole. She is now on a long term charter as a cement carrier.

James Fisher & Sons have an interesting fleet. They are a progressive firm, with bulk carrying contracts for chemical firms, such as Marchon Products Ltd., a ferry service between Felixstowe and Rotterdam, and special heavy lift vessels operating for the Central Electricity Generating Board, carrying power generating equipment, mainly for the coastal sited nuclear power stations. Their STREAM FISHER of 1943 has made history by carrying the first cargo of used nuclear fuel to be shipped commercially, in January 1966 from Italy to Barrow. The consignment consisted of 15 tons of nuclear fuel surrounded by 300 tons of packing. Most of Fisher's vessels are designed with heavy lifts in mind, and a slide of the BAY FISHER of 1958 was shown. She has a very large hatch and a 20 ton derrick to enable her to handle some of her loads without assistance.

Mr. McClelland had a great deal to say about the Gem Line of William Robertson & Co., Glasgow. They have a fleet of fifteen motor vessels, designed in groups of two or three to give greater flexibility to the firm's operations, and specialize in the carriage of limestone, since the company are also quarry masters. In addition they also haul coal, timber and phosphates. Their ships are all fairly modern and have been built by Ailsa at Troon.

Other companies included in the survey were A.F. Henry & Macgregor of Leith with six motor vessels, the recently formed Klondyke Shipping Company of Hull with three, and latterly two ships, who specialize in hauling timber cargoes and the London and Rochester Trading Company who have fifteen short sea traders, plus coasters and barges. Especially helpful to Mr. McClelland were Salvesen's of Leith and W.A. Savage of Liverpool. Salvesen's have seven ships in regular trades between Britain and Norway, while Savages have nine, all Dutch built and small. For example the FALLOWFIELD, built in 1953 is 566 tons gross. Savage's say there is a good future for the smaller bulk carrier, able to go into most ports and therefore extremely flexible in operation. The last ship to be illustrated was the CHEVYCHASE of Witherington and Everett of Newcastle, who have two ships. This firm decided to diversify

its activities some years ago, and the CHEVYCHASE, built in Germany in 1956 is a shelterdecker of 902 gross tons, employed in the Mediterranean general cargo trades.

Mr. McClelland's conclusions were that whilst some British owners were too limited in outlook and bound by tradition, others were forward looking, particularly those who operated ships in the 1,200-3,000 tons deadweight range. He finished on a note of caution. There must be innovations in the design of the small ship, but there was a need for some caution as recent losses of "Paragraph" ships had demonstrated. These vessels of under 500 tons gross have been designed to carry cargoes of 1,000 tons deadweight, and require only small crews. Apparently underwriters feel that far too many of them have figured in casualty lists.

Mr. McClelland was thanked by Dr. Dennis Chapman, seconded by Miss McKee. Plenty of questions were asked about the future of the short sea trades; attention was drawn to the fact that whilst Savages advocate small ships, coal is to be shipped to Italy from Immingham in 45,000 ton loads to cut freight costs to 15/-d per ton!

#### APRIL MEETING

On Thursday, 21st April 1966, the Society met at Liverpool Museums to see a display of paintings and prints, models and relics about 'Early Steam Navigation'. The display was held in the new Lecture Theatre in the Museums and comprised about a dozen oil paintings, a selection of water colours and a large number of prints in addition to several models and a wide range of books and relics.

The oil paintings were most impressive. Most of them were by Samuel Walters of Bootle and Liverpool and they included his portraits of the LIVERPOOL and the SCOTIA, both paddle steamers. The LIVERPOOL was the first steamer to cross the Atlantic from Liverpool, in 1838, and the SCOTIA was the last paddler to be built for the Cunard, in 1862. Other Walters portraits were of the Cunard's Mediterranean service screw steamer MOROCCO built in 1861, and of the pioneer Wallasey ferry SIR JOHN MOORE built in 1826. Another Liverpool artist, Joseph Heard, was represented

by an oil of the paddler WINDSOR salvaging the stricken sailing ship SIAM off the Owers lightship in October 1855.

Our member Mr. A.S. Davidson contributed two oils from his private collection, one of the TINTORE ex-ROQUELLE of MacGregor Laird's African Steam Ship Company, built in 1869, and the other of the SEAHAM HARBOUR, a collier built in 1880 and owned by the Marquess of Londonderry, who developed the coal exporting port of Seaham. Mr. Davidson also lent a small waterline model of the Inman liner CITY OF BERLIN built in 1875 and the first Atlantic liner to have electric light, in the first class dining saloon only however.

Our other members who contributed interesting material were Mr. N.W. Kennedy and Mr. P.N. Davies. Mr. Kennedy is an expert on 'Early Steam Navigation' and was the author of the book 'Records of the Early British Steam Ships', first published in 1933. His father wrote the well known work on 'Steam Navigation' published in 1903. Mr. Kennedy lent the display some wonderful early books on the subject and two maps which showed how British steam vessels made more and more adventurous voyages, as the 19th century advanced. A steamer from England reached France as early as 1816, Portugal in 1820 and the Baltic in 1818. The ELIZABETH reached the Mersey from the Clyde in June 1815, and the first crossing to Ireland was made by the BRITANNIA from Holyhead to Dublin in 1816. Mr. Kennedy also contributed a model made by himself of the Wallasey ferry LISCARD, later the GEM built in 1858. The GEM collided with an anchored sailing ship in the Mersey in 1878; some passengers lost their lives when the GEM's funnel collapsed. Another of Mr. Kennedy's models on view was of the Tranmere ferry ETNA, built in 1817. She was a double-hulled vessel, the hulls being two Mersey flats; and her engine, built by Fawcett Preston, is believed to be the first ever built on Merseyside.

Mr. P.N. Davies is an expert on the development of the West African trade by steam vessels and he brought some intriguing old advertisements for the sailings of ships of the African Steam Ship Company, together with a price list of wines and spirits on sale aboard the company's ships. He had too, some photographs of portraits of early West African steamers while the Museums produced their model of the Laird built ETHIOPE of 1854, a fine lined screw steamer of 674 tons which lasted in the West African trade until 1863.

The Museums had indeed ravaged their collections for suitable material for the display. The oil paintings have been described, but there was a water colour of the GREAT BRITAIN in later life in the Australian trade, and two good water colours of Isle of Man steamers. Plenty of lithographs and aquatints were to be seen of such famous vessels as the GREAT WESTERN, the PRESIDENT, the BALTIC, the P. & O. liner BENTINCK and of course the GREAT EASTERN. This ship was well advertised. Mr. Kennedy produced a Norman Wilkinson etching of her, while the Museum found a water colour by Robert Dudley of the great ship on cable work, painted in 1870.

Members enjoyed browsing through books on the subject of early steamers including the monumental three volumes by John Scott Russell on Naval Architecture. They could also inspect models of the American Civil War blockade runner HOPE of 1864 and of the pioneer Cunarder BRITANNIA of 1840. Just before the coffee interval a short film was shown about the present Port of Liverpool. Unfortunately nothing with an early steam navigation flavour was available from the film world, but this BBC - TV film was much enjoyed. It showed a day in the life of the Port, starting with the arrival of the Blue Funnel PELEUS from Australia off Lynas. The pilot was shown going aboard and eventually the ship docked in the Gladstone. Much was seen of cargo handling, indeed most of the film was occupied with this subject; the groans and whines of grabs, conveyor belts and winches were all most realistic.

After coffee, members were at liberty to look around the Museums' new displays, which have been described in some detail in the preceding number of News, Notes and Queries.

#### ANNUAL REPORT

At the twenty-third Annual General Meeting of the Society on Thursday, 27th May 1965, the following Officers of the Society were elected for 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. Secretary | Mr. P.J. Welsh           |
| Archivist               | Mr. A.N. Ryan            |

Contd...

Council

Miss E.M.Hope, Messrs. A.M.Fletcher,  
N.R. Pugh, W.B. Hallam.

Seven Meetings were held and six papers have been read to the Society:-

- 1965 October "Copper Sheathing of Ships: the Forbes Papers"  
Dr. J.R. Harris
- November "Sir Alfred Jones and the West African Trade"  
(Illustrated) P.N. Davies
- December "Ships of the Nigeria Marine" (Illustrated)  
Capt. F.W. Skutil, C.B.E., R.N.N.
- 1966 January "Great Britain and the German Navy 1898-1918"  
(Illustrated) A.N. Ryan
- February "British Merchant Ships before 1800"  
W. Salisbury
- March "Short Sea Traders" (Illustrated)  
A.H. MacClelland
- April Exhibition - Early Steam Navigation.

The Season just ended has been a great success. A wide variety of subjects has been presented and discussed and in April the Society enjoyed another Exhibition, this time in the Lecture Theatre of Liverpool Museums. All the papers have been presented by members of the Society and the subjects have covered copper sheathing, the First World War and Sir Alfred Jones. All except two of the meetings have been held in LANDFALL and the Society's thanks are due to the Merseyside Master Mariners Club for permission to use the vessel which continues to be an extremely popular venue for the meetings. Two meetings have however, been held in Liverpool Museums in the recently completed Lecture Theatre. This is a new department and it has given members a chance to look round the new Museum displays, which include a shipping gallery.

The officers of the Society have been as busy as ever. The Treasurership has been taken over by Mr. T.D. Tozer and Mr. W.P. Raine was elected Vice-Chairman to succeed Mr. R.B. Summerfield as Chairman at the start of the 1966/67 Season. Miss E.M. Hope, having retired as Hon. Treasurer, was invited to remain on the Council, and

Mr. A.N. Ryan has taken Mr. Tozer's place as Hon. Archivist

News, Notes and Queries has appeared with more regularity due to the energies of Mr. R.B. Summerfield and the present Hon. Editor, Mr. A.S. Mountfield, who is also a Vice-President of the Society.

Membership of the Society has been increased to 166, but regrettably five members have passed away. With great sorrow the Society has lost Captain R.V. Ewart, Captain John Beard, Captain R.V. Burns, Mr. P.R. Calder of Massachusetts, and Mr. S.M. Shaw.

Attendances at meetings have been excellent and most rewarding to the speakers and the Society's Officers. Indeed the future of the Liverpool Nautical Research Society is bright.

Next Season the Society will hear papers from Mr. G.C. Rodgers on the German barque PASSAT, from Mr. J. Foster Petree on Charles Wye Williams of Liverpool, from Mr. R.B. Summerfield on the Warships of the First World War, from Captain H.J. Chubb on the Irrawaddy Flotilla and possibly from Mr. N.R. Pugh on Armed Yachts of the 1939-45 War.

E.W. P-T.

#### ANNUAL GENERAL MEETING

This was held at 7.30 p.m. on Thursday, 12th May, aboard LANDELL, Canning Dock, Liverpool. The formal part of the meeting was fairly rapidly concluded. The Hon. Treasurer, in presenting his accounts, said that the Society still owed £125 to Mr. Summerfield, who had generously advanced this sum to clear the debt owing to the printers of Transactions. Membership had gone up slightly but of course many more would be welcomed. Mr. P.N. Davies of Liverpool University was elected to the vacant place on the Society's Council, which had been left open for the past year. Mr. Davies, of the Economics Department, is an expert on West African trade and the history of Elder Dempster Lines. Mr. Raine was translated to the office of Chairman, vacated after a long and prosperous career by Mr. R.B. Summerfield. Many at the meeting

expressed their thanks to Mr. Summerfield, who had done so much for the Society, indeed he pulled it on to its feet just after the War when it seemed like dying. Mr. Raine's previous office of Vice-Chairman was left vacant because nobody would come forward for the office. The idea is for the Vice-Chairman to be Chairman in three years time or possibly less.

The feeling of the meeting was taken about the place of meeting, either LANDFALL, the Liverpool Museums Lecture Theatre or both. LANDFALL has a bar, is convenient to trains and ferries, and is maritime. The Museums have excellent projection equipment and a large seating capacity. Clearly for films and exhibitions and celebrity speakers, the Museums are well suited, but members like the intimate atmosphere of LANDFALL. So it seems that most meetings will be held on LANDFALL with one or two at the Museums.

After a coffee interval, two films were shewn. The first described life in the Royal Navy today. It was in colour and shewed aircraft carriers, frogmen, mine sweepers, submarines, motor torpedo boats and Marines scaling a cliff.

The standard of photography was excellent and the commentary sensible. It was, of course, a recruiting film, but this was not pushed. Flight deck scenes were very realistic, particularly the action of the arrester wires. The Marines had a tough time with their cliff which they descended at a hair raising speed. Nelson's VICTORY opened and closed the film. VICTORY is the only battleship in commission in the world today, but Nelson would hardly recognize the modern Navy by its ships and equipment. He would, however, recognize the men.

The second film was about another older battleship, the Swedish VASA, which sank in 1628, when setting out on her maiden voyage. Indeed she had only just left the quay and set sail when she heeled over and sank. The story of her salvage is well known, but the film concentrated on her preservation and the preservation of the objects found in her. The hull itself had initially to be kept wet; now polyethylene glycol, a petroleum by-product, is supplanting water as a preservative. Photography was first class, and shewed the salvaged carvings lying in tanks of water, to which the polyethylene glycol was added. The film was made by Shell Petroleum, who presumably supplied the preservative although no mention was

made of this in the commentary. The variety of artifacts rescued from VASA is remarkable. There are kegs of butter, purses and coins, hats, cooking utensils and seamen's chests. The carving is ornate and rather explains why the ship turned turtle. Most of the ornamentation was on the high poop. The film ended with the hope that the future of VASA was assured. The polyethylene glycol would reinforce the wood fibres and prevent disintegration as the wood dried out.

E.W. P-T.

#### NEW MEMBERS

|              |           |
|--------------|-----------|
| D. Ashurst   | Wigan     |
| A.J. Moore   | Liverpool |
| J.R. Roberts | Hoylake   |

#### RESIGNATION

|                       |           |
|-----------------------|-----------|
| Major W.H. Stephenson | Southport |
|-----------------------|-----------|

The Editor hopes that everyone will have a good summer holiday. Next season's programme is under preparation and will be detailed in the forthcoming '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

"And there, beyond all this vastness of furnaces and clanging machinery, you will find at last the quiet, simple thing that all this is about: namely, a smooth column of steel ..... the propeller shaft".

RICHARD HUGHES - IN HAZARD

### NEWS, NOTES AND QUERIES

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Vol. X (New Series) No.3

July - September 1966

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#### EDITORIAL NOTE

Once beyond the Rock Light in the wide expanse of Liverpool Bay the problems of a landsman, one whose life has been spent in administration and suchlike entanglements, fall into second place. And yet that well marked channel and the trade of the great Port to which it leads are the children of history and of geography. A good place is the Mersey when one thinks of it, with the flood making and ships on the move and small craft squeezing in for dock. Somehow when watching such a scene one gets the feeling that the men of the past, great merchants and shipowners and engineers, and above all seafarers, who took such pride in the Port of Liverpool, look back on the scene with satisfaction from some Elysium.

So many ships' names linger in the memory - how this one left her bones in the Bay (one such with a mast still upright after twenty five years) - this one on fire - this one with the after portion salvaged and a new bow built on - this tanker with the bottom mangled by a reef. And out of those memories comes one of my early days - that of Grab Hopper Dredger X (or so we will call her). These useful craft dredge out the mud from the docks, hasten out to the Deposit site, and get back on the same tide. Now "X" grounded "down the Rock" and as a safety measure the crew were taken off and anchors put out. The following night salvage vessels went out to her in the darkness but although they had her exact position no trace of "X" could be found. They groped around and searched about and eventually returned to the River, the officers in charge no doubt burdened with anxieties concerning a derelict ship. One

imagines the lines of communication were humming. But out of the darkness a tug came and hailed them "She's docked herself Canada way". Such was the message. And they went across River to find out. "Yes", the Dock Master said as they came alongside the knuckle. "She came up out of the dark and we got a line aboard and moored her up there". And sure enough there she was looking as innocent as some child for whom parents have been searching for hours and who is found in the Church studying a stained glass window. And she was undamaged, too, and examination shewed no damage to the coping so everyone was happy. "X" went on for years and years until at length she found her way to the scrap heap, to be replaced by the fast and well equipped ships of recent years.

And so today observers can trace on a model the movements of the waters that Denham plotted a century and more ago and along which "X" found her way so confidently that winter night so many years gone by, after breaking away from her anchors.

A.S.M.

#### MERSEY NOTES

The Seamen's Strike in May and June caused some congestion in the docks, though loading and unloading of non-strike-bound vessels continued throughout. Blue Funnel ships, of which there were fifteen in the port at the strike's end, were berthed in pairs as were also eleven Cunard and Port liners. There were also six Blue Star, six P.S.N.C. and Royal Mail, six Macandrews, eight Elder Dempster, eight Harrison, ten Ellerman, five Clan at the end of June.

On Friday afternoon 8th July in summery weather, a bank of sea fog descended on the Mersey approaches. "Manchester Engineer" inward bound from the Great Lakes to Manchester and "Bannercliff" outward bound from Manchester to St. Lawrence ports collided on the "Crosby bend". Fortunately, even though some of the crew of the former vessel were on the forecastle, nobody was hurt. The "Bannercliff" was the more seriously damaged, and returned to the Mersey with the other vessel's starboard anchor embedded in her plating.

A conscientious spirit, combined with efficiency and vigilance is my impression of New Brighton's Beach Patrol. They are a band of keen sun-tanned men who, ashore and afloat, help to prevent accidents on a treacherous coastline.

Early in July, "Benattow" arrived from the Far East - formerly well known in Liverpool as the Pacific Steam Navigation Co's "Cuzco".

"Royal Iris" having been fitted earlier this year with a tall mainmast for navigation light purposes, has hardly had her appearance enhanced. She now possesses a tripod mast, a pole mast, a dummy funnel, and two engine uptakes.

Work proceeds apace at the west side of Princes Dock for the inauguration next year of the car ferry to Belfast.

In July, the dredging to deepen Queens Channel goes on continuously. "WD Tideway" is no longer here, but "WD Mersey" and "Yolanda" work round the clock.

The joint service of New Zealand Steamship Co. and the Federal Steam Navigation Co. after retaining separate funnel markings for many years have standardized on the Federal livery. No more shall we see the primrose coloured funnels of "Pipiriki", "Haparangi" etc.

"Lady of Mann" - bereft of her running mate, the former Ben-my-Chree, carries her years with dignity as she steams impressively past Perch Rock these days. The Isle of Man fleet was sadly lacking in the days of the Seamen's Strike, at a time when so much store is set in attracting visitors to the Island for holidays and T.T. races. From the Mersey, the only passenger sea link with Ireland was the B. & I. Service to Dublin which was well patronized nightly.

The large Bulk carrier "Siglion" has now completed trials and left the basin of Cammell Laird & Co. her builders and owners, her port of registry being Liverpool.

On 6th August, two small vessels made their bow on the Mersey - the Alexandra tug "Nelson" attending on Cunard's "Sylvania" and a fine new launch of H.M. Customs - the "Endeavour", the latter a product of the yard of Richard Dunstan & Co. of Thorne.

Also on that day, an interesting arrival was the Norwegian coaster "Westbay" from Iceland via Ardrossan. Built in 1942 by J.Lewis & Sons Ltd. Aberdeen as an Admiralty "Island" type trawler, she was known as H.M.T. "Westray" until her post-war conversion to cargo carrying. She is registered at Haugesund.

The Mersey continues to be visited by lengthened Liberty ships, or jumbo-ized Sam-ships, as they might be termed. Large numbers of this standard type were turned out in the last war in the U.S.A. Although an excellent stopgap as cargo vessels after hostilities, they

have gradually dwindled from British registry, but are still sailing under the flags of Greece, Liberia, Panama, Etc.

"Vancalt" (Liberian) was in Manchester in August, and with a 56ft section added amidships her registered tonnage is increased from 7270 to 8540. She was built at Los Angeles in 1943 as "James Cook" and became in turn "Antipolis", "Andros City", "Thermaikos", "Calliope" and now "Vancalt".

Very few vessels now retain the open bridge, where the helmsman is exposed to the elements, but perhaps there are some advantages in the absence of obstructing bulkheads and steamed up windows. The coaster "Saint Rule" of J. & A. Gardner & Co. is one of this hardy band, as also is our old friend "St.Trillo".

Over the summer months the Perch Rock Battery has proved itself valuable for viewing Mersey traffic. The unobstructed view towards the Bar anchorage is much appreciated and however much we lament the closing of New Brighton Pier, all is far from lost. Locations for sheltered viewing are somewhat limited, but ship-spotters can certainly feel that they are welcome at Perch Rock from May to September.

N.R.P.

#### A TICKET TO TREBIZOND

On 22nd July an interesting short talk was broadcast by the B.B.C. with the above title. The speaker had found himself in Amasra, on the rugged Turkish Black Sea Coast and wished to reach Trebizond. Even in these enlightened times, there are brigands in the mountains between the two places, and a sea journey is safer. After a good deal of difficulty in locating the shipping agent, he was able to secure a single ticket for an old steamer which plies between Istanbul and Trebizond, calling at Amasra, and shared a cabin with an American traveller whose only luggage appeared to be a brief case and a roll of wire netting. He described his voyage in the "Tari", the slow speed and vibration. It was the American who pointed out that this vessel was a fine old product of one of our own East Coast shipyards, Hartlepool.

"Tari" still carries the builder's plate dating 1908. I find on reference to Lloyds Register that she was built in that year by Furness Withy and Co. as the "Frankenwald", later she became the "Tadla" and in 1934 took her present name under the Turkish flag. She has Richardson, Westgarth reciprocating engine, and is a vessel of 4,026 tons.

N.R.P.

## A NOTE ON TWO OLD MERSEY VESSELS - From Mr. Douglas B. Cochrane.

In April last, Thos. W. Ward Ltd., the Sheffield Shipbreakers, purchased a number of dumb barges from Liverpool owners, two of which, LORD CLIVE and W.S.PATTERSON, recently arrived at their Preston yard for breaking up. Both were built by Bowdler Chaffer & Co. of Seacombe in 1875/6 and must be about the last vessels afloat built by this once famous firm of Merseyside shipbuilders. Both vessels were reduced to dumb barges many years ago and have now come to the end of their useful lives although their iron hulls are still in remarkably good condition considering their 90 years service.

LORD CLIVE, the senior vessel, was built in 1875 for the Shropshire Union Rail and Canal Co. as an iron paddler of 80 n.h.p. and registered Chester. Her gross tonnage was 120 and her net 38, her dimensions being 112' x 18.2 x 8.0. Later in her career she was converted into a screw vessel and passed into the ownership of Richard Abel & Sons Ltd. who reduced her to barge status.

W.S.PATTERSON was built in 1876 as the iron paddler VIGILANT for the Mersey Docks and Harbour Board, her dimensions being 144.4 x 22.3 x 11.9 and her gross tonnage 266. She lasted until 1903 when her name was transferred to the new tender VIGILANT and she was then hulked, being used for some years as the lifting barge and lighter OCTOPUS. In 1912 she received her last name - W.S.PATTERSON, being then employed as a grain barge by the Mersey Docks and Harbour Board until the early 50's when she was sold to William Cooper & Sons Ltd. for use as a sand barge and she remained in their employment until sold for breaking up.

(An account of Bowdler and Chaffer was given by Messrs. J.S.Rees and the late Cuthbert Woods in the paper on the Seacombe Yards in the Society's Transactions Vol.IX).

## MUSEUM NEWS

More interesting ship models have recently come into the Museums' possession. Firstly we have received a model of a Scottish Zulu type fishing boat called the MUIRNEAG. The Zulu was a drifter, rigged with lugsails and was developed from two other Scottish drifters, the Skaffie and the Fife. The Skaffie had a rounded stem and raked stern, while the Fife had a vertical stem and stern. The Zulu was a combination, with the vertical stem of the Fife and the raked stern of the Skaffie. She was, like her progenitors, a two-master with a huge dipping lug on the foremast and a standing lug

mizen. She emerged at the time of the Zulu War in 1879, hence the name. The Zulu was used all round the Scottish coast, but particularly on the East Coast. The Fife, as her name implies, was of Fifeshire origin while the Skaffie came from the Moray Firth area.

The MUIRNEAG of Stornoway was the last of the sailing Zulus and was built in 1907. She lasted until 1947. Her skipper and owner was Alexander Macleod. Another Macleod, George, built the model for Liverpool. He has already made a model of the MUIRNEAG for the National Maritime Museum.

Another recent acquisition has been a model of the diesel electric pilot cutter No.2 EDMUND GARDNER, built by Philip & Son of Dartmouth in 1953. The model was made by Mr. John Horsley who used to work at Philip's and who lives at Brixham. He is the Hon. Curator of the Brixham Maritime Museum, where many relics of the Brixham trawlers may be seen. Mr. Horsley has made a number of models, including a Brixham trawler for Liverpool Museums. She is the IBEX, built by Uphams of Brixham in 1896, and the model is at present on show at the Museums in William Brown Street. Unfortunately, there is not yet space available to present the EDMUND GARDNER, a vessel which is, of course, well known on Merseyside. She is 177 feet long, and 31 feet in beam. She has two diesels coupled to alternators, with an electric motor driving the single screw.

The aim is to have in the near future, a gallery devoted to the history of the Port of Liverpool. Here the EDMUND GARDNER will be shown, together with other models of Liverpool pilot vessels, the schooner LEADER of 1856, and the FRANCIS HENDERSON of 1896, the first steam pilot cutter. This gallery will be a part of the second and final section of the re-built museum to be completed.

Other models of local interest to be received recently are the port health launch MOYLES and the buoyage tender TREFOIL. Both vessels were built by W.J. Yarwood at Northwich, a famous yard which closed just recently. The TREFOIL was built in 1939 and the MOYLES in 1927. Both models are to a scale of 1:48.

The Pacific Steam Navigation Company have given the Museums their model of the tanker WILLIAM WHEELWRIGHT, built in 1960, of 31,320 gross tons, while Furness Withy have presented their model of the NOVA SCOTIA, built by Vickers on the Tyne in 1948. Another

welcome gift is the bell of the CLARA MONKS, whose model is at present on show. From Coast Lines the Museums have received a model of the BRITISH COAST, built by Henry Robb at Leith in 1934.

Apart from ship models, C.W. Kellock and Co. have given their large figurehead from H.M.S. HASTINGS, launched in 1818. She was a 74, built at Calcutta, presumably of teak. She served in the Burmese wars and was in 1854 converted into a 60 gun screw battleship. She ended her career as a coast defence vessel based on Liverpool and was broken up in 1886. The figurehead represents Warren Hastings and weighs over a ton. Bootle Technical College have given a compound marine engine which came from a steam pinnacle. The engine was used for many years in the heat laboratory for demonstration purposes. It has mahogany lagged cylinders and a large copper condenser. Finally from Bidston Observatory, a most important item has arrived, one of the L  g   Tide Predicting Machines made in 1908. Because of the introduction of computers at Bidston, only one tide machine is needed as a check, so the older one was redundant, but will shortly be on show in William Brown Street.

E.W.P-T.

CANAL JOURNEY - A diary of a boat journey on the Inland Waterways of England in September 1966.

The boat is the SUMMERHILL, 21 feet 6 inches long, designed by the Bell Woodworking Company of Leicester. She was bought as a bare hull by the owner and fitted out by him at home over an 18 month period. She has a 15 h.p. two cylinder Johnson Work Horse outboard motor, which consumes petrol at a rate of  $1\frac{1}{2}$  gallons per hour. It is a two-stroke. The boat is moored at Scarisbrick, one of the mooring sites used by the Mersey Motor Boat Club, on the Leeds and Liverpool Canal near Ormskirk.

### Sunday, 11th September

Departed from Scarisbrick moorings. Weather fair, somewhat overcast at first but then some sunshine. Lunch, a cold chicken, was taken aboard. At this stage there was a crew of three. Parbold was reached in a couple of hours, the motor running quite well. Appley Bridge Lock was the first to be passed. This is 16 feet deep and replaces two old locks, each about 8 feet deep. Appley Bridge must be one of the deepest locks on the canals. Another launch, accompanied the SUMMERHILL into the lock. Soon after Appley Bridge came Dean's lock and the viaduct, which takes the M6 over the valley of the River Douglas which the canal follows to Wigan. The Wigan-Southport railway adjoins the canal and river, first on one side

of the valley and then on the other.

Two more locks were passed before Wigan pier was seen. This is really a wharf and warehouse, the wharf frontage cluttered with sunken coal boats. There are two locks in the centre of Wigan and a repair yard for British Waterways' boats. By Westwood Power Station the canal branches, Leeds to the left and Leigh to the right. One member of the crew said goodbye here and the remaining two carried on to descend Poolstock Locks on the Leigh branch; hitherto the boat had been climbing. If she had gone on to Leeds should would have climbed a further 21 locks on the outskirts of Wigan. Not long after Poolstock Locks the boat was moored for the night. The time was 8.0 p.m. and the light had just about gone. Mileage covered 18.

#### Monday, 12th September

An early start was necessary for the object was to reach Preston Brook, 35 miles away. 6.0 a.m. was the time of casting off. By 7.0 a.m. the boat was through Leigh and on the Leigh Branch of the Bridgewater Canal. This comes up from Worsley and makes an end-on connection with the Leigh Branch of the Leeds and Liverpool Canal. This is the area of coal mines and the canal has been much affected by subsidence. Two locks between Leigh and Wigan have been eliminated because of the sinking canal. There are no locks on the Bridgewater Canal at all, save for the famous flight of 10 at Runcorn which takes the canal down to the level of the Mersey. Consequently the boat made rapid progress and reached Worsley by 9.0 a.m. The next problem was the Barton Swing Aqueduct over the Manchester Ship Canal. This swung off just as the boat approached, 5 minutes earlier and she would have had a clear run over. It was nearly an hour before the Bridgewater traffic had the road. Two petrol barges, the SALFORD CITY and two Rea tugs, one with two barges, passed on the Ship Canal. Ship Canal traffic is given priority. The aqueduct was built in 1893 to replace Brindley's River Irwell aqueduct, the first in this country. The Irwell was merged into the Ship Canal and the old aqueduct had to go. The swing aqueduct is unique in the world and weighs 1600 tons including the water. It is hydraulically operated.

From Barton the Bridgewater Canal passes through industrial Trafford Park, Stretford (where an arm goes into Manchester itself), Timperley, Sale and Altrincham. This was a dull part of the journey but the weather was bright. It had been very wet



earlier in the morning. Lunch was taken en route and by 2.0 p.m. the country was reached. Between Altrincham and Lymm, there are fine views over industrial South Lancashire while beyond Lymm the canal passes through Grappenhall, Stockton Heath and the luxuriant vegetation of Walton Gardens. It was not far to Preston Brook now and the sun had got out. From the canal one could see over the Mersey to St. Helens, Newton-le-Willows and Winter Hill, above Bolton. Preston Brook was reached at 4.30 p.m., 35 miles from Wigan, a good day's run.

### Tuesday, 13th September

By this time the crew was reduced to one, the author. He took the boat off the mooring at 10.0 a.m., after the outboard had had a little attention. It had performed indifferently the day before, due to a dirty plug. Much of the time it had fired on one cylinder.

From Preston Brook the course was south on the Trent and Mersey canal. Preston Brook is the junction of the Bridgewater and Trent and Mersey Canals. From this point the Bridgewater carries on to Runcorn and the Mersey. The Trent and Mersey therefore lives up to its name by linking the Mersey with the Trent at Shardlow in Derbyshire, via Northwich, the Potteries, and Burton-upon-Trent. The canal is 93 miles long. Immediately after the junction comes Preston Brook Tunnel 1239 yards long, which is a single line tunnel. There used to be traffic lights but now boaters have to see if the tunnel is clear before proceeding. A headlight is very necessary. Two shorter tunnels follow Preston Brook, both have bends in them and are awkward to navigate. There were mistakes in their construction, hence the curves, but since they were the first to be built in this country, the curves can be forgiven.

Northwich is circled by the canal on an embankment; not until the I.C.I. works of Lostock are passed does the canal gain shelter. Soon after Lostock the canal widens into a series of flashes, one a graveyard of narrow boats. Because of brine pumping, the area is much liable to subsidences which fill with water.

Middlewich was reached at 4.0 p.m. and the boat was tied up for the night. This was a short day and only 15 $\frac{1}{2}$  miles were covered.

### Wednesday, 14th September

A day of high winds. They had been fresh on the Tuesday but they were troublesome on this day. There was a certain amount of sunlight however, and no rain. This was also a day of locks. First came the Big Lock at Middlewich able to take 14 ft. beam boats to the

salt works. Then a flight of three narrow locks before the junction with the Middlewich Branch of the Shropshire Union was reached. The boat turned into this branch which is about 10 miles long with four locks on it. Much of the canal, built by Telford, is on an embankment and the full force of the wind was felt head-on. The author was grateful for his 15 h.p. motor which ran well, but steering was a bit tricky particularly in the bridge holes, through which the wind funnelled at some velocity. Indeed quite a lop, with white crests appeared on the canal. Barbridge Junction was reached at 3.30 p.m. This proved very exposed, on an embankment and not much time was wasted here. Barbridge is the junction for the main line of the Shropshire Union from Ellesmere Port to Autherley near Wolverhampton. The boat proceeded a mile down the Shropshire Union, entering the Llangollen Canal at Hurlestone Junction. Here are four locks which took half an hour to pass. By now it was raining as well as blowing, but the moorings were only a mile off and were reached at 6.0 p.m. The mileage covered was  $13\frac{1}{2}$ : not much, but the wind must be considered.

#### Thursday, 15th September

Now it was time to turn back. The wind was still strong, but mostly from astern. Also there were rain squalls, but progress was much faster. Casting off time was 10.0 a.m. Hurlestone Locks were passed by 11.0 a.m. Middlewich was reached at 2.0 p.m. and all the locks were passed by 3.30 p.m. Lunch incidentally had been taken on passage. The weather improved considerably and it was a bright afternoon and settled evening. The famous Anderton Lift was passed by 5.30 and moorings only 2 miles from Preston Brook were reached at 6.30 p.m. The Anderton Lift should have been mentioned before. It links the Trent and Mersey with the River Weaver, 50 feet below. It was built in 1875 and used to be operated hydraulically. Now its two caissons are moved by electric power with the aid of counter weights. Large quantities of salt used to come from Middlewich by way of the lift, but very little traffic uses it now, save for pleasure craft.

#### Friday, 16th September

A day of cleaning up and painting the boat. This took all morning and much of the afternoon. At 4.0 p.m. the boat was moved to Preston Brook through the  $\frac{3}{4}$  mile tunnel. A short excursion was made to Runcorn, only three miles from Preston Brook. This did not take very long and the boat was moored up at 6.30 p.m. near the Preston Brook wharf of Inland Waterway Holiday Cruises Ltd., where she is to be laid up this winter

E.W.P-T.

## CONRAD AND HIS CHARACTERS

I have since early youth been a Conrad enthusiast. Scarcely any other writer in my experience has brought out so clearly the challenge of the sea to those who have their business in its great waters. With equal clarity and force he conveys the impact of personal responsibility on the individual and the added strength or failure resulting therefrom.

A fascinating book bearing the title 'Conrad's Eastern World' by Dr. Norman Sherry, Lecturer in English at the University of Singapore, has been published by the Cambridge University Press. In it the author describes his searchings in the nautical columns of the newspapers of eighty years ago and in many other records to find particulars of the men and events which in one degree or another influenced Conrad in his writing and gave him the theme on which to build up his great stories from the fierceness of his imagination. It is a wonderful piece of literary detection. Conrad once wrote of his own work - "One's literary life must turn frequently for sustenance to memories and seek discourse with the shades".

In this book we find the origins of his story 'Youth' which told of a young man's first voyage to the East and the destruction of his ship by fire. Conrad was writing in part of a personal experience on the barque PALESTINE, the loss of which was the subject of an Inquiry held at Singapore on April 2nd 1883 but in his story he gave her the name JUDEA. Then we find the strange tale of the abandonment of the pilgrim ship JEDDAH which with many variations formed the basis of the great and strong story of human frailty in emergency called 'Lord Jim'.

Conrad's story 'The Shadow Line', dedicated to those who 'have crossed in early youth the shadow line of their generation' describes his first command - the taking over of the barque 'Otago' following the death at sea of her master, although much of sheer imagination has been added. I can think of no other work which gives the same impression of the effect of responsibility. And there is the influence which the death of a man on the famous clipper CUTTY SARK had on Conrad's tale 'The Secret Sharer', and the refuge given by the master of a ship to an officer responsible as told therein.

Always Conrad draws the moral of responsibility - 'the hardest of all currencies' as Charles Morgan once described it.

(A first-class account of Conrad's ships was given by Capt. P.A. McDonald of Seattle in Sea Breezes for March 1953).

A.S.M.

## WITH GREAT SORROW

On Thursday September 8th 1966, the Society lost its senior Vice President, Mr. E. Cuthbert Woods, who died at Paignton, aged 86. Mr. Cuthbert Woods supported the Society almost from the start and addressed many papers to its meetings. The last was only recently, in September 1964, when he spoke about, "Some Forgotten Anchorages in the Dee, Mersey and Liverpool Bay". He first addressed the Society in 1949, but many present members will recall his papers on Seacombe Shipyards, on a proposed ship canal across the Wirral and, in collaboration with John Smart, on Wallasey luggage boats.

Mr. Cuthbert Woods was made a Vice President of the Society in 1953 and he was able to come up frequently from Devon to attend meetings. Indeed his last visit was to the Annual General Meeting in May 1966. Mr. Woods was incredibly vigorous for his age, and delighted members with his droll stories and frequent wisecracks. He was however well known to a much wider circle than the Society. His book, 'The Rise and Progress of Wallasey' is the standard history of that borough and he delivered many erudite papers to the Historic Society of Lancashire and Cheshire. To Liverpool Museums he was a generous benefactor. His model of a Manx Fishing Lugger, the EXPERT, is at present on show, and he will be long honoured among modelmakers for his  $\frac{1}{2}$  inch to the foot model of Crossfield's boat building yard at Arnside, where most of the Morecambe Bay shrimpers were built.

The Society deeply mourn his passing and extend their deepest sympathy to his widow.

## NEW MEMBERS

Capt. and Mrs. F.M. Connell - Great Crosby

## RESIGNATION

W.G. Kendall - Bebington.

# 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

"Ships...are our armaments, they are our weapons, they are our strength, they are our pleasures, they are our defence, they are our profits".

Quoted by Sir David Bone - Merchantman Rearmed.

### NEWS, NOTES AND QUERIES

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Vol. X (New Series) No.4

October - December 1966

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#### EDITORIAL NOTE

Recently I came across, after the interval of many years, some reproductions of paintings by the artist Sam Brown, dating from before the First War. They are a little faded now but bring back many memories. There was MAURETANIA (or it may have been LUSITANIA) arriving at Princes Stage early on a Summer morning. If my memory is right Tuesday very early was arrival time. There is a bit of haze and the Alexandra tugs are on her and the water has that glint about it as the light catches it. Then another shewed one of the old White Star (Big Four) ships. They were ADRIATIC, BALTIC, CEDRIC and CELTIC - only ADRIATIC was slightly bigger and had a rather different superstructure. She is just passing New Brighton inward with the sun setting. They were fine ships and carried a surprisingly large amount of cargo.

Then there were two of liners of the past - Allan Line<sup>†</sup> VICTORIAN or VIRGINIAN and one of Booths with an escort of fishing smacks. The Allan Line were early users of turbines.

One painting was of a very different Mersey scene - a Southerly gale with the wind sweeping off the top of the rollers on the flood. In the foreground is a Birkenhead ferry steamer taking some spray over the bow and in the background, Canadian Pacific EMPRESS OF IRELAND or EMPRESS OF BRITAIN.

What memories they evoke of ships which I watched as a boy with such delight and what pride one can feel in the Mersey and her place in the chronicle of the sea.

A.S.M.

## MERSEY NOTES

September saw the arrival of the BRITISH ADMIRAL for over-haul at Cammell Laird's yard. With a gross tonnage in the region of 105,000, she was easily the largest vessel seen in the Mersey to date. Built by Vickers at Barrow and completed in 1965 she has a length of 918 ft., a beam of 128 ft. and is turbine driven. She left again on 29th October and after some days trials in the Irish Sea, proceeded to Banias.

On 15th October the Greek tanker MANUELLA arrived in the Mersey. She will be remembered as one of the ships suspected of running oil for Rhodesia and shadowed by the Navy.

GEESTCAPE - a new banana carrier spent a few days in the Mersey in September on show to agents and interested parties. Later it was announced that Geest Line is transferring from Preston to Liverpool, due to the larger vessels now being used for Dominican bananas.

At the end of September, ULSTER MONARCH and ULSTER PRINCE were taken off the Belfast night service by Coast Lines Ltd. and laid up in Morpeth Dock. Their places have been filled temporarily by SCOTTISH COAST and IRISH COAST, until the arrival in 1967 of the two car ferries now building for this route.

The former troopships NEVASA and DUNERA have operated several educational cruises from Princes Landing Stage.

The training schooner SIR WINSTON CHURCHILL visited Liverpool in late September. As well as being open to inspection to youth organisations, she was inspected by many of the public from the dockside.

At the end of the Manx summer season, MANX MAID and MANXMAN maintain the winter service. BEN-MY-CHREE docked at her builders Cammell Laird and Co. and all the other five vessels were laid up in Morpeth Dock, Birkenhead, no vessels going to Barrow-in-Furness this autumn as is usual.

Coast Lines' ALDERNEY COAST came to Birkenhead for disposal and after purchase by Greeks, she sailed with the name ASTRONAYTIS.

At the end of November 1966 we saw the last direct sailing by Cunard White Star Line's SYLVANIA between Liverpool and New York, which service has lasted for over 120 years. The coming of

the large jet airliners has rung the death knell for this old institution, where in the 1920's and early 1930's we saw a Cunard and a White Star liner sail each Saturday for New York. Perhaps there will still be folk who cling to the sea crossing, taking days instead of hours, but for them Southampton only will serve.

At this time too, we had the arrival at Birkenhead of the first of Blue Funnel's new-look cargo liners - PRIAM. Built by Vickers, Newcastle, she is highly automated, has Stulcken heavy lift gear, and is designed for a speed of over twenty knots.

B.C.LAMEY - the Mersey's latest diesel tug built by the Lamont yard on the Clyde, gave a demonstration to tug boat owners one fine November afternoon. An even more powerful tug - ALFRED LAMEY will be arriving here shortly from the same builders.

Alexandra Towing Company's TRAFALGAR was another new arrival on the Mersey to swell the very considerable tug fleet needed these days to handle the larger sized tankers and bulk carriers using the port.

It is pleasing to see the Fyffe passenger liners GOLFITO and CAMITO in the Mersey, with inward cargoes, thence for overhaul at Birkenhead, following the withdrawal of their former services to Garston.

Early in December, Cammell Laird & Co. are to launch the new Belfast car ferry ULSTER QUEEN. Her consort ULSTER PRINCE is now fitting out at the Belfast yard of Harland and Wolff Ltd.

#### OCTOBER MEETING

Thursday, 13th October, was the date of the first meeting of the 1966/67 season, held in Liverpool Museums, William Brown Street. The subject was the 'Last Grain Race' by G.E.Rodger, an Australian from Adelaide, now resident in Birkenhead. Mr. Rodger shipped in the PASSAT in 1949 when she lay at Port Victoria in the Spencer Gulf, loading grain for Europe. Also loading was the PAMIR, another four-masted barque which, like the PASSAT, had been built for the Laiesz Line of Hamburg, owners of the 'P' ships, among which were the giant five masters PREUSSEN and the POTOSI, the former a full-rigged ship, the latter a barque.

The PASSAT shipped a number of her crew members at Port Victoria, among whom were Mr. Rodger and a friend of his from

Adelaide. The crew were mainly young Australians who had signed on for the adventure of the trip, but there were also a few Finns and Germans. The captain and mate were both Finns, for at this time the ship was under the Erikson House-Flag, with Marieham in the Aland Islands as her home port. The PAMIR was also under the Erikson flag; she had only just been handed back for she was interned in New Zealand during the War and indeed had made one voyage to London under the New Zealand flag. PASSAT spent the War under the Finnish flag. She was built in 1911 by Blohm and Voss of Hamburg with a gross tonnage of 3,137. Her name means 'Trade Wind'. The slightly different PAMIR was built in 1905 also by Blohm and Voss.

Mr. Rodger and his fellow Australians settled down pretty quickly to the routine of sailing ship life. The ship pursued an easterly course for the Horn. Although the PASSAT left Port Victoria four days after the PAMIR, owing to docker troubles, the PASSAT sighted and overhauled her rival when the PASSAT was 25 days out. Rounding the Horn was achieved without much difficulty, indeed the crew were lucky enough to see Cape Horn, a rare occurrence for sailing ship men. Once round the Horn the PASSAT caught the South East Trades and made excellent progress towards the Equator, managing to avoid the dangerous pamperos or hurricane force squalls which blew up off the Argentine Coast. Over the Line the traditional ceremonies were observed and the PASSAT was caught in the calms of that region, even going backwards one day. Eventually the North East Trades were found and the PASSAT bowled along in fine style for Europe. Her Captain had intended to make for Falmouth, but it was found expedient to alter course for Queenstown in Ireland, or Cobh as it is now called. Mr. Rodger found Queenstown very welcome after 110 days at sea. From Queenstown the PASSAT was ordered to Penarth to discharge her grain. Although the captain was offered a tow across the Irish Sea, he decided to sail across, which took eight days, because of adverse winds. A 'Picture Post' photographer shipped at Queenstown for the Irish Sea passage and took some excellent pictures which Mr. Rodger displayed to the Society. At Penarth the ship was used as a warehouse, indeed her grain cargo was not discharged until it was unfit for human consumption, when it was found suitable only for cattle food. The crew had imagined they were carrying much needed food to post-war Europe, and were disappointed at the reception the PASSAT received. Nevertheless she had won the Last Grain Race.



Mr. Rodger made some illuminating comments on life aboard a large sailing ship. The work was of course hard in the southern latitudes, but life was pretty easy once the PASSAT caught the Trade Winds. Food was always plentiful and quite good, but the crew's quarters were continuously wet from shipping heavy seas. During the fine weather, boredom seemed the main enemy, there was plenty of time for reading and sleeping and even for racing paper boats the length of the ship, dropping them over the bow and seeing which passed the taffrail first. Sleep was always welcome, because the crew stood watch and watch about.

The officers were competent, and well liked. The captain knew sailing ships well and the mate appeared to be an authority on many subjects. The sailmaker was a wonderful character, an old Finn with a great fund of stories. Mr. Rodger was very fortunate to be one of the crew of the last of the cargo carrying sailing ships. He reckons he must be one of the youngest Cape Horners alive today. At the time of his voyage he was 23.

After the talk, the meeting saw a film of the PASSAT's voyage from Karlshamn to Capetown with timber. Mr. Rodger recognised some of his shipmates and commented on them afterwards. The photography was excellent and showed the PASSAT in all weathers, under all plain sail in the Trades, becalmed in the Doldrums, heeling to a squall south of the Equator and finally weathering a prolonged storm in the Roaring Forties. The PASSAT was forced well across the South Atlantic and had to work her way back to Capetown. Finally she was shown discharging her timber in the Capetown docks. The highlight of the film was the storm, with the canvas blown from the boltropes and the decks awash. Four men were needed at the wheel and the pumps were kept busy. The sailmaker had a long list of repairs and the mate was lucky to get a sight of the sun.

A vote of thanks was proposed to Mr. Rodger by Mr. Kennedy, and seconded by Mr. Stuttard. It was carried with unanimous acclamation. Afterwards Mr. Rodger faced a medley of questions about life in the PASSAT which he answered with great skill and interest.

#### NOVEMBER MEETING

On Thursday, 10th November, the Society met aboard LANDFALL to hear a paper by Captain H.J. Chubb on the 'Irrawaddy Flotilla'. Captain Chubb served for many years as a master in the Flotilla

and commanded a wide variety of their vessels.

He began by explaining the course of the Irrawaddy and its tributaries with the aid of maps. The river is navigable for 1,350 miles and its main tributary, the Chindwin is navigable for 700 miles. 100 miles from the sea the Irrawaddy breaks up into a vast delta, with 2,500 miles of navigable waters. Captain Chubb continued by describing the formation of the Irrawaddy Flotilla. The company was founded in 1865 as the Burmese Steam Navigation Company, to operate river services on behalf of the Government of India between Rangoon and Mandalay, the capital of Upper Burma. They started with four steamers and three flats or barges, taken over from the Bengal Marine Service. In 1867 all three vessels were replaced. Among the new steamers was the paddler COLONEL FYTCHE, specially built for work on the Irrawaddy. Captain Chubb produced a photograph of her. She was built by R. Duncan of Port Glasgow and lasted afloat until 1927, latterly operating in the Malacca Straits.

Captain Chubb's series of slides were excellent. He showed a total of 60, including maps, and every type of Flotilla steamer was represented. In addition he laid out for display a number of photographic prints, which came mostly from the Denny Collection at the National Maritime Museum. The links between Denny's of Dunbarton and the Irrawaddy Flotilla were forged at an early date and were maintained to the end of the Flotilla's operating existence. In 1868 fourteen new steamers were ordered for the Flotilla, they were designed by Denny but were built by R.Duncan of Port Glasgow. They were of course paddle steamers and had compound engines. Six of them were iron and eight steel. A vessel with a long career was the RANGOON, built in 1879, and not scrapped until 1938. She was capable of 20 knots and had a net tonnage of 487. She took part in the Third Burmese War of 1887, when Upper Burma became part of the British Empire. By 1885 Irrawaddy steamers were exceeding 300 feet in length. The MINDOON and YOMAH of that year could carry 24 saloon passengers and 3,000 deck passengers.

Captain Chubb interrupted his facts about the steamers with numerous anecdotes, the later ones concerning himself. Some of the smaller steamers had Indian Masters, one telegraphed to the Manager at Rangoon: 'Steamer AMHERST hit with brick and drowned in water'. She actually struck the Singu Rocks and sank between

her two flats, which remained afloat. Two luxurious ships were the BELOO and the DUFFERIN built in 1886 to run a non stop service between Rangoon and Mandalay, a distance of 850 miles. In the BELOO each cabin door had a carved head over it, either Queen Victoria as a young girl, Mr. Peter Denny complete with a beard or the devil, after whom the ship was named.

From the river, Captain Chubb turned to the Delta services. At first paddlers were used here, but from 1890, twin screw steamers appeared, all Denny products. Some were large vessels, such as the 180 foot BANDOOLA and NAGAMA, built in 1898 and able to steam at 19 knots. At one time the Flotilla had 145 steamers in the Delta. Some were very small and could call anywhere. They were hailed like a taxi by waving an umbrella. In 1940 a large motor vessel was delivered for Delta operations, she was the triple screw THUMINGALA with Atlas Polar diesels and capable of 20 knots. Back on the Irrawaddy, Captain Chubb described the PEKIN and CANTON 1882. These had independent paddle wheels and could turn in their own length. They were also the first steamers in Burma with electric light and searchlights. Rather an unfortunate steamer was the BURMA of 1902. She embodied the ideas of numerous Captains and Chief Engineers. As a result she was slow and heavy; she could not keep to mail steamer schedules. She was hulked in 1926 after only 24 years service, very short for a Flotilla steamer. Most of them had careers of 30 to 40 years. The INDIA of 1903 was a successful ship and she was followed by a large class of sisters, each of which was commanded by Captain Chubb, save for the INDIA herself and the KASHMIR, which was destroyed by fire when only three days old, on her maiden voyage. She was an oil burner, and the oil caught fire.

Captain Chubb showed slides of the cruise ship IRRAWADDY, built in 1917 (she was unsuitable for any other work) and one of the Bazaar steamers. There were floating shops. Village stores were raided by dacoits or brigands, so the steamer was adopted as a safe place for trade. Space on the upper decks was leased to local merchants, and the vessel stopped for about three hours at each village and at large towns for the night. Oil was an important Flotilla cargo. The oil run was started in 1886 when the company built 1000 ton flats, two of which could be handled by one steamer, one flat on either sponson. When the Burmah Oil Company made a 810 mile pipeline, the trade seemed doomed, but other companies demanded river transport of oil to Rangoon and

more oil flat towing steamers had to be built. They had hydrostatic valves which filled cofferdams with water as their oil fuel was used up, so that a constant draught was maintained and their towing powers were thus aided.

Finally Captain Chubb spoke of River Conservancy. Buoyage was at first done by country boats drifting downstream, but from 1869 steam launches were used. They were very small, 40 feet in length. The buoys were of bamboo, moored with liana creepers and anchored by bags of sand, they cost the company very little! They were painted red on the port side and white to starboard. Spits were marked by red and white 'barber's poles'. Rocks had black can buoys made of iron. Wrecks were distinguished by green iron can buoys. The conservancy launches drew 2 feet of water light, but they were ballasted down to 4 feet 6 inches with sand. If they ran aground the sand could be discharged. In fact it was necessary for them to run aground frequently in order to discover channels. If they sank, their boilers and engines could be easily lifted out by the salvage vessel RESCUE, which could also handle the hull, bereft of machinery. This RESCUE was a paddler built in 1886. She had a crane forward for lifting snags and the sunken pilotage launches. Her windlass came from the Henderson Line's TENASSERIM, destroyed by fire at Rangoon in 1919.

For the Chindwin, stern wheelers were used. They drew as little as nine inches in the early days. They had very tall funnels and locomotive type boilers. One early stern wheeler, the KAHBYO of 1882, was caught in a whirlpool in the Middle Defile and circled round for three days. Her captain's hair turned white during this period. Both Yarrow and Denny built stern and quarter wheelers for the Flotilla. All told there were 31 of these vessels.

Captain Chubb was thanked by Mr. MacManus, seconded by Mr. Brian Smith for a first class description of the Flotilla.

Plenty of questions were asked, mainly about whirlpools, floods and the Flotilla house-flag which draped the lectern. It is the same as that of the Henderson Line, for from very early times the two concerns were closely linked. The Irrawaddy funnel was black with a broad red band.

## ANDERTON CANAL BOAT LIFT

Through the kindness of Mr. J. Clarke, the Hon. Secretary of the Liverpool Engineering Society, we print this account of the Anderton Lift which appears in No.4 Volume XII, Sept. 1966, of the Journal of the Liverpool Engineering Society. Members who went on the Nautical Research Society canal cruise in September 1963 will remember seeing the lift and we feel they will be most interested to read how it was originally operated by means of hydraulic power, being converted to electricity between 1906 and 1908.

The boat lift was built by the Weaver Trustees, being opened in 1875 and reconstructed 1906-08.

Initial cost: £50,000 (ironwork and machinery £30,000, civil work £20,000). Main reason for a lift rather than a staircase of locks was to save water, there being very little to spare in the canal. Owing to the steep bank separating the canal from the Weaver, the lift was almost certainly cheaper and a further advantage would be the considerably shorter time for barges to pass to and from the river.

Difference in water level canal to normal river level - 50 ft.

Aqueduct from canal basin to lift - 152 ft. long in 3 spans, the longest 75 feet constructed of wrought iron on cast iron columns: weight with water 1,050 tons depth of water 5 ft. 3 ins.

Each caisson (i.e. the trough or tank in which the boats float while being lifted) is 75 ft. long by 15 ft. 6 ins. wide and made of wrought iron: the depth of water is 5 ft. and the total weight 250 tons, of which 80 tons is the weight of the ironwork. The lifting gates at each end are sealed by rubber strips.

Originally, each caisson was supported under its centre by a single vertical cast iron ram of 3 ft. diameter, working in a hydraulic cylinder, housed in a 5 ft. 6 ins. diameter 50 ft. deep shaft under the camber (i.e. the small basin or dock the caisson descends into when at river level).

Mode of operation: the hydraulic cylinders were connected by a 5 ins. diameter pipe and through 4 ins. pipes to an accumulator with enough storage capacity to raise one caisson 4 ft. 6 ins. It was so arranged that when one caisson was at the top, the other

was at the bottom, and the one at the top had depth of 5 ft. of water in it as against 4 ft. 6 ins. in the one at the bottom. On opening the valve in the 5 ins. pipe connecting the cylinders, the greater weight of the caisson at the top caused it to descend and the one at the bottom to rise until the descending caisson lost its weight preponderance due to entering the water in the camber with about 4 ft. 6 ins. of the full travel still to go. The valve in the 5 ins. connecting pipe was then closed, and the descending caisson allowed to complete its travel under its own weight by allowing the water in the cylinder to run to waste. Meanwhile the cylinder of the ascending caisson was connected to the accumulator and lifted to its top level with its water surface 6 ins. below that in the aqueduct. The end of the caisson seals against the end of the aqueduct by means of a 3 ins. diameter rubber strip. A sluice in the aqueduct gate admitted water into the space between the gates so first the aqueduct gate and then the caisson gate could be opened and the water level in the caisson raised to that in the canal. The depth of water in the caisson at rest at the bottom was, of course, 5 ft. but the unwanted 6 ins. was run off as it began to ascend by means of a number of syphons. The operating time of the lift was  $2\frac{1}{2}$  to 3 minutes only.

The hydraulic accumulator was fed by a 10 h.p. steam driven pump, which would have been capable of operating each lift separately in half an hour. The advantage of the interconnected alternating double lift was the saving in power affected by gravity operation for eleven twelfths of the travel.

However, it appears that over 30 years the hydraulics gave considerable trouble, due to corrosion, wear and certain weaknesses in addition to which there was dangerous corrosion of the connections between the ram-heads and the underside of the caissons. In 1882 the top length of one of the cylinders fractured, letting down the caisson at the upper level, but not apparently catastrophically, putting the lift out of action for six months during which time goods had to be hauled up and down the hillside on a temporary rail track.

As considerable use was made of the lift (about 20 times a day in 1904 - 15,448 boats carrying 191,886 tons) it was decided to reconstruct the lift. This was done between 1906 and 1908 with very little interruption to use.

The old aqueduct and caissons were retained and a gantry erected over the caissons carrying 6 ft. diameter pulleys over which wire ropes pass, one end suspending the caisson and the other counter-weights. The suspended weight is 500 tons per caisson, half being the caisson and half counter-balance. The pulleys are shaft driven by a 30 h.p. electric motor, the pulleys working the ropes by friction, the time of operation being between 5 and 6 minutes. In order to keep the balance right all the time, the camber has been converted into a dry chamber for the caisson and counter-weights to descend into. In order to prevent the wires slipping round the pulleys in the event of balance being lost due to the water accidentally escaping from the caisson, certain pulleys are widened to form drums on which are wound and anchored auxiliary wires whose other end is attached to the counter-weights. Normally, these wires are idle and carry no weight, but in the event of slip of the main wires they would tighten and prevent the counter-weight running down.

Hon.Secretary: J. Clarke,  
9, the Temple,  
24 Dale Street, Liverpool.

#### VICE CHAIRMAN

On Thursday, 13th October 1966, at the first meeting of the Society's 1966/67 season, Mr. W. Bramford Hallam was proposed as Vice Chairman of the Society by Mr. H.V. Coney, seconded by Mr. L.A. Baker. The motion was carried with universal approval. Mr. Hallam will succeed as Chairman of the Society in three years time.

#### QUERY

Our country member, Mr. J.H. Cook, asks for help in the compilation of a history of the Moss Hutchison Line of Liverpool. He would be very pleased to hear from any members of the Society who may have photographs, manuscripts and literature of any facet of the company's operations.

#### SAMUEL PEPYS - NAVAL HISTORIAN

Pepys as diarist is one of the best known characters in English letters, and he is recognized as one of the greatest as he

was perhaps almost the first of civil servants: but he is not quite so familiar in the role of historian. Yet he was actively contemplating a history of the Navy as far back as 1664 and collected material throughout his subsequent life.

Two of the fine publications of the Navy Records Society deal with these exhaustive collections of notes, memoranda and queries, jotted down just as they came to his mind. We can imagine him in his candle-lit office overlooking Thames, pausing from his labours to rest his tired eyes, and then suddenly seized with an idea which he must make a note of: to examine 'our statute book about seamen and sea affairs': 'to remember to get copies of all the examinations, trials and sentences in the case of 'GLOUCESTER' (this was the ship which struck the Lemon and Oare and foundered whilst carrying the Heir Apparent, later James II).

One of these books is that so ably edited by Dr. Tanner and entitled Naval Minutes. It covers a bewildering range of matters nautical and of naval administration. The second is called The Tangier Papers and contains not only Pepys' second diary dealing with the expedition sent so secretly to evacuate Tangier but also a collection of Notes General. In these Notes Pepys deals in particular with the evils and lack of discipline resulting from the constant shortage of money in Stuart times. This volume is excellently edited by Edwin Chappell.

Both volumes are a rich mine for those interested in the ships and men of olden times. The history Pepys projected never materialised. But what an invaluable member of a Nautical Research Society he would have made.

A.S.M.

#### NEW MEMBERS

|                          |                         |
|--------------------------|-------------------------|
| Frank O Braynard         | New York                |
| Graham Farr              | Bristol                 |
| David E. Smith           | Waterloo, Liverpool.    |
| Lieut.Cdr. G.F.S. Winrow | Rock Ferry, Birkenhead. |
| M. Isterling             | Liverpool               |
| D.L. Sattin              | Sittingbourne, Kent.    |