

"Beyond the Pillars of Hercules there are many trading stations of the Carthaginians, also mud and tides and open seas".

Quoted by Walter de la Mare from an ancient Greek geographer. (In Pleasures and Speculations)

NEWS, NOTES AND QUERIES

Vol.XI (New Series) No.1

January-March 1967

EDITORIAL NOTE

The very interesting note by Mr. McClelland appearing in this issue raises many important points. Not everyone, perhaps, will entirely share his opinions. As a race we are always ready to criticise our own institutions and such criticism is healthy. But in wandering around dockland one can point to ageing ships in foreign ownership as well as British. And when one thinks of it, shipowners, of whatever nationality, are canny folk and do not make a habit of running ships which are uneconomic. The economics of shipping is a highly complex matter in which judgment and vision both play a part.

As regards Ports, too, the decision on great schemes of expansion requires careful thought. It is sometimes forgotten that the great physical differences between Ports make comparisons difficult. The easiest example of this is to consider what is required for the Port with a tide of seven feet compared with that involved in the Port with a tide of thirty-one feet. Such differences affect the whole history and development of Ports.

But Mr. McClelland's reflections certainly make one think. It is a far cry from that day in August 1715 when Nicholas Blundell rode to the Old Dock and saw 'MULBERRY, BACHELOR and ROBERT, the first ships ever went into it'.

A.S.M.

MERSEY NOTES

In mid afternoon on a showery, blustery Christmas Eve the good ship ULSTER SPORTSMAN whistled "Z" for the pilot launch off Dukes

Dock to proceed to sea. But on her bow was the new name TRANSRODOPI IV, and she flew the national flag of the new Republic of Burundi. So another of our old friends departed after a period of layup in Birkenhead, for Piraeus. She was built by Harland and Wolff, Belfast, in 1936 as m.v. LAIRDSWOOD and her war service was mostly with cargo between Ardrossan and Londonderry.

Braving the winter gales of Biscay, the KENTISH COAST has made a charter voyage from Genoa to Dublin, Glasgow and Liverpool in December for John Bruce & Co. Built at Ardrossan in 1946 as ULSTER DUCHESS she has also been known as JERSEY COAST and ULSTER WEAVER. As this voyage ended, PACIFIC COAST sailed on a Cunard charter to Benghazi and Tripoli.

A recent completion by Cammell Laird & Co. is the SCOTIA chartered by the Bradley Shipping Ltd. to the Cunard Line, the owners being a Laird subsidiary. Strengthened for navigation in ice, she was handed over on 13th December, loaded at London for Canada and except for a greater degree of automation, she is seventh of the MEDIA class.

Arriving at Fishguard from Waterford on Christmas Eve, the cattle carrier and container ship GREAT WESTERN ended her career for British Railways, and will be superseded by the new container vessel EDEN FISHER which, however, does not carry cattle. The three sailings each week will be maintained. GREAT WESTERN was built in 1934 by our famous Birkenhead yard as a passenger and cargo ship. In 1960 she was considerably altered for container traffic. In her wartime crossings of the south Irish Sea she was several times attacked by aircraft but was always able to fight them off.

In mist and rain on 14th December, H.M. Submarines GRAMPUS and ARTFUL passed the Pierhead for sea after a courtesy visit to Manchester.

Once again the Christmas hampers for the Bar Lightship had to be hoisted aboard owing to sea conditions making boarding impossible. The Bishop of Warrington and his party from the Mersey Mission to Seamen exchanged greetings from the tug BROCKLEBANK.

The Alexandra Towing Company having taken over the Liverpool Screw Towing Co., familiarly known as COCK TUGS, two fleet

transfers have taken place, the identity of the fleets being kept separate. HORNBY has been renamed NORTH COCK and WAPPING becomes MARSH COCK.

In February, Ellerman's CITY OF LONDON was sold to Greek owners and sailed from the Mersey on 21st with the name SANDRA N.

The first nuclear powered submarine RENOWN to be built by Cammell Laird & Co. was launched on 25th February by Mrs. Edna Healey, wife of the Secretary of Defence.

In quite a large scale removal operation of American equipment from France to bases in the U.K. three U.S. Army transports have unloaded cargo at Alfred Dock. These were BEATRICE VICTORY, C.C.N.Y. VICTORY and LIEUTENANT BOYCE, which came from St. Nazaire and Bordeaux. In addition, small tugs and barges were towed by the Smit organization from West France to Southampton, and ammunition reached South Wales ports in coasters.

SLIEVE LEAGUE bound for a breakers yard on the continent broke adrift from the tug GEORGES LETZER off the Lizard in the winter gales. The former Holyhead cargo vessel was located by Wijmuller's tug UTRECHT and safely berthed at Falmouth to await better weather.

Of all new additions to Mersey cargo liner fleets, which have the most pleasing appearance in the present day vogue? Powerful as are the Holt PRIAM'S and the CLAN RANALD type, I give my vote to the TEKOA quintet of New Zealand S.S.Co.

N.R.P.

CANAL JOURNEY - BY "TARKA"

It was particularly interesting to read, in a recent issue of News, Notes and Queries, the diary of our Honorary Secretary, concerning his trip to the Llangollen canal last September, having made the same journey a month previous, from the same starting point on the Leeds and Liverpool canal. A canal voyage these days is certainly the best means of avoiding the rush and congestion on the roads of today, for although progress is slow by comparison, it does take one through the more remote parts of the countryside and at the same time observe the many traces still remaining of an era when industry was demanding a convenient and more reliable means of transport than that provided a couple of centuries ago by the pack-horse. Although canals for the most part meander through countryside, they were, of course, like the railways which followed,

constructed mainly to expedite the transport of goods to and from our seaports to the centres of industry which came into being at the time of the industrial revolution.

A trip through those parts where industry borders the canal on both sides, not only serves as a reminder of the purpose for which the canals were built, but is a change from days of sailing through the lush dairy-farming countryside of Cheshire and Shropshire. A month after the trip by E. Paget-Tomlinson we made another cruise, under the auspices of the Merseyside section of the Inland Waterways Association, in the opposite direction, which took us through the industrial environs of Liverpool, right down to the Salisbury dock, leaving only the dock gates between us and the salt water of the River Mersey. Our party comprised three narrow boats, barges built to navigate the narrow canals limited by the width of the locks, to a beam of 7 feet, and four canal cruisers, each different in size and construction, but nevertheless hopeful of completing the passage.

It was, therefore, a somewhat motley flotilla that set off at noon on Saturday, 15th October 1966, on the fourteen miles to the branch of the Leeds and Liverpool canal that leads down through four locks to the Stanley Dock, where we were scheduled to stay overnight. For the first five miles there are as many swing bridges, but we were fortunate in being accompanied by a young energetic crew member, who cycled on ahead and opened the bridges ready for us to pass through. Incidentally, the cycle was one of those modern small wheel machines which are reputed to be capable of being stowed in the boot of a car, but can with equal facility, it would appear, be stowed in the cabin of a small boat.

For this part of the trip we had on our left on the gently rising ground, a succession of modern semi-detached houses, their long back gardens terminating abruptly on the canal bank, where a few fortunate owners were able to keep their boats, while on the towpath side, lay the flat countryside of South West Lancashire. Before long, we came to the vast built-up areas of council house estates at Netherton, where the children gazed in wonder and surprise through the protective railings to watch the boats go by. By 3 o'clock we were passing the well-known Aintree race-course, home of the Grand National Steeplechase, but the famous canal-turn is now hidden from view by a high

corrugated iron fence. After the deserted area of the race-course, there came in sharp contrast the signs of industrial development; a chemical works whose intricate pattern of coloured pipe lines probably means everything to the chemical engineer, but little to the passing canal voyager, except an admiration for the ingenuity of modern industrial processes. On through Bootle, passing more factories on either hand, some with direct access to the canal and which still had hanging from their walls the iron rings to which the barges moored in the days when this was a busy stretch of the Leeds and Liverpool canal.

Not long afterwards, there was no mistaking the fact we were approaching the local gas-works, which from our low view-point, was recognisable more by its distillation plant and the intensity of its smell, than the appearance of gasometers. There too, were signs of a period in transport that has now passed, for the mechanical grabs which once unloaded the barges of coal from the mines at Wigan, some thirty odd miles away, now stand idle and seemingly obsolete.

And so on, passing the vast clearance area in Bootle, the site of a new civic and shopping centre, under the locally well-known Coffee House Bridge, and more rows of terrace houses to Sandhills. Here there is a somewhat unique intersection of two sets of railway lines, one line passing underneath, the other over the canal, the crossings being nearly one above the other.

Another mile or so, brought the flotilla to the Stanley arm, and the four locks. It was through these locks that the barges loaded with raw cotton and wool, discharged from ships in the Liverpool docks, passed on their way to the cotton towns of Lancashire and the woollen towns of Yorkshire.

As if to mark the entrance to the Stanley locks, there stand in the waterway, two granite towers, their purpose being rather obscure now, but one can only conjecture they would at least have served to separate the lines of barges waiting to enter the locks from the loaded barges, the crews of which one can well imagine would be anxious to get on the way. This must have been a crowded spot in the hey-day of the Leeds and Liverpool canal.

By 5.30 p.m. we had passed through the four locks and entered Stanley Dock, overshadowed on the port side by the huge tobacco warehouse, while to starboard, the light buoys, beacons and

floating salvage equipment of the M.D. & H.B. gave at least one of the party a feeling of being rather insignificant in such distinctive company.

Passing under the dock road bridge, led us into the Salisbury Dock, where one immediately had that rather pleasant feeling of being in really deep water, compared with the depth of the canal, with no obstructions to keep clear of. In what could, by a stretch of imagination be called line ahead formation, we sailed round the dock, hoping to complete our turn before being hailed by the duty dock-gate-man.

Moored in the dock were a coaster or two, with one of the Liverpool Pilotage vessels, and as we passed by, we caught a glimpse of some of their crews watching us, no doubt with some surprise, and wondering what these small boat enthusiasts could see in cruising round a Liverpool dock in the murky gloom on a wet Saturday night in October. By now it was a quarter past six, as we made for the semi-darkness under the two road bridges to get through the two lower locks and tie up before it was completely dark. We moored for the night on the tow path side in the pound, which is the stretch of water between the lower and upper sets of locks. The narrow boats were already moored when we arrived and by the amount of smoke from one or two galley chimneys, appeared to be busily engaged in what was our most immediate concern - food.

At the particular spot where we moored, there once stood a fertilizer factory with a doorway that opened on to the canal towpath, and if one may assume from the amount of white dust that once covered that side of the factory, a considerable portion of its product was loaded straight into waiting barges, for carriage up country, or maybe even for export. The building is no more, the ground it once occupied being a road transport lorry park. A last look at our moorings, to make sure we did not get adrift during the night, with a final lacing down of the canvas cover over the well, and a retreat into the warmth of the cabin, where our primus stove was fulfilling its primary purpose.

Life on a small boat does entail a change in one's usual routine for after listening to the 9 o'clock news, we turned in, to be kept awake for an hour or so by the sound of the rain pattering on the cabin roof, the distant murmur of water as it cascaded down the overflow beside the lower locks, plus the intermittent rumble of the electric trains crossing the railway

bridge, less than one hundred yards away. By 9 o'clock next morning, we were ready to move off, and it was not long before word came down that the lock was open and we could go in, where we tied up alongside a narrow boat already there. The lock gates clanged behind us and someone then opened the sluices in the top gates to start two torrents of water, which, when viewed from the top of the lock, make an interesting picture as they meet in a welter of foam at the bottom of the lock, but have a more sinister aspect when watched from the deck of a small boat only a few feet away. Due to the force and volume, the water tends to flow along the lock bottom, under the boats, then rebound off the lower gates, and on coming to the surface flows in a reverse direction, which causes a boat to drift under the falling deluge, unless securely moored. By 9.45 a.m. we had passed through both locks, having been lifted about 80 feet above sea level, and passing between the granite towers, started on our homeward run.

The first length of the Leeds and Liverpool canal was cut in 1770 at Halsall, near Ormskirk, 17 miles from the entrance to the Stanley Branch, where it passes through a deep cutting of sandstone, known locally as the Rock Cutting. Seven years later, about 30 miles at each end (from Leeds to Gargrave and from Liverpool to Wigan) had been cut. Not until 1816 however, was the canal finally completed, and Sunday, 23rd October 1966 was the 150th anniversary of the first through passage. Although the Liverpool terminus was at Pall Mall, near the city centre, there was no direct access to the River Mersey until 1846 when the Stanley arm was completed, just 16 years before the ALABAMA sailed from the builders' yard across the River Mersey, on her famous voyage to join the Confederate forces during the American civil war.

This time we were behind the leader, but even so, there were times when we had to weave our way through floating timber and debris that tends to accumulate under some of the old stone bridges and at a few of the binds in the waterway, as it winds its way out of Liverpool. Apart from the rubbish, the water is remarkably clear, the bottom being clearly visible, especially near the sides, where in places grow clumps of purple loose-strife, once a feature in some of the London bomb craters. As often happens, the return trip seemed to be quicker than the outward one and by 11 o'clock we had arrived at Litherland lift bridge to wait the arrival of the rest of the party. Coffee and biscuits on the leading boat, helped to pass the time until the arrival of the Commodore of the

convoy in his narrow boat, FLOWER OF GLOSTER. On confirming to the bridge attendant that the party was complete, this mechanically operated lift bridge was raised, and we were once again on our way. At Aintree we made a pre-arranged stop of 30 minutes, while some visited the nearby local; others over more coffee, discussed their favourite topic - boats and their engines - then we were joined by another boat that had had to drop out the previous afternoon with steam coming out of his engine hatch, due to a defective circulating pump. Canal cruising certainly does develop a do-it-yourself repair technique at times.

By 3 o'clock we were back on our berth at the club mooring at Lydiate where we waved a passing farewell to the rest of the party as they went by on their return to Scarisbrick - 6 miles further on.

Although it may not be the generally accepted idea of a pleasant week-end, it was certainly a change, for we had passed through some fourteen miles of an era in the history of transport before even the railways came to effect another advance in the march of progress.

It was a most enjoyable cruise in spite of the rain, and some half-a-dozen stoppages to clear the propeller fouled by weeds or plastic bags.

W. TAPSON

STRIKE'S END - SUMMER 1966

MEMNON, APAPA, AUTHOR, REDSTART, resplendent they made their way down the Mersey on the bright Saturday morning of July 1st, just after high tide. They were not the first vessels to clear the Port of Liverpool after the seamen's strike; I could see others making their way along the Crosby Channel to the Bar. The signing on of crews had started at midnight, and now the scene in Liverpool Bay was reminiscent of the war years, when vast convoys made their way across the Atlantic to and from the docks lining the Mersey and the Manchester Ship Canal. However, these ships were gleaming in the liveries of their respective owners, not smothered in anonymous grey like their war-time predecessors. They stood out boldly against the haze shrouded Welsh hills as they passed by.

As I swung my binoculars round to the crowded docks upstream, I wondered what sort of future lay ahead for the vast fleet of

ships rapidly disengaging itself from Liverpool and all the other ports of the United Kingdom. The British merchant fleet, though still the largest in the world, is being closely challenged both in size and efficiency by several competitors. It has many shortcomings and problems, which may well have been aggravated by the seamen's strike - though they certainly were not created by it. Shipowners and port authorities alike have, with certain honourable exceptions, been slow to accommodate themselves to modern trends in world commerce. In particular far too many of them have been slow to appreciate the significance of economies which result from hauling bulky commodities such as grain and ores in the largest possible ships, and the need to speed up general cargo handling techniques in an age of rapidly increasing costs.

In the evening of the day the seamen's strike was called off I had occasion to visit one fairly small dock south of the Pier Head in Liverpool. It contained just four vessels, but they amply illustrated the present state of British dry cargo shipping and provision for seaborne commerce.

Lying alongside the quay nearest to me was a small deep sea bulkcarrier built about twelve years ago. Her size had been dictated by the physical limitations of many of the British grain and ore ports which she was built to serve. For a variety of reasons she had been fitted with a steam reciprocating engine, which, no matter how low its purchase price, must prove exceedingly costly to run nowadays. She appeared tiny when compared with the gigantic bulkcarrier fitting out at Cammell Laird's shipyard across the river for operation by a Norwegian firm. She belongs to a small go-ahead tramp ship concern, noted for the care with which it makes plans for new tonnage. Three or four years ago this company made a thorough investigation of the shipping requirements of the grain trade before ordering a bulkcarrier of the largest size capable of serving all the major ports of the United Kingdom. Within a very short time of coming into service the new ship arrived at one port with some 23,000 tons of Canadian grain. There was not a sufficient depth of water alongside the silos to accommodate her! She had to be lightened first at another berth some distance away - a relatively costly and time consuming operation. It is to be hoped that she will soon be able to do the job for which she was designed without unnecessary hindrance and delay!

Ahead of the small bulkcarrier on the evening of my visit to

the docks there lay a handsome diesel engined Mediterranean cargo liner built in the 1950's. She looked very spick and span, with clean lines and a rounded bridge front, but her cargo handling gear is a barely refined version of the equipment in use sixty years ago in the era of the horse and cart, and her engine room is situated amidships so that an awkward propeller shaft tunnel obtrudes in two of her four lower holds. As a consequence of the increasing use of containers and pallets in the regular general cargo trades she is already obsolescent.

Of the other two ships in the dock, one was a small Baltic trader belonging to a company which incorporates the latest improvements in cargo handling methods in its new tonnage (including drive-on, drive-off facilities for car deliveries), and the other was a fine, really up-to-date cargo liner employed in a South American trade. She represents all that is best in British cargo shipping. Her engines are situated right aft, her holds are served by rapid action slewing derricks and cranes, and her hatchways are so arranged that goods packed in a variety of ways can be manoeuvred through them with minimal difficulty, to be deposited exactly where they are to be stowed.

My brief dockland excursion certainly seemed to underline the fact that some rapid and sweeping changes are required if British shipping is to hold its own against foreign competition. Shipowners, port authorities, traders and trades unions must keep their attitudes and techniques under constant review.

A.H. McCLELLAND

DECEMBER MEETING

On Thursday, December 8th, the Society met on board LANDFALL to hear an illustrated talk on lighthouses presented by Mr. Douglas B. Hague, who is on the staff of the Royal Commission on Ancient Monuments for Wales and Monmouthshire. The Society was joined for this meeting by members of the North Western Society for Industrial Archaeology and History. Mr. Hague is an archaeologist by profession but his personal interest is the examination of lighthouses and research into their history.

He treated his subject chronologically and spoke at some length about the Roman lighthouse at Corunna which is still in use. It used to burn wood in a brazier and a ramp was constructed round the outside to enable fuel laden donkeys to reach the

brazier. Today this ramp is no longer in position, but its course can easily be traced. Another Roman lighthouse was erected at Dover and its base remains to this day. This structure may also have been a signalling station, for there is another tower at Boulogne, erected by the Emperor Caligula in 40 A.D.

During the long period of the Middle Ages many lighthouses were built and a few survive. Mr. Hague included in his survey some excellent colour slides of the Lanterna of Genoa, built in 1544. This structure, restored by Mussolini, stands over 200 feet high and is to this day an important seamark. There was a lighthouse tower at Genoa as early as 1161, and in 1449 the Genoa light was kept by an uncle of Columbus. Returning to England, Mr. Hague showed how coastal churches made valuable light towers, and he showed a view of the church at Cley, Norfolk. Another tower, inland from the church, served as a leading mark when aligned with the church.

Some lighthouses were exceptionally grandiose. Most notable was that on the island of Cordouan off the entrance to the Gironde. The Black Prince built a tower here in about 1370, together with a chapel, but it is uncertain if a light was exhibited. In 1612 an elaborate lighthouse was erected on the island by the engineer-architect Louis de Foix. The building contained a chapel and a great hall, and there was a special internal spiral staircase for carrying wood to the fire, completely self contained, so that the fine rooms would not be dirtied by the keepers. Unfortunately the island of Cordouan disappeared while the lighthouse was being built. However, the structure was reinforced by piling and stands to this day, albeit somewhat altered. It is still used as a light.

Mr. Hague took his audience all over the place in his search for lighthouses. Many Spanish examples were seen and others in France, but he had a good deal to say about a light on the Isle of May, in the Firth of Forth. This was established in 1636 and burnt large quantities of local Fife coal. Supplying the light with fuel was a terrific labour and the keeper had a hard struggle. Coal from Fife was also sent to lights in Germany, Holland and Denmark. Once the keeper and his family on the Isle of May perished by asphyxiation from the fumes of cinders piled up against the wall of the house.

Needless to say the Eddystone lighthouses were described and illustrated in some detail. Winstanley built two lighthouses on the rock, one in 1698 and the other the following year. Both were

extravagant structures. The 1699 lighthouse is the famous one, with its derricks, wind vanes, huge red ensign and man fishing. Winstanley himself was a curious character. Today said Mr. Hague he would be called an impresario. He had a water display at Hyde Park Corner, where visitors were charged an entrance. His second lighthouse survived three winters without mishap, but it succumbed in the terrible storm of November 1703. The whole structure with Winstanley, his workmen and his lightkeepers was swept away. The third Eddystone light was built by John Rudyard and was completed in 1708. This light lasted until 1755, when it was destroyed by a fire in the lantern, which was made of wood. Indeed the construction of the conical tower employed a mixture of wood and stone, to a unique design. The exterior was of wood, but inside were horizontal layers of wood and stone, to give the tower weight to resist the waves. John Smeaton built the fourth Eddystone lighthouse entirely of stone, using a method of dovetailing the masonry blocks to ensure security. The Smeaton tower with its flared base like a tree trunk lasted until 1882 when it was replaced by the present higher tower. The upperpart of the Smeaton light was re-erected on Plymouth Hoe, upon a replica of the base.

Coming nearer Liverpool, Mr. Hague spoke of the Smalls light off St. David's Head in Wales. Here again a light was built on an unprotected rock in the open sea. The first Smalls light was lit in 1776. Its designer was a Liverpool man, Henry Whiteside and its establishment was due to the energies of a Liverpool dockmaster, John Phillips. The structure was set on piles, through which the water could wash. A new Smalls tower was erected in 1861 by Trinity House to replace the pile structure, which had lasted exceptionally well. The Smalls light had been sold to Trinity House for the large sum of £170,468, since it raised a rich revenue from dues, no less than £11,142 profit in 1836.

Indeed Mr. Hague had a good deal to say about the revenues earned by the lighthouse owners. Clearly in many cases their lights were extremely lucrative. He also showed maps of the distribution of lighthouses around the British Isles. They increased considerably in number during the eighteenth century. Some were of a very temporary nature, like lights exhibited in houses to guide the mariner and Mr. Hague had found some difficulty in defining a lighthouse. He did mention in passing land lighthouses and showed

some illustrations. There was one of these at Dunston, erected in 1751, to guide travellers across a heath between Lincoln and Sleaford

Mr. Hague ended by describing modern lighthouses like the new parallel sided tower at Beachy Head and the curious caisson like structure on the Kish Bank in the Irish Sea. This last looked more like an oil drilling rig than a lighthouse. Mr. Hague was thanked for his excellent survey by Captain Ayre, seconded by Mr. David Thornton of the Industrial Archaeology Group. The vote of thanks was carried with universal acclamation.

JANUARY MEETING

On Thursday, January 12th, the Society met for the first time in 1967 to hear an illustrated talk by Captain J.A. Smith, R.N.R., Superintendent Engineer of Elder Dempster Lines, on 'The development of internal combustion machinery for ship propulsion with particular reference to Merseyside'. He started by briefly describing the patents of Herbert Ackroyd Stuart for his hot bulb engine, followed by the work of Dr. Rudolph Diesel at Winterthur. The earliest motorship was the WANDAL of 1904, a Caspian Sea oil tanker. In fact she had diesel-electric drive with the diesel simply acting as a generator. This was because at that time no diesel could be reversed. An electric motor could of course be easily reversed. Another pioneer was the Dutch oil tanker VULCANUS, this time a true sea-going ship, built in 1910. But the most famous of all these early ships was the Danish SELANDIA of the East Asiatic Company, built by Burmeister and Wain in 1911. She had twin screws, each powered by a single acting, four-stroke cycle, eight cylinder diesel, also of course built by Burmeister and Wain. This famous company have remained in the forefront of marine diesel design ever since. The SELANDIA lasted in service until 1942. She was capable of 11 knots and had three masts but no funnel, the exhaust passing up the mizen mast.

War, from 1914-1918 held up development of the diesel merchant ship; the problem then was to build ships of any kind fast enough to combat the U-boats. In fact the submarine aided marine diesel design, for the diesel was the only successful form of submarine surface propulsion. In the 1920s motorship development was resumed, and Cammell Laird's of Birkenhead took an interest in the Fullagar design. Incidentally, said Captain Smith, early motorships favoured twin screws and two engines, in case of breakdowns which were

frequent. Indeed one could go so far as to say that one engine was in reserve while the other ran.

The Fullagar was an opposed piston engine, with the pistons in neighbouring cylinders linked diagonally, the bottom piston of one cylinder linked with the top piston of the next cylinder. The engine was efficient and worked well, but the design was rather complex and was not pursued. Cammell Laird's actually built a ship called the FULLAGAR in 1920. More successful in the opposed piston field was the DOXFORD. Doxford's of Sunderland were experimenting before the 1914-18 war, and in 1919 they produced a four cylinder opposed piston engine for the Swedish ship YNGAREN. This company have remained faithful to the opposed piston two-stroke engine ever since, and it has given excellent service. Such a large ship as the Shaw Savill DOMINION MONARCH of 1939 had four five-cylinder Doxford engines. Early Doxfords were bulky engines, with the cylinders widely spaced due to the need for a three throw crank and connecting rods for the top piston. Today however the cylinders have been placed nearer together and a neat compact engine has resulted.

Captain Smith turned now to the Blue Funnel Line which has had a long motorship history. In 1924 the company embarked on an interesting experiment; the Scott-Still engine, which was fitted to two ships the DOLIUS and the EURYBATES. Briefly the idea was to make use of the heat in the exhaust gases from a diesel engine to generate steam for a steam engine. In the DOLIUS engine one side of the cylinder was diesel and the other steam. This gave a wonderful fuel economy, but led to serious maintenance problems, because of the use of two forms of power in one cylinder. The later EURYBATES had separate diesel and steam engines, a more successful application, but again complicated. The EURYBATES kept her Scott-Still engines until 1951, while the DOLIUS was sunk in 1943, complete with her original machinery.

Before the 1939 war the two-stroke was recognised as the most successful form of marine diesel power. It was much simpler than the four-stroke cycle, which became excessively complicated when applied to a double-acting engine, such as Harland and Wolff made for the BRITANNIC and GEORGIC. Every other stroke of the two-stroke is a power stroke, while in the four-stroke cycle only every fourth is a working stroke. The problem of two-strokes is

clearing the cylinders of burnt gas, as every Lambretta owner knows. With the marine diesel this was solved by the blower, driven nowadays by a gas turbine using exhaust gas from the engine. The gas turbine is unlikely, said Captain Smith, to have a future as a marine propulsion unit on its own account, but as a scavenging agent it is pre-eminent.

Today, therefore, the merchant ship operator has standardized on the two-stroke diesel with a turbo-blower, and the makers are concentrating on more horse power per cylinder, so as to keep a small number of cylinders and a short engine. But this relates to the conventional engine with vertical cylinders. Interesting new developments are afoot in the use of other cylinder layouts, notably the V-arrangement. The V gives a low engine, very handy in the restricted engine rooms of car ferries and container ships, which need open decks to carry an economic cargo. The well known Thoresen Car Ferries from Southampton to Cherbourg have twin Pielstick engines, each with twelve cylinders arranged in V banks of six cylinders in each bank.

Applicable to both land and transport is the Deltic, built by Napier's. The Deltic was early applied to railway traction and the pioneer locomotive is now in the Science Museum, South Kensington. At sea the Deltic has been used for naval vessels. Its use for merchant ship propulsion is unlikely to be very wide, because it is a small high speed engine. But it has a wonderfully compact design, with the cylinders arranged in the form of an equilateral triangle, a crankshaft at each apex, hence the name Deltic after the Greek \triangle , delta. In each cylinder are two opposed pistons, and the three crankshafts are linked by gearing to a common propeller shaft.

Finally, Captain Smith spoke of the use of furnace oil in marine diesels. This of course is much cheaper than more refined oil, but to offset cheapness is the increased wear on the cylinder liners, and the need for their more frequent replacement. Captain Smith produced graphs of these costs, which included an ever rising curve of labour charges. It seems that the use of furnace oil is becoming less of an economic proposition, because of labour costs, and also because of the need to treat it for use in the cylinder. Dr. Diesel, incidentally, proposed to use pulverized coal in his first engine; the results of his experiments were not encouraging, due to wear on cylinder walls and piston crowns.

Captain Smith was thanked by Mr. McClelland seconded by Mr. Coney for a wonderfully informative evening. This motion was carried with universal acclamation. A brisk discussion took place. Mr. Raine commented on the diesel pocket battle-ships GRAF SPEE and DEUTSCHLAND. Mr. Isterling asked how diesels were started and Captain Smith explained air start operations. Mr. McClelland commented on the Ben Lines fidelity to the steam turbine, while Captain Smith told Mr. P.N.Davies that the future development of diesels lay in achieving more compactness, much as that of the V cylinder arrangement.

NEW MEMBERS

We extend a welcome to the following new members:

D. B. Hague	Aberystwyth
D.S. Wright	Southport
M.G. Kinley	Neston

RESIGNATIONS

We are sorry to accept the resignations of the following, but thank them for their support:

N. S. Baard	Capetown
W. D. Wilson	Birkenhead

"In this crowd of shipping strange beautiful Greek vessels passed.. and the tugs of the Thames and Mersey met again the ships they had towed of old, bearing a new freight, of human courage".

From John Masefield's Gallipoli.

NEWS, NOTES AND QUERIES

Vol.XI (New Series) No.2

April-June 1967

EDITORIAL NOTE

Some little time ago I came across a Handbook of the Port of Liverpool for the year 1912. Glancing through it I had many memories of incidents and events, some great, some small. I can see again the old MAURETANIA coming slowly through the Sandon-Huskisson Passage on a summer day in 1913 and the fourmaster CROWN OF INDIA discharging Nitrate in Salthouse. I can hear again the cheers on July 11th 1913 as King George V knighted Helenus Robertson before a great crowd at the opening of the Gladstone Graving Dock. (First constructed as a 'hybrid' dock with an entrance at right angles to the river this dock was embodied in the Gladstone system at a later date). And on July 19th 1927 I saw from the roof of the shed at South 1 Gladstone, GALATEA steaming into the River Entrance with King George V and Queen Mary on board and on December 14th 1962 their grand-daughter Queen Elizabeth II declaring the new Langton Entrance open.

That handbook reminded me that Holts used to discharge in the Queens Branches and of appropriated berths in the names of Ismay Imrie and Co. and R.P. Houston and John Bacon.

Then I think of the tanker SEMINOLE stranded on Pluckington Bank in December 1927 and a great quantity of low flash petroleum escaping from her and causing alarm and despondency, and ship fires (worst of all EMPRESS OF CANADA in January 1953) and the grim scenes during the Blitz.

When I start to think of these things they link in their turn with old friendships and all sorts of random recollections of men

and ships. Maurice Baring gave to one of his books the title 'Puppet Show of Memory'. A good title but in my own case the figures of the past seem to come alive as I write, with glimpses both of humour and sadness, and the ships become real ships again.

A.S.M.

MERSEY NOTES

The new tug ALFRED LAMEY arrived in the Mersey on 25th April from Clyde builders. She is said to be Liverpool's most powerful tug at the present time.

ULSTER PRINCE I left Birkenhead late in the evening of Saturday, 8th April under her own power, for Ghent breakers.

The new car ferry ULSTER PRINCE made her maiden voyage to Belfast on Wednesday 19th April. She is a magnificent vessel with capacity for 1,000 passengers and 120 cars. Built by Harland & Wolff, Belfast, her consort ULSTER QUEEN is now completing at Cammell Laird & Co., Birkenhead.

Trinity House Lightvessel No.91 for the Helwick Station in the Bristol Channel, after refit here, was towed away by the tender ARGUS on 12th April.

The Elder Dempster APAPA after leaving the Landing Stage for West Africa on 21st April, developed trouble in the main engine bearings. She put back to Liverpool and sailed again three days later.

GLENCLOY of Hay, Hamilton and Co., Glasgow, a firm still owning a few Clyde "puffers", sailed into the Mersey on 8th April from Paris.

At Easter, the Royal Fleet Auxiliary ROBERT DUNDAS came from Plymouth to Ellesmere Port for a cargo of polythene slabs for operation "Mop up". This was the code name for the great efforts to contain the spread of crude oil from the wreck of the TORREY CANYON on Sevenstones Reef. The polythene was later used as a protection at the mouth of the River Fal.

The Prince Line's BLACK PRINCE, not usually a visitor to our port, is on charter to Canadian Pacific Steamships and is trading between here and Canadian Lake ports.

PACIFIC COAST on charter to the Cunard group has made several voyages to the Mediterranean in Brocklebank colours.

Moss's AMARNA chartered to Cunard also, has been renamed ASSYRIA.

Three smart German motorships are on charter to the British and Irish Line carrying containerized cargo to Dublin. These are FRIEDA GRAEBE, SIEGERLAND and HANNES KNUPPEL.

On March 22nd, the Danish coaster DINA when outward bound in the Crosby Channel had a fire in the engine room and anchored near C.16 buoy. The vessel was without power, and the Dock Board VIGILANT put out with firefighting equipment, and several tugs including HAZELGARTH proceeded. The vessel was safely towed back to port.

Mersey Notes in our last bulletin gave news of the withdrawal of the GREAT WESTERN from the Waterford-Fishguard container service. The ship has not, however, been disposed of, and is now fulfilling similar duties on the Heysham-Belfast route.

Early in the year the green hulled coaster HUMBERBROOK arrived in Birkenhead and was laid up for sale. She has now left under the Greek flag as the CHRISTINA. Some years ago she was better known in these parts as Monroe's KYLE OF LOCHALSH.

Several vessels of the Coast Lines group have been disposed of, including MERSEY COAST which departed under that name, and flying the Greek flag, late in March. ALDERNEY COAST ex GLENFIELD ex CHANNEL COAST also sold to Greeks, left Birkenhead as the ASTRONAUTIS. At time of writing ULSTER SPINNER and SARK COAST are for disposal.

TAURUS and TEMPLAR, two super tankers of identical appearance, owned by the Norwegian firm of Wilhelmsen, were simultaneously at the Tranmere oil jetties in late May.

The large bulk carrier SIGLION returned to Cammell Laird's yard for her first dry docking.

QUEEN OF THE ISLES this year acted as yacht for a series of river and dock cruises for guests of the Mersey Docks and Harbour Board, coming north from Hayle for the purpose. Unfortunately whilst here she damaged her propeller and had to go into graving dock, but was back in her more familiar waters in time for the celebrations of Sir Francis Chichester's return to Plymouth.

Already it is observed that preliminary work is proceeding to the north of Gladstone Dock in connection with the new dock scheme.

There was an explosion in the fore-castle of the tanker WORLD SEA when berthing at Tranmere on 12th May. Fortunately there was no fire, and the theory was expressed at the time that the cause might have been an atmospheric electrical discharge.

27th May was a dull, wet, miserable Saturday and was the occasion for the departure from Cammell Lairds of the hull of NORSEMAN, a large bulk carrier for Oslo owners. Having a pronounced bulbous bow, and with rudder and propeller fitted she was towed to the Bar by four 'Cock' tugs. The Dutch ocean-going tug WILLEM BARENDSE also sailed from Laird's basin, to take over the tow to Middlesbrough, where NORSEMAN will be completed. The passage took 5 days.

The Liverpool coaster MANTA went ashore at the south beach, Arklow, near the famous pottery on 3rd May. Although pounded by heavy seas whipped up by southeasterly winds, the crew were able to stay aboard. It was some days before refloating was accomplished, in which the Liverpool and Glasgow Salvage Association's DISPENSER assisted.

On 1st June FERNCastle has unloaded 91,000 tons of crude oil from Kuwait, the largest individual cargo to date.

N.R.P.

FEBRUARY MEETING

On Thursday, 9th February, the Society met at Liverpool Museums to hear a paper by our member, Mr. J. Foster Petree, on 'Charles Wye Williams, a pioneer in steam navigation, 1780-1866'.

Mr. Foster Petree explained how difficult he had found research work on the career of Charles Wye Williams. Many avenues of approach he had found blocked, largely because Williams was Irish and there are few Irish records. However, Mr. Foster Petree had made some remarkable discoveries and he demonstrated Williams' close ties with Merseyside and in particular with Laird Brothers in Birkenhead.

Charles Wye Williams was born at Dublin in 1780. He studied law and was called to the Irish Bar in 1812 but is unlikely to have practised. Instead he showed great interest in mechanical matters and became a partner in a Belfast bleaching works. Here he introduced cast iron gearing and the 'beatling' process for flax. Another interest which became overriding was steam

navigation. Williams helped a Bank of Ireland engineer, John Oldham, who took out a patent for a feathering paddle wheel. This was financed by Williams and the Oldham paddle drove Williams' first steamer, built at Dublin in 1821, with an engine supplied by Aaron Manby. The famous iron AARON MANBY herself was also propelled by an Oldham paddle.

Williams soon turned his attention to developing transport on the Shannon and the great lakes linked by the river. Economic and social conditions in the West of Ireland were at a low ebb and Williams appeared to be keen to alleviate this distress. Clearly, improved communications would be essential to this and in 1825 Williams took over a steamer service established on Lough Dearg by John Grantham in the early 1820's. Williams was also interested in steam navigation on the Irish canals, but he concentrated on Lough Dearg, where he introduced iron barges and an iron paddle steamer, all built by William Laird of Birkenhead. ~~Five~~^{Four} iron barges were delivered between 1829 and 1832, the first vessels to emerge from Lairds' Birkenhead shipyard. The paddle steamer LADY LANSDOWNE built in 1833 was the first iron steamer launched on the Mersey. These vessels were based at Killaloe and one of the company buildings is still in existence. Also visible is the LADY LANSDOWNE, sunk in shallow water, with her stern protruding. Both she and another wooden paddler were put out of business by the railways in the 1850's. They are believed to have lain at anchor until about 100 years ago when they were sunk. LADY LANSDOWNE would repay close examination, presumably her engine and boilers are still on board.

Charles Wye Williams founded the famous City of Dublin Steam Packet Company in 1833 to provide steam navigation between Ireland and England. This was a much more ambitious venture for which the Lough Dearg Company acted as an overture. Because the Dublin company had its ships repaired in Liverpool, Williams moved over and settled in the town. He lived on St. James' Mount and was buried there although today his grave has disappeared to make way for the Anglican Cathedral. The City of Dublin Steam Packet Company prospered and its later history has been well documented. One of its earlier vessels, ROYAL WILLIAM, crossed the Atlantic in conjunction with a specially built Atlantic steamer, the two funnelled LIVERPOOL. Both vessels made several voyages to America under the auspices of the Transatlantic Steamship Company, a venture backed by Charles Wye Williams, Francis Carleton and Sir John Tobin, but such a service was uneconomic at this date and LIVERPOOL was sold to the Peninsular

Steam Navigation Company, soon to become the Peninsular and Oriental Steam Navigation Company. Williams was on the P. & O. Board.

Mr.Foster Petree concluded his paper by speaking of the other, less commercial activities of Charles Wye Williams. He was interested in the chemistry of combustion and designed boilers and furnaces with a view to improving the fuel consumption of steamships. He was the first to put water-tight bulk-heads in a ship and he had advanced ideas on how to ventilate ships. He was also interested in railway locomotives and his work on firebox design helped to bring about the change from coke to coal as the locomotive fuel. He also designed an early example of the thimble tube boiler.

Williams was regarded by some as a genius but by others as a know-all. The latter judgment seems a bit unfair because he did much to advance steam navigation to the benefit of his native Ireland.

A vote of thanks to Mr.Foster Petree was proposed by Mr. Hallam and seconded by Mr. Davies, the motion being carried with acclamation. Mr.Kennedy congratulated Mr.Foster Petree on his excellent research work and spoke of the valuable source material to be found among the Parliamentary papers, which he himself had used in the preparation of his 'Records of Early British Steam Vessels'.

MARCH MEETING

On Thursday, 9th March 1967, the Society met on board LANDFALL to hear a talk by the late Chairman, Mr. R.B. Summerfield, on 'Warships of the 1914-18 War'. This was more than a talk, however, because Mr.Summerfield had brought a large display of photographs and books, including copies of 'Jane's Fighting Ships' for 1914 and 1919. The Museum produced a series of general arrangement drawings of Barrow-built warships so that the saloon of LANDFALL held the appearance of an exhibition gallery.

Mr.Summerfield talked first about the literature of that period. The warships were of course well described by 'Janes' but the Ian Allan publishing house have produced an excellent illustrated survey of the 1914-18 fleets of both sides. The compiler was the late H.M. Le Fleming. Dr.Oscar Parkes' monumental work on British battleships must be constantly consulted by the warship historian and a recent very worthwhile work is DREADNOUGHT, by Richard Hough.

From books Mr.Summerfield passed to the evolution of the dreadnought. Vittorio Cuniberti, the Italian Naval constructor, advocated at the turn of the century warships with an all big gun armament. At this time four was the maximum number of big guns in a battleship but Cuniberti was thinking of twelve. Such a ship was beyond the resources or needs of the Italian Navy but the British and German Naval administrators were impressed by Cuniberti's ideas.

H.M.S. DREADNOUGHT herself was built at great speed, laid down in December 1905 she was completed ten months later. She had five two-gun turrets and was capable of 21 knots. Unfortunately, her construction was attended by much publicity and it was not long before the Germans laid down dreadnoughts of their own, four in 1906-7 and many more later. Mr.Summerfield made the important point that DREADNOUGHT was the first large turbine driven warship although she was still coal fired. All her successors were turbine driven, of course, and oil firing was introduced with the Queen Elizabeth class, which were also the first to mount 15 inch guns.

The Queen Elizabeth and Royal Sovereign classes both saw service in the 1939-45 War and the former class were outstandingly successful ships. Two of the Royal Sovereigns, RENOWN and REPULSE, intended as battle ships, were completed as battle cruisers and Mr.Summerfield had a good deal to say about this class of warship.

Battle cruisers had less protection but more speed than battle ships. At Jutland three British battle cruisers were lost due to poor internal protection. The German battle cruisers were far better armoured. SEYDLITZ was hit by 24 shells and torpedoed at Jutland but she reached home safely. Beatty's flagship LION was lucky to escape the fate of QUEEN MARY, INDEFATIGABLE and INVINCIBLE and the magnificent TIGER suffered twenty-one hits. Cruisers did not play as spectacular a part in the war as the capital ships but Mr.Summerfield recalled some famous names: ABOUKIR, CRESSY and HOGUE were all torpedoed by one U-boat, the old VINDICTIVE laid herself alongside the Zeebrugge Mole and was later sunk as a block ship at Ostend. HAMPSHIRE went down with Lord Kitchener aboard, Mr.Summerfield could not refrain from describing the exploits of LIVERPOOL and shewed several slides of this ship.

Both sides had myriads of destroyers, most of them very small. One British example, SWIFT, was however very large and indeed was not exceeded in size until 1937. Of the miscellaneous ships, Mr. Summerfield called to mind IRIS and DAFFODIL which played such a distinguished role at Zeebrugge.

Before he presented his slides Mr.Summerfield talked about the problems which Jutland set naval designers. The Royal Navy learned much from that engagement and if another fleet action had come in 1918 the outcome would probably have been very different. For Jutland was, if ship losses are considered, a British defeat, but in the strategic sense it was a British victory because the German High Seas fleet never re-appeared out of port except to surrender.

The British improved their armour piercing shells as a result of Jutland. The Royal Navy were also faced with frequent machinery failures and defective guns. A serious British disadvantage was lack of graving docks. The docks limited the size of ships. The British Government were not so keen to spend money on such prosaic items as docks whereas the Germans had built impressive installations at Kiel and Wilhelmshaven.

After his commentary, Mr.Summerfield presented a good range of slides of all classes of warship, both British and German, about which he had spoken. After the slides his audience asked plenty of questions and had a good look at the mounted photographs, books and scale drawings. A vote of thanks was proposed by Mr.E.A. Worthy and seconded by Mr. W.Tapson. The proposal was carried with universal acclamation.

APRIL MEETING

The last meeting of the 1966/67 season was held on Thursday, 13th April, aboard LANDFALL. Mr. N.R. Pugh, a Council member of the Society, spoke on 'Dunmore East, an Irish fishing village'. His talk being lavishly and extensively illustrated by slides, all of his own taking.

Mr.Pugh took his audience on an Irish holiday from Liverpool, sailing in LEINSTER to Dublin: from Dublin he took the train from Kingsbridge to Waterford. Today Kingsbridge, like other principal Irish stations, is named after one of the 1916 Easter Rising patriots, in this case Sean Hewston. The present livery of C.I.E. trains is orange and black and very striking it looked in Mr. Pugh's slide. From Waterford, Mr.Pugh went by car to Dunmore East, which is the principal herring port of Southern Ireland. He has spent his holidays here for many years and has seen the port develop considerably because of the ever increasing catches landed.

Before describing the port Mr.Pugh took the Society on a tour of the village. The houses are neat and colour washed, many of them single storey. The principal church is St.Andrew of the Protestant Church of Ireland. The Roman Catholic Church is on the outskirts of the village and of course is the most used, but Dunmore East used to be a mostly Protestant community hence the central position of St.Andrew. There are several hotels and pubs in Dunmore East; one is a very ambitious affair built to serve a projected packet station which never materialised. This large structure is now a convent.

Dunmore East has had a lifeboat since 1837. The present one, ANNIE BLANCHE SMITH, was built in 1940 and is a 47-foot Watson type. The late Coxswain, who has just retired, served the lifeboat for 42 years. The mechanic, retiring at the same time, served on the station for 35 years. The coxswain's name is Power, (almost everyone in Dunmore East is called Power). In 1959 the lifeboat performed a notable rescue of all the crew of a stranded Dutch coaster HELEMAR H which was later refloated and repaired.

For the latter part of his talk Mr.Pugh concentrated on the fishing from Dunmore. Because of the tremendous increase in catches the harbour is being extended with more space for the storage of barrels. A little island, Kittiwake Island, has been removed by blasting and a new quay built. Mr.Pugh shewed some fine slides of the blasting operations, copies of which he has sent to the Irish Board of Works. To provide space for the barrels, the cliffs on which a small fort stood, have been trimmed back. On this same site will be a new office for the Harbour Master. These various harbour improvements were commenced in 1963 and are scheduled to be completed in 1968.

Mr.Pugh has spent a day or so of each of his holidays at sea with the fishing boats. His slides shewed a lobster fishing trip with the crew of WILLIAM EDWARD, a boat of Scottish design and build, as are all the Dunmore boats. WILLIAM EDWARD was loaded to the height of the wheel house with lobster pots so that Mr.Pugh was isolated on the forecastle head. However, he was able to secure some fine shots of the pots being hauled. If a conger is caught, it is killed by the skipper and thrown to the gulls. For lobster fishing the boats work singly but in the herring season they pair off and work in twos, using ring nets.

To finish, Mr.Pugh described his return journey to Liverpool; he had a slide of both MUNSTER and LEINSTER in Princes Dock, a rare

event. Both vessels have been repainted with black hulls and white upperworks. Their funnels have a new arrow motif, white on a blue background.

Mr.Ken Stuttard proposed a vote of thanks to Mr.Pugh, seconded by Miss McKee, which was carried with universal acclamation. Many questions were asked and a lively discussion followed about fishing methods and fishing boats.

BOOK REVIEW

Ships of the Isle of Man Steam Packet Company Limited, by Fred Henry. Brown Son & Ferguson Ltd., Glasgow, Price 5/-, illustrated, 64 pages.

Mr.F.J.Henry, a long standing member of the Liverpool Nautical Research Society, has revised his history of the Isle of Man Steamers, which first appeared in 1962. He has naturally brought his history up to date with descriptions of the MANX MAID and the fifth BEN-MY-CHREE and of the new cargo ships PEVERIL and RAMSEY, but the layout of the book remains the same, with a detailed historical summary of the Company and its ships, followed by recognition notes, maps of past and present routes, a list of Isle of Man Steamer Models, and fleet lists of the past and present. These latter are exceptionally detailed and include ships chartered by the Company, and a list of war losses.

The Isle of Man Steamer Historian will find all he needs in Mr.Henry's work; from it he can check the colour schemes of the ships, the number of times certain names have been used, the details of the ELLAN VANNIN disaster, the career of the Company's first commodore, Captain William Gill, a discoverer of the present channel leading into Liverpool, and the subtle differences in appearance between the present MANX MAID and BEN-MY-CHREE.

Throughout the text is garnished by excellent illustrations from many well known sources. The book is excellent value for a very moderate outlay.

ANNUAL GENERAL MEETING

On Thursday, May 18th, the Society held their twenty-fifth Annual General Meeting aboard LANDFALL in Canning Dock, Liverpool. The business side of the evening was quickly attended to. In presenting the accounts the Chairman was glad to announce that the debt of Transactions had at last been cleared, by the repayment to Mr.Summerfield of his generous loan which had enabled a

discount to be won from the printers. The Chairman admitted that the Society had a small bank overdraft, which would be quickly killed by incoming subscriptions, he was however pleased to announce an increase of membership of 10.

Mr.W.P.Raine was re-elected Chairman with Mr. W.B. Hallam as Vice-Chairman, Mr. T.D.Tozer as Hon.Treasurer, Mr. E.W.Paget-Tomlinson as Hon.Secretary, Mr.A.N.Ryan as Archivist and Miss E.M. Hope, Messrs. N.R.Pugh and P.N.Davies as Council Members. Because of Mr.A.M.Fletcher's wish to resign from the Council, Mr.P.J.Welsh was elected in his place. This left the post of Assistant to the Hon.Secretary vacant, but Mr.Paget-Tomlinson expressed a hope of finding a suitable tenant, who would eventually succeed as Hon. Secretary for he himself did not wish to continue in office after the 1967/68 season.

The Hon.Secretary outlined the programme for 1967/68 which would include talks and papers by the Vice Chairman, a Vice President and a member. He also took the sense of the meeting about future meeting places. Clearly LANDFALL remains popular and convenient and it was agreed to hold most of the meetings aboard, with a couple at the Museums' Lecture Theatre, which is excellent for the projection of films and slides. The warm thanks of the Society was again due to the Master and Committee of LANDFALL for continued use of the ship as a venue. Under the heading of Any Other Business, Mr.P.N.Davies spoke of the active research about to be undertaken by sub-aqua swimmers at Killaloe on Lough Dearg. They were to make a survey of the Laird built iron paddle steamer LADY LANDSDOWNE sunk at her moorings over a century ago. The LADY LANDSDOWNE was built in 1833 and measured 133 ft. in length by 17 ft. in beam. She was taken to Killaloe in sections and assembled in the dock there. Her engines were of 90 h.p. and her tonnage 300. Mr.Davies hoped to present the Society with a fuller picture of the LADY LANDSDOWNE in the autumn.

With the business side of the meeting over, it was the pleasant duty of the President, Sir Arnet Robinson, to make the presentation to Mr. R.B.Summerfield of the waterline model of H.M.S. LIVERPOOL, the Southampton class cruiser which the Society commissioned as a mark of their gratitude for his long and devoted service. The model, to a scale of 50 ft. to 1 inch was made by Mr. John Lindsay of Southampton, and is an exceptionally detailed piece of work. Sir Arnet spoke of Mr. Summerfield's long association with the Society and of his energy in bringing it to its present stature. Somehow

Mr.Summerfield found time for the Society amid his multifarious business commitments and it was particularly appropriate, said Sir Arnet, that he was given a model of H.M.S. LIVERPOOL, not only because of his researches into the six warships named LIVERPOOL, but also because of his devotion to the City's history.

Mr.Summerfield replied with deep sincerity when thanking the Society for their wonderful gift. He had, he said, been associated closely with the running of the Society since 1942, and he had always found it a welcome relaxation from his business life. He had made many friends through the Society, and the model would serve as a memento of happy times.

After the coffee interval the Society saw a film from the Shell-Mex and B.P. Library about the establishment of the Shackleton Base Camp on the shores of the Weddell Sea. This was the base for Sir Vivian Fuchs' crossing of the Antarctic Continent in 1957/8. The film, in colour, showed the voyage of the Canadian sealer THERON southwards and her arrival alongside the ice shelf. Bad weather hindered the unloading of supplies and the base party of eight were left for the winter without their full stocks of rations and fuel, since the THERON had to leave hurriedly, if she was not to be beset by ice. Indeed the ice photography was excellent with majestic bergs and clashing floes, the camera was even able to catch the sea smoking with frost and the young ice creeping over the surface.

PRESENTATION TO MR. R.B. SUMMERFIELD

Mr.Summerfield has expressed his sincere gratitude to the members of the Liverpool Nautical Research Society for their presentation to him of the excellent model of the ship, to which he has become so attached. This lovely model of H.M.S. LIVERPOOL will, he says, find an eventual resting place in the Liverpool Maritime Museum. There the model will not only remind future citizens of a warship named after the city, but also will perpetuate the name of the Liverpool Nautical Research Society for all time.

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

'Of his craft to reckon wel the tydes,
His stremes and his dangers al bisides,
His harbour and his moone, his pilotage....'

Chaucer's Shipman, from the Prologue
to Canterbury Tales (Everyman Edition)

NEWS, NOTES AND QUERIES

VOL.XI (New Series) No.3

July-September 1967

Of all the fascinating byways of history I have been most attracted by the one leading through the changes and developments of international trade. When Chaucer wrote, his shipmaster was probably familiar with the Port of Bruges, then a great centre of commerce, perhaps the greatest this side of the Alps. But trading conditions never remain fixed for very long and a century later the great company of the Merchant Adventurers had transferred their activities to Antwerp. That city of the Scheldt was rapidly establishing itself in the world and by judicious acquirement of rights to tolls and so on its burghers founded a major 'free port'. And a great port they have remained. With what interest have I in the past studied the models shewing their training schemes for the Scheldt.

In Northern Europe the Hanseatic League was dominant. Interesting it is to note that as far back as the time of Henry III the vital charter dealing with Liverpool and its early maritime development gave the citizens the right to have a 'gild and hanse' and the ancient tolls which in a later century were to be the subject of so much controversy were established.

But reverting to Antwerp, that city was not only a great Port but a very important financial centre with whom the international bankers of the time such as the Fuggers far away in Augsburg had their dealings. Their agents sent them accounts of all the rumours of plot and counterplot during the sixteenth century, so many being linked with the England of Elizabeth. Wandering about the narrow streets of the old part of Antwerp

today one can imagine the plotters in the dark corners. It was very much a focal point in the intrigues of the time.

But changes were coming. Amsterdam was emerging, with the skilled seamen of the Dutch race spreading out to explore and chart all over the world, whilst the wise men of the banking houses consolidated their gains.

Meanwhile, in Venice, the timeless city, a position of supremacy in the Eastern Mediterranean had been established. One can trace something of its history in the Maritime Museum on the Riva ca di Dio.

England had one great advantage in Renaissance times - her coasts generally had deeper water. The Dutch had perfected light draft ships which held a great deal of the trade of the Near Sea Ports but England held the valuable Levant trade. But in 1660, as David Ogg points out, the Navigation Act was passed, to enable His Majesty 'to give the law to foreign princes abroad ...the only way to enlarge your Majesty's Dominions...for so long as your Majesty is master at sea your merchants will be welcome'.

So we can look back on this ever changing world. Now the Continental Ports with their great river and canal schemes have produced the wonders of Rotterdam and Amsterdam. Suez or Panama changed the destinies of great sections of the world's peoples. To study such changes is indeed fascinating. We have been fortunate in our own City to have such studies as those of Holts and Harrisons by Professor Hyde and of Rathbones by Dr. Sheila Marriner. Conrad in romantic vein spoke of the sea of the past as an 'incomparably beautiful mistress' and the sea of today as a 'used-up drudge'. But to me the beauty and deep interest is always there.

A.S.M.

MERSEY NOTES

Two smart ships working the Cunard Mediterranean cargo service are MAKALLA (ex-CALEDONIAN COAST) and MALABAR (ex-CHESHIRE COAST). Both are painted in the fleet colours of the Brocklebank Line.

The Mersey observer will notice the increased number of Russian ships using the port, as their merchant fleet expands.

Silting at Dingle Oil Jetty having caused difficulty in berthing large tankers, moorings have been laid for a barge in

mid-river at which discharge will take place by pipe line to the shore installations. In this work, Dock Board vessels were assisted by the salvage ship LIFELINE.

At New Brighton it is said that demolition of the Promenade Pier will commence in October. The Ferry Pier adjacent will be reduced in width by one third, from the shore end to the toll gates, as the cost of replacing corroded structure is not warranted.

The Wallasey Beach Patrol continue their excellent work for the safety of holidaymakers, and now operate a high speed rubber dinghy similar to those used by the Royal National Lifeboat Institution on various stations.

A result of the Suez closure is the routing of ships to the Far East via Panama Canal. Blue Funnel's PATROCLUS on 28th July and MENESTHEUS on 1st September were to sail on this westward voyage to Japan and Hong Kong. The Nippon Yusen Kaisha Line have had sailings from Birkenhead to Japan via ports on the U.S. western seaboard for some time.

The coaster HAWARDEN BRIDGE has gone out to Barbados, and called at Coruna on 3rd July with a slight defect. With the slack coal trade of the summer season, one or two coasters have been on unaccustomed work. The Newry coaster WALNUT has made a voyage with timber from Stockholm to Manchester, and Kelly's BALLYRORY has carried grain between Amsterdam and London, and Rotterdam and Birkenhead.

On Saturday, 3rd June, H.M.S. ZULU - a 2-funnelled Tribal class frigate, berthed at Princes Stage, and was open to inspection by the public next day.

The Shell Oil Company now have their new fleet of 1,100 ton coastal tankers in service, and these are frequent visitors to the Mersey - their names are HAMBLE, DINGLE BANK, PARTINGTON and FALMOUTH.

A new cargo liner for the Demerara service has just been completed in Sweden and handed over to her Liverpool owners, the Booker Line Ltd. She has been named BOOKER VIKING and appears to be a sistership of BOOKER VANGUARD.

The news that Cammell Laird & Co. are to take in hand four Venezuelan destroyers for modernization is a sign that our Mersey yard is getting a very satisfactory amount of repair work these

days. The first due to arrive is the NUEVA ESPARTA, built at Barrow in 1953, and similar to the British Navy's BATTLE class.

For the record it may be mentioned that the four British merchant ships trapped in the Bitter Lake since the Arab/Israeli war, are the PORT INVERCARGILL, AGAPENOR, MELAMPUS and SCOTTISH STAR, the first two being bound for the Mersey.

Sunday, 27th August, saw the departure from Eastham of the British coaster BASILDON for continental breakers in tow of German tug FAIRPLAY XI. They passed the Lizard on 29th.

And whilst mentioning coasters, BAY FISHER has passed through the Panama Canal. The Irish coaster SUSAN is making a voyage to Sweden for a timber cargo for Wicklow. She was wrecked in the Waterford approaches a few years ago as the Dutch JAN BRONS, beached at Passage East, had much of her structure renewed and emerged under Irish registry.

The coming year will see many changes in Irish Sea passenger and car services. The Liverpool to Dublin route of B. & I. will, until May next, be reduced to three sailings per week in each direction. When ready, the car ferry LION will operate between Ardrossan and Belfast, with three sailings per week by the SCOTTISH COAST from the Broomilaw to Belfast. The Stranraer/Larne route will continue to be served by the chartered STENA NORDICA and it is expected that the very successful CALEDONIAN PRINCESS will operate Fishguard/Rosslare, prior to the new ANTRIM PRINCESS joining STENA NORDICA in November. ROYAL ULSTERMAN and ROYAL SCOTSMAN which have maintained the Glasgow/Belfast link are to be sold.

N.R.P.

TUGS

Very often, as the grey Mersey tide commences to flood, the the lock gates are opened to let a small flotilla of tugs of several owners, into the River to assist expected shipping. All have their orders, or keep watch for instructions from the loud-speaker of their VHF radio telephones. Some may make a sprint for Eastham, others heave to off New Brighton and watch for the coming of their charges - Alexandra's for Cunard, Rea's for Blue Funnel, Cock's for Clan, Johnston Warren for Furness ships.

"All in the day's work" would probably be the remark of our Mersey tug skippers if reminded of one aspect of the job. I refer,

in observation of the scene, to the meeting of a cargo liner with her tug at the River mouth. The larger vessel cannot afford to slacken speed if she is to fulfil her docking arrangements, and so the tug approaches on similar course until under the flair of the forecastle, with perhaps an eight knot speed. The tug is held steady near the vessel's cleaving bow, whilst a man aft takes a heaving line from those above, sometimes using a boathook to retrieve it, and the towing hawser is made fast and hauled up. The tug takes charge. It seems to the writer that no mechanical breakdown nor error of judgment aboard tug or tow can be accepted without putting the small vessel and her crew in danger. Sadly do we remember what happened to the APPLGARTH when assisting the PERTHSHIRE in darkness off Woodside, and the same thing had happened before with the TOXTETH.

When a ship leaves Gladstone Locks for sea, she has to turn completely round to meet the flood. The circle must be limited to give inward shipping a wide berth and so the heeling of the tug and the strain on the hawser is considerable. These facts were well illustrated recently when the fully laden SOUTHLAND STAR was swung to commence her maiden voyage. It almost seems as if the tug holds the stem to let tidal force swing the stern round. Then a short blast on the liner's whistle, the tow rope runs slack through the fairleads and drops in the water. And so another ship is on the tideway and the road to the Antipodes.

Passenger liners and pleasure vessels may suffer eclipse, the ferries may be very far from their palmy days, but for the super tankers, huge bulk carriers and everything that's new in shipping, we now have the finest and most efficient tug fleet that even Liverpool has ever known.

N.R.P.

THE LADY LANSDOWNE

During the weekend of July 1st and 2nd, our Council Member, Mr. P.N. Davies, led an expedition to explore the wreck of this steamer, sunk about one hundred years ago at Killaloe on the Shannon at the southern end of Lough Derg. The expedition comprised members of the Merseyside Sub-Aqua Club, the Hon. Secretary of the Liverpool Nautical Research Society and representatives from the 'Daily Express', who gave the venture some welcome publicity and also contributed much to the organization of the weekend.

As members of the Society will recall, the LADY LANSLOWNE was an iron paddle steamer built by William Laird at Birkenhead in 1833 for the Shannon service of the City of Dublin Steam Packet Company, one of whose founders was Charles Wye Williams, who was also a director of the rather ill-starred Transatlantic Steam Ship Company of Liverpool, which despatched two paddle vessels across the Atlantic in 1838, the ROYAL WILLIAM and the two funnelled LIVERPOOL. The LADY LANSLOWNE was far more successful and remained in service on the Shannon until about 1860 when she was laid up. She is believed to have sunk at her moorings in 1867. The arrival of the railway at Killaloe and at Portumna at the other end of Lough Derg had put an end to the steamer service, which for twenty-five years or so did a flourishing trade in passengers and cargo.

Apart from three iron barges also for service on the Shannon, the LADY LANSLOWNE was the first ship Laird ever built; she sailed or was shipped to Limerick and then was transported in pieces to Killaloe where she was re-assembled. She was by far the largest of the Lough Derg Steamers, measuring 133 ft in length by 17 ft in beam and 9 ft 6 ins in depth. Her tonnage was 148 and her engines of 90 nominal horse power. They were probably of the side-lever type.

The Merseyside Sub-Aqua team commenced diving at about 2.0 p.m. on Saturday, July 1st. Hitherto the wreck, which lies in shallow water very near the bank, had been roughly measured from a boat and the dimensions had agreed pretty well with those recorded at the shipyard. There was little doubt that the wreck was the LADY LANSLOWNE and the skin divers were able to take further measurements which amply confirmed the identity of the vessel. The wreck was found to be in poor condition with very little of the hull left above the turn of the bilge. Many had hoped to raise and preserve the vessel but this was soon proved to be impossible. However, the divers found many interesting artifacts, notably brass porthole frames, pieces of a wooden skylight, a basin, some timber from the transom, fire irons from the stokehold, a steam cock and a guide for a pump spindle. It was established that the vessel had a transom stern and wheel steering: the rudder was seen, as were the rudder head and tiller from which tackles would have led to a wheel.

Most intriguing of the finds was a mineral water bottle

containing a message written on the back of a label. The message simply recorded the names of two Killaloe residents, John McEvoy and John Brosnan and it was dated 31/7/67, i.e. 1867. This may well be the date on which the steamer sank.

Diving was continued on the Sunday morning and a few more artifacts were recovered. But the great enemy of the divers was silt, quickly stirred up, which rendered the visibility nil. Further exploration of the wreck would be worthwhile if only the silt could be cleared. The stem of the LADY LANSDOWNE is actually above water and one feels that originally much of the hull was clear of the surface. Doubtless the scrap merchants took their toll.

E.W. P-T.

NEW MEMBERS

D. P. Branigan	West Kirby
Captain W. Howel	Blundellsands

We are delighted to welcome them as members and look forward to seeing them at the meetings.

LANDFALL

The Master and Committee of the Merseyside Master Mariners' Club invite any member of the Liverpool Nautical Research Society to make occasional use of the lunch time facilities offered by LANDFALL. It should be explained that members of the Society are associate members of the Merseyside Master Mariners' Club.

GIPSY MOTH IV

On the completion of Sir Francis Chichester's circumnavigation the Society sent him a goodwill telegram. The following reply was received:-

Sir Francis Chichester thanks you for your good wishes which are very much appreciated.

WITH GREAT SORROW

We record the death on July 29th of one of our Vice-Presidents, Captain George Ayre. Captain Ayre took a keen interest in the work of the Society and read papers to its meetings on the work of the Mercantile Marine Service Association and the Royal National Lifeboat Institution. He had been Secretary of the New Brighton Branch of the Lifeboat Institution for fifteen years. He was a member of the Honourable Company of Master Mariners and a Fellow of the Royal Geographical Society.

Captain Ayre joined the service of the Mersey Docks and Harbour Board after a career at sea, having been in command for some fifteen years with F. and W. Ritson (Branch Line) and with Hogarths, of Glasgow. For some time he was Alfred Dockmaster, was then promoted to be Assistant Harbour Master and, in 1957, became Harbour Master, serving with distinction in that onerous post until his retirement five years ago.

As one of his former colleagues, I pay tribute to his great qualities of integrity and courage. He was a man with whom it was a privilege to work.

A.S.M.

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 Channel pours out on the ebb in a river gigantic".

Hilaire Belloc.

NEWS, NOTES & QUERIES

Vol.XI (New Series) No.4

October-December 1967

EDITORIAL

Channels have always fascinated me - whether they are great arms of the sea, skerries dividing island from island or from the main, or the estuaries of rivers. So much of my life has been associated with the Mersey Channels that it is to them that my mind turns when the word is mentioned. When I arrived at the Dock Board in 1918 two great steps in the life of the Port had been taken: in 1890 the decision had been made to dredge the Bar, the increasing size and speed in the passenger liner requiring that they should no longer wait on the tide. This was strongly pressed by Mr. T.H. Ismay of White Star Line fame. Then, early in this century, anxiety was expressed concerning the movement to the North of Taylors Bank and the encroachment upon the channel from the South. After very full advice had been taken it was decided to construct the Taylors Bank Revetment.

Before the First War, schemes had been devised for training the Crosby Channel by great walls of limestone but the outbreak of the First War held work up till 1923. One might say that work has proceeded from that date onwards so that now the great trained channel has resulted, utilising the ebb to help in maintaining the approaches to the Port.

It is of great interest to study these things in other Ports: the revetting of the Scheldt, the development of the New Waterway at Rotterdam (first started in 1870), a main feature in

the development of this great Port, commencing with the great 'havens' on the South side (embodying the old Maas) thence to the Botlek and Europort and to its future expansion on the North side to be known as Rijnpoort. A mighty development indeed with its links by waterway into the heart of Europe.

Then Amsterdam, with its Nord Zee Canal replacing the centuries' old approach through the Zuider Zee. Here too is the waterway link with Europe through the Amsterdam/Rhine Canal. And so to Bremen and Hamburg on their deep rivers, instinct with tenacity and purpose as their inhabitants have re-created their Ports and trade.

And perhaps most interesting of all in its conception and possibilities the Seaway stretching from the Great Lakes (in every sense from the heart of a Continent) down to Montreal and the mighty St. Lawrence.

Sometimes it is forgotten how vital in the lives of nations are their maritime approaches.

A.S.M.

MERSEY NOTES

Of the three ex-troopships operating educational cruises for scholars, NEVASA, DEVONIA and DUNERA, the latter has been withdrawn for demolition.

It must have come as a shock to Merseysiders to read that the Cunard Line intend to dispose of CARINTHIA, SYLVANIA and CARONIA shortly. Elder Dempster's ACCRA has already made her last voyage on the West African mail service. AUREOL and APAPA remain in service from the Mersey.

After my note in our last issue regarding the pending demolition of New Brighton Pier, came the surprising reprieve, when Messrs. Fortes, the caterers decided to take it over after an inspection by their engineer. To anyone interested in Mersey shipping, the future continuance of this unique vantage point is good news indeed.

Perch Rock Battery, also a useful viewing point, changed ownership in late September. Formerly closed in the winter months, the intention is to keep it open throughout the year as a military showplace, and with a much improved cafe and discotheque, to cater for the entertainment of young people.

The two Mersey tugs GREBE COCK and HOLM COCK have gone to Troon for scrapping. The former will be remembered as the tug which accompanied the ill-fated submarine H.M.S. THETIS to the area of diving trials northwestward of Great Ormes Head in the summer of 1939. Over ninety Royal Naval and Cammell Laird personnel were lost when this new vessel failed to surface.

SOUTHERN COAST built at Ardrossan in 1943, and a unit of Coast Lines Fleet, has been sold to Greeks and renamed ELEISTRIA.

During the whole of October, owing to the Dockers' Strike, movement on the Mersey has been quiet. Tankers have arrived normally, and there has been movement from Manchester, the Canal ports and Garston. Quite a number of vessels, after anchoring at the Bar or off Anglesey, sailed away to discharge their cargoes elsewhere.

Union Castle Line's GOOD HOPE CASTLE and SOUTHAMPTON CASTLE newest units of their fleet and built for cargo only, have visited Cammell Laird's yard for the fitting of accommodation for twelve passengers. This process seems to be the reverse of what was described in Britain's leading shipping newspaper when work was being carried out on Blue Funnel ships, as "depassengerization".

Following the completion of Blue Funnel's new loading berths at Birkenhead, comes the announcement that Clan Line are to have four new loading berths at Vittoria Dock and East Float, costing one and three quarter million pounds.

New records in oil cargoes are always being broken at Tranmere, and on Saturday, 4th November, the Swedish super tanker SEVEN STARS arrived with the largest cargo to arrive so far. She is not the largest tanker to enter the Mersey, but was said to have the largest draught at forty-five feet seven inches. Only occasionally was the forty-five foot mark visible on her bows.

Supertankers are often the least photogenic vessels, and this one in her grey paint on a winter's day was no exception.

Sunday, 5th November, was a day of gale force northerly winds and relentless rain. The German coaster RETHI MULLER had been berthed at the loading jetty at Penmaenmawr all night when the flood tide and squalls broke all her moorings and a radio distress call was sent out. Her port anchor was dropped but failed to hold her, and the sea carried her up the beach where she remained high and dry.

In efforts to avoid this fate, her bosun fell and broke his leg but a helicopter was able to lift him to the shore for transport to Bangor Infirmary. Beaumaris Lifeboat was launched, and a Lifesaving Company from Llandudno stood by, firing a line over the ship for breaches buoy purposes.

The educational cruise ship DEVONIA is to follow DUNERA to the shipbreakers yard in the near future. It is reported, however, that the British India liner UGANDA will be joining her consort NEVASA in this work.

N.R.P.

MUSEUM NEWS

It is over a year since Museum activities were reported to the Society. This does not mean that the Museum has been sleeping, but that News, Notes and Queries have been occupied with other items, perhaps of more pressing interest. In fact there have been a welcome number of acquisitions to the shipping collection, although the Maritime Museum project has lain very dormant. One wonders how much longer this situation will continue, with a fine collection, growing ever finer, but never appreciated, save by the Curator, his staff, and a few

visitors to the stores at Bootle.

However, some excellent models have been received this year (1967). Of particular interest is the model of the new Blue Funnel cargo liner PRIAM, to a scale of 1:96. The PRIAM was delivered in 1966 from the Vickers yard on the Tyne. She and her seven sisters are radical departures from the Blue Funnel/Glen Line tradition, with five hatches forward of the bridge and only one abaft. The funnel follows the precedent of the CENTAUR, a tapered streamlined structure replaces the old and famous Holt "up and down" smokestack. Liverpool's model shows to particular advantage the remarkably fine hull lines of these ships. There is a bulbous forefoot from which the lines run hollow for about 25 feet, all designed to enable the ship to steam at 21 knots in any but the stormiest seas. The PRIAM has a single four bladed screw driven by a Burmeister and Wain nine cylinder diesel of 18,900 horse-power.

Very different from the PRIAM, but equally worthy is the LEVIATHIAN, the famous sand pump dredger built for the Mersey Docks & Harbour Board in 1909 by Cammell Laird's. A model, to a scale of 1:48 of this vessel, was for many years on view in the main hall of the Dock Office. Now it has been given to the Museum and has regrettably been placed in storage.

Not, however, for very long, because in the nearly rebuilt Museum at William Brown Street a gallery devoted to the Port of Liverpool is planned, in which the LEVIATHIAN will have an honoured place, together with another Dock Board gift, a model of the Bar light-vessel ALARM of 1912. This new gallery, to be opened in a couple of years' time, will feature the history of the port, together with a history of the town, its people, industries and transport. For the shipping department this will be an excuse to place some more models on show from the 600 or so in store.

Coast Lines have made some welcome gifts recently. In February came a 1:48 scale model of the ULSTER MONARCH of the Belfast Steam Ship Company built in 1929. This model has for

the present been lent to the Mersey Mission to Seamen at Kingston House in James Street. It can be seen in the entrance hall. Coast Lines have also presented a 1:48 scale model of their OCEAN COAST built in 1935, and two oil paintings of the GRACEFUL of 1886 and the HOPEFUL of 1888. These two were Powell Line ships and it was the Powell funnel, black with a bold white chevron, which Coast Lines adopted on its formation in 1917. Liverpool Museums now have three Coast Lines motor vessel models, the ANTRIM COAST, 1937, the BRITISH COAST, 1934, and the OCEAN COAST, 1935. A good deal older is the SOMERSET COAST of 1911. She was a steamer, built as the GRACEFUL, a later GRACEFUL than the one described above.

Lithgow's Ltd., the Port Glasgow Shipyard, have presented the Museums with a 3 cwt. box of ships plans, mainly from the old yard of William Hamilton, now incorporated in the Lithgow's Group. Hamiltons built many ships for the Brocklebanks, so it is fitting that these drawings should be presented to Liverpool. They demand cataloguing, as do an interesting collection of steam reciprocating marine engine drawings from Cammell Laird's. Many of the latter depict warships' machinery, with some notable high speed triple-expansion sets for destroyers and cruisers.

Early in the year the Boydell Galleries in Castle Street, displayed a fine oil-painting of the Mersey in 1889. The Museums bought it and are proud to add it to their collection of river views. The artist is Max Sinclair, who hitherto was represented in the collection by two small oils of sailing ships. This Mersey view is a lively scene, with the Inman Line CITY OF NEW YORK at the landing stage. She is of course the three-funnelled, twin screw CITY OF NEW YORK, built in 1888. Other identifiable ships are the Woodside Ferry LANCASHIRE built in 1865 and a barque the LORD CLYDE, built in 1875. Tugs, Mersey flats and lighters abound, and the background sky is a magnificent smokescape. Identification of some of the tugs would be welcome.

Other acquisitions over the past year fall into the

miscellaneous category. There is a dockside warping capstan from Birkenhead, presumably about a hundred years old. There are seamen's discharge papers, a storage box for chronometers, from the Tidal Institute at Bidston, and a bronze medal commemorating the centenary of the Battle of Trafalgar, to pick a few items at random, all received within a week or two of each other. It is surprising the variety of material the Museums do acquire, and it is even more surprising how useful some of these maritime byways prove both in display work and in building up an historical picture.

E.W.P-T.

HERRINGS

The appearance of Herring shoals around our coasts is only vaguely predictable and it is of interest that catches in the Isle of Man area in October have been the best since 1939.

Having heard about the fleet of Dutch luggers which visit Dunmore East in the Irish Republic every winter to buy and transport cargoes of salted herring in casks, I spent a large part of a recent holiday at Port St. Mary watching similar work.

In port, were the motor luggers OCEAAN II (SCH47) and OCEAAN V (SCH118) resembling elongated drifters, and without fishing gear. Hundreds of new casks lined the quay and a procession of small trawlers came buffeting their way round Langness in heavy seas to dispose of their catches. Amongst these were the Ulster boats MARGRETTA N.89, CASTLEHILL N.84, GREEN ISLE N.256, GREEN PASTURES II N.210, and SPES MELIOR N.145. Then the local boats HEATHER MAID, VILLAGE MAID and MANX MAID taking time off from clam dredging, and also JEANETTE WA.8.

Some of the fish went away by lorry but by far the greater

part went overside into the luggers, to be salted and packed there and then. A boy in the wheelhouse kept tally of the number of cran received.

To augment the Dutch labour, a party of packers from Passage East, County Waterford worked alongside them. These men who remembered their own herring war of two seasons ago, when their little port, unlike Dunmore, was open to the Ulster boats, were now working with the "northerners" in a Manx port.

A shortage of salt made it necessary for OCEAN V to run across to Kilkeel and she soon returned replenished, to complete her cargo and sail for Holland, leaving her slower consort to follow later. The herrings are shipped ungutted. The wide quay was congested with casks, salt was trampled underfoot like snow, the smell from the sea's harvest was on the breeze and the Irishmen sang in the sunshine and in the rain, and joked at being so far from home!

In early November, a large trawler fleet is working off the southeast coast of Ireland and Dutch boats report good catches of herring. As the shoals of fish move in towards the coast, the Irish fleet are expected to share in the catch. The two Irish Government Fishery Board's vessels CU FEASA and CU NA MARA keep the local boats informed of the shoal positions by radio telephone.

The French fleet have a parent vessel named PALLASER to assist, and the Dutch have a hospital ship named DE HOOP which also serves the fishermen for religious services on Sundays.

At Dunmore East, two stern trawlers have been fitting out and endeavouring to get crews, and the accent is on larger boats working from ports in the republic.

At this time of year, the herring make for the southeast coast from the deeper waters of the Atlantic. One of their favourite areas for spawning is off Baginbun Head, just west of the Saltee Islands. Early in the season they are lively, but later to spawn they swim deep and are easier to catch.

A good deal of work is done at night and needless to say it is hard and dangerous, but with luck the financial reward can be great.

N.R.P.

OCTOBER MEETING

The first meeting of the 1967/68 season was held in the lecture theatre of the Liverpool Museums. The Society was addressed by its Vice-Chairman, Mr. W.B. Hallam, who spoke on the 'Canadian Blue Riband 1867-1967'. His paper was chosen to mark the Centenary of the Canadian Confederation, and was lavishly illustrated by slides.

Mr. Hallam traced the histories of the passenger liner companies serving the St. Lawrence over the past hundred years. The Allan Line came first in his story, a company founded in 1854 by Hugh Allan of Glasgow, whose first ship was the screw steamer CANADIAN of 1764 gross tons. Mr. Hallam's first slide, however, was of the CIRCASSIAN of 1873, a typical liner of the period, with masts crossing yards and a compound engine. The Allan Line had rivals from 1872 in the shape of the Dominion Line and from 1875 of the Beaver Line, who had started with sailing ships. As the nineteenth century drew to a close, the Allan Line and the Dominion Line were established as keen rivals, each trying to outpace the other with larger and faster ships. Mr. Hallam showed slides of the CANADA of 1895, built by Harland and Wolff for the Dominion Line, and the Allan Line rival, the TUNISIAN of 1900 built by Alexander Stephen.

In 1902, the Dominion Line was absorbed by the Morgan backed International Mercantile Marine Company and its character changed. The following year saw the arrival of the Canadian Pacific Railway Company on the North Atlantic, by their purchase of the Beaver Line ships, which had been previously under the Elder Dempster flag. From now on Canadian Pacific were the rivals of the Allan Line, a rivalry which led in 1915 to the

absorption of the latter with the C.P.R. fleet. Before this however, the Allan Line fought competition with some notable ships, the turbine liners VICTORIAN and VIRGINIAN of 1905. The latter had a long and varied career, ending as the Home Lines HOMELAND and being broken up in 1955.

The first Atlantic Empresses were the EMPRESS OF BRITAIN built in 1905 and her sister the EMPRESS OF IRELAND, whose career was tragically ended on May 25th 1914, when she sank in the St. Lawrence after being in collision with the Norwegian ship STØRSTAD. Her death toll was 1,023. Curiously this disaster has never had the publicity of the TITANIC or LUSITANIA tragedies, perhaps because it was rapidly overshadowed by the outbreak of the 1914-18 war.

Mr. Hallam now turned to the activities of the Dominion Line which had become overshadowed by the performances of the Allan and C.P.R. ships. The Dominion Line was now linked with the White Star on the Canadian route and two ships, the LAURENTIC and MEGANTIC were placed on this service in 1909. The Cunard Line entered the Canadian trade in 1913 with the ANDANIA and ALAUNIA. Previously Halifax had been their Canadian port of call, they had not so far penetrated up the St. Lawrence, but once established, they have stayed in the Quebec and Montreal trade. In 1914 the Allan Line placed their last, largest and finest vessels in service, the ALSATIAN and CALGARIAN in a bid to dominate their C.P.R., White Star and Cunard rivals. Both vessels were 18,000 gross tons, and were turbine driven with quadruple screws.

At the outbreak of war both became armed merchant cruisers as did so many of the North Atlantic Liners.

After the 1914-18 war, the Canadian trade history became very complex. Mr. Hallam spoke of the Anchor-Donaldson ships, a Cunard controlled fleet, and of the acquisition by the Cunard of the ships of the Canadian Northern Railway. Moreover, many ships were lost, and on the return to peace, companies had to operate with chartered tonnage and with ships requisitioned

from the Germans, for example the PRINZ FRIEDRICH WILHELM, which became the C.P.R. EMPRESS OF INDIA. Mr. Hallam said that 1922 was a unique year in passenger trade history, with eighteen new ships, or newly acquired ships, entering the St. Lawrence. Three new Cunarders entered service in June 1922, the 'A' boats, ANDANIA, ANTONIA and AUSONIA.

In 1926 the Dominion Line funnel disappeared from the trade with the withdrawal of the old CANADA. The much newer REGINA survived as a White Star ship. She had been completed hurriedly for war service as a cargo carrier in 1918. She was fully fitted out as a passenger liner in 1922.

The depression of the 30's pruned many ships from the Canadian route and Mr. Hallam gave an outline of the sad story of withdrawals and scrappings. He devoted a good deal of time to a description of the famous EMPRESS OF BRITAIN of 1931, built by John Brown. She was over 42,000 tons with a length of 733 feet. Her interior decoration was planned and executed on a lavish scale, with rooms and saloons designed by Frank Brangwyn, John Lavery and Heath Robinson. She was by far the largest ship ever in the Canadian trade and Mr. Hallam showed a beautiful slide of the vessel. As everyone knows the EMPRESS OF BRITAIN sank off Iceland in 1940. No more new passenger ships were built for the Canadian trade until well after the second world war. War losses were heavy among the St. Lawrence ships, the ATHENIA was torpedoed on September 3rd 1939, the DUCHESS OF YORK sank off Morocco in 1943, and the ANDANIA was torpedoed in 1940. Many of the ships became Armed Merchant Cruisers, as in the 1914-18 war.

For the final part of his paper, Mr. Hallam concentrated on the post war building plans of the C.P.R. and Cunard. The Cunard placed the SAXONIA, IVERNIA, CARINTHIA and SYLVANIA on the Canadian service between 1954 and 1957, these were the first new ships on the Canadian trade since 1931. All four operated from Liverpool. Now, however, the SAXONIA and IVERNIA, renamed the CARMANIA and FRANCONIA are dual purpose ships engaged in cruising between New York and Bermuda; on November 24th 1966, the last Liverpool-New York sailing was undertaken by the

SYLVANIA, and on 13th October 1967 the CARINTHIA left Liverpool on the last Cunard, Liverpool, Quebec and Montreal service. There are still Southampton - St. Lawrence sailings by Cunard. Liverpool is left with the two "Empresses", the EMPRESS OF ENGLAND and the EMPRESS OF CANADA, to maintain the service to Quebec and Montreal, the last of a long line of famous ships and companies. The future seems doubtful in this jet age. Cruising seems to be a likely refuge for such ships. Recently Cunard have announced the disposal of the CARINTHIA, SYLVANIA and CARONIA in 1968.

A vote of thanks to Mr. Hallam was proposed by Mr. MacManus and seconded by Mr. Raine. Tributes were paid to Mr. Hallam's astonishing memory. His paper was delivered without recourse to the paper itself. He was able to give building dates, tonnages and dimensions without hesitation, a wonderful performance.

NOVEMBER MEETING

On Thursday, November 8th 1967, the Society met aboard LANDFALL to hear a paper by Dr. Dennis Chapman on 'The Ash-burners and the Schooner Trade of the Irish Sea' illustrated by some excellent slides. Dr. Chapman who is on the staff of Liverpool University, is a keen student of coastal sailing craft history and has paid particular attention to the trade of Wales and the North West.

He spoke first of the surprising number of coastal trade ports, and of the docks and slips where the schooners and ketches were built. Many of these have disappeared almost without trace and are the subject of archaeological interest as much as historical, although they must have flourished as recently as a hundred years ago, when the schooner trade was at its zenith.

Although many schooners were owned by their skippers and by groups of tradesmen and farmers ashore, one or two families had extensive fleets. There were the Stephens' of Fowey, the Fishers' of Barrow and the Ashburners' of Barrow. Another distinctive fleet were the Portmadoc schooners, trading to the harbours of Newfoundland and Nova Scotia for fish to discharge at Mediterranean ports, and engaged too in the lucrative slate trade, in the high noon of the Industrial Revolution when workers dwellings were in demand throughout the Midlands and North.

Dr. Chapman concentrated however on the Ashburners. Richard Ashburner was a professional naval architect and made line drawings for his shipwrights. Most schooners, however, were built from a simple half model and drawings are rare. Schooners in fact proved unsuitable and unhandy for coastal trading, compared with the Thames spritsail barge. The spritsail barge had a large hatch, the full length of the hold, a simple rig, and needed a crew of two only. Whereas the schooner had small hatches, impeded by complex rigging, and needed a crew of four or five. Moreover the schooner was deep draughted, while the Thames barge unladen drew a few inches. In fact the schooner was a deep-sea vessel trading in its heyday across the Atlantic and to the Mediterranean. These trades were on the upgrade until about 1875, but steamer competition forced the schooners more and more into coastal waters, where they survived until after the 1914-18 war, and were then rapidly killed by motor lorry competition.

Speaking of building and ownership, Dr. Chapman explained that the ships were owned on the one sixty-fourth share system. The shareholders were a very mixed company, farmers, clergy, tradesmen and craftsmen, and of course skippers, skippers' wives and widows. Crews were often drawn from single families. The clergy played an important part in the trade by running navigation schools. The larger ports had full time schools, but in the coastal villages the Parson and school teacher ran classes on the subject for budding schooner masters and mates. Schooner masters carried no certificates and were limited to coastal waters. They were however expert navigators because

they served a long apprenticeship.

Schooners supported a wide range of ancillary industries, such as blacksmiths, sailmakers, brokers and ironfounders. Dr. Chapman expanded his remarks on the decline of the sailing coastal trade and these associated industries. Between 1900 and 1914 there was a considerable recession, save in certain favoured trades, such as coal from S.Wales across the Bristol Channel, which saved a long rail journey, and of course the trade with Ireland, which was essential. Railways at first served the schooners; many ports had railway stations and sidings down to the quay. Eventually however railways took traffic away from the coasters, and motor lorries completed the task in the 1920's and 30's. There were very few schooners working by 1939.

Dr. Chapman undertook a quick survey of schooner building, schooner crews and trades. The building was rapid, even very small yards could build a schooner a year. Modern wooden fishing boats are built by the same methods at St.Monance, Fife, as Dr. Chapman illustrated by a fine series of slides taken last summer. The trade was of course varied, much of it connected with agriculture. In the North West there are many lime kilns on the shore, even where there is no limestone present. These kilns were served by the schooners. They brought coal and where necessary limestone, and took away the burnt lime. Another important trade was the distribution of goods from the big ports; Mersey flats were engaged on this. Some schooners and ketches were tramps, others ran on regular services, such as china clay from St.Austell to Runcorn, slate from Portmadoc and coal from the Tyne to London. Dr.Chapman circulated to his audience a voyage list of the schooner JAMES POSTLETHWAITE between May and November 1874, which was very varied. She went to ports as far afield as Plymouth, Ayr, Treport, Brest and Chester, with cargoes as varied as manure, cement, gunpowder and scrap iron. Dr. Chapman also circulated the accounts of two schooners, the JAMES POSTLETHWAITE and MARGARET BANNISTER; the account for the latter refers to a passage loaded with ore between Weston Point and Workington, and demonstrates that this vessel was regularly

on this run, from the Mersey to either Workington or Barrow.

The last part of Dr. Chapman's paper dealt with the Ashburners themselves. The founder of the firm, William Ashburner started this building in Douglas, Isle of Man and later moved to Barrow. Richard Ashburner, his brother, started a shipyard in Greenodd, near Ulverston, and in 1880 joined William at Barrow. In 1883 William died and the yard was closed, but re-opened later under Richard's direction. Besides building, the Ashburners owned schooners, including the famous WILLIAM ASHBURNER and the RESULT, which traded until very recently. Dr. Chapman outlined the career of the RESULT and her numerous changes of rig. She started as a three masted topsail schooner and ended as a ketch, but with a large engine, the sails being mere auxiliaries.

As a brief postscript to his paper, Dr. Chapman presented a fine series of colour slides of Baltic schooners taken during the summer of 1967. Some were old vessels setting auxiliary sails, others were brand new but embodied some well-trying features, such as catheads and windlasses with wooden barrels.

A vote of thanks to Dr. Chapman was proposed by Mr. E. Lear and seconded by Mr. R. B. Smith. Many questions followed, about composite built schooners, the trade of Connah's Quay, the conversion to auxiliaries after the 1914-18 war, and the mortality rate of crews and skippers. Dr. Chapman did point out that skippers placed too great a reliance on the early, rather feeble auxiliaries, and many schooners ended on a lee shore. His collection of photographs on display was much examined and his audience enjoyed a particularly informative and refreshing evening.

E.W.P-T.

NEW MEMBERS

R.D. Thomas	Upton by Chester
J. Fareham	Acton, Northwich
A. Mair	Liverpool

We are very pleased to welcome these as new members of the

Society and look forward to seeing them at our meetings.

RESIGNATIONS

Mr. & Mrs. H.V. Coney	Birkenhead
J. E. Alexander	Liverpool
A. Tinker	Liverpool

We thank these for their support of the Society.

WITH GREAT SORROW

We record the death on October 3rd of Mrs. R.B. Summerfield after a long and trying illness. The Society would like to express their deep sympathy to Mr. Summerfield at this sad time.

Mr.Pugh will take over the editorship of News, Notes and Queries after this issue.

May I express my sincere thanks to members of the Society for their support and in particular to Mr. Paget-Tomlinson and Mr. Pugh for most valuable contributions and help.

A.S.M.