

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

"But the sea is our approach and bulwark;  
it has been the scene of our greatest  
triumphs and dangers; and we are accustomed  
in lyrical strains to claim it as our own"

Robert Louis Stevenson

NEWS, NOTES AND QUERIES

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January-March 1968

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OLD NAMES BRING BACK MEMORIES

The recent transfer of the Shaw Savill liners ARABIC and AFRIC to the Pacific Steam Navigation Company, and their renaming OROYA and ORITA recall earlier ships of these names to many folk who remember the years before 1939.

The first OROYA was an iron paddle steamer of 1,577 tons built and engined by John Elder and Co. in 1873 for service on the West coast of South America, which after ten years was sold to Peruvian owners.

The second OROYA was completed at Barrow in 1886 and was a fine looking ship with four masts and two funnels. Her tonnage was 6057 gross and much of her career was spent in the Australian trade, which the P.S.N.C. had entered in 1877 in conjunction with the Orient Line. Vessels of similar type were the ORIZABA, OROTAVA and ORUBA, and in 1906 the P.S.N.C. interest was taken over by the Royal Mail Steam Packet Company to whom the OROYA, OROTAVA and ORUBA were transferred in 1906. The ORIZABA was wrecked off Fremantle in 1905. The OROYA did not last very long in Royal Mail ownership, being broken up in Italy in 1909.

The name appeared for the third time in 1923 with the completion at Belfast by Harland and Wolff & Co.Ltd. of the 12,257 ton OROYA, a twin screw turbine steamer, built for the principal service of the Company between Liverpool and Valparaiso. Her actual working life was short owing to trading conditions, which caused her owners in the early thirties to lay her up in the River Dart, where she lay until December 1938 when sold to shipbreakers at Spezia.

The present holder of the name is a motorvessel of 6553 tons which was built in 1956 by the Bremer Vulkan Comapny, Vegesack, as the ARABIC for Shaw Savill & Albion Line. This Company perpetuate famous White Star names which gives much pleasure to people who remember that Company. The ARABIC relinquished her name in January 1968 to take up the time honoured name of OROYA.

The sistership of the OROYA ex ARABIC is the AFRIC completed at Vegesack in January 1957 which in February 1968 was renamed ORITA thus reviving memories of a very popular Mersey liner of earlier years. The name ORITA has only been borne once in P.S.N.C. history, and the holder was completed at Belfast in 1903 by Harland & Wolff, and at the time was the largest vessel ever owned by the Company, and the pride of the Pacific service. Her tonnage was 9,290 and quadruple expansion machinery, driving twin screws gave her a speed of  $15\frac{1}{2}$  knots. She came successfully through the First World War, and in 1920 her boilers were adapted for burning oil fuel. She was not laid up in her lifetime, but in 1931 was sold to T.W.Ward & Co.Ltd. and was taken to Morecambe for scrapping. Before work commenced the ORITA was towed from Morecambe to Briton Ferry, where demolition was carried out.

W. B. H.

## LOCK GATES

The Sandon river entrance, closed since last March is to be reopened this spring when new gates, which have been towed from Bristol Channel by tugs FORMBY and TRAFALGAR, are in position.

## DECEMBER MEETING

On Thursday, December 14th, the Society met at Liverpool Museums to hear a paper by Prof. K.F. Bowden, Professor of Oceanography at Liverpool University on his subject "Science of the Oceans". He illustrated his paper with an excellent series of slides, some of charts of currents, and others showing scenes aboard the research ship DISCOVERY.

Prof. Bowden introduced his paper with a history of deep sea research. Until the 19th century in fact, deep sea research was impossible through lack of equipment. Captain Cook's expedition had made many surface observations, but it was Sir James Clark Ross in the early 19th century who achieved a sounding of 2,000 fathoms. The first oceanographic expedition on modern lines was that of H.M.S. CHALLENGER whose world cruise lasted from 1873 to 1876.

Prof. Bowden continued by describing research vessels, British, American and Russian. The British have had three DISCOVERY's, the first of these associated with Captain Scott and now moored in the Thames. The present DISCOVERY was built by Hall, Russell of Aberdeen in 1962. She has diesel electric propulsion. The main body of the Professor's paper was given to describing methods of deep sea soundings, of establishing the direction and speed of currents, and of gathering samples of water from great depths. Prof. Bowden described the equipment used and how it works, a little complicated to detail in this report, since many of the operations have to be automatic. With the aid of charts the professor described the ocean's currents and the nature of the sea bed. A recent notable discovery has been the ridge running down the Atlantic from north to south. This ridge contains a cleft or split along its highest point, which is very similar in contour to the ridges and cliffs in the adjacent African land mass.

The present day oceanographer's work was next described. Colour slides showed samples of sea water being taken aboard the DISCOVERY and also the launching of drogues to measure the speed and direction of currents. The data thus gathered is assessed in

laboratories ashore. Much oceanographic work is also undertaken by the Hydrographic Department of the Royal Navy and merchant ship officers help the oceanographer with data on currents.

On concluding, the Professor was plied with many questions about the lost continent of Atlantis, about the possible opening of the North West Passage to trade, about the source of currents and the variety of plankton.

A vote of thanks was proposed by Mr. M.G. Kinley and seconded by Mr. David Hughes. The evening had been a novel one for the Society.

E.W. P-T.

#### NEW NAMES FOR OLD

So many ships we have known on the Mersey have changed hands recently, that readers may like to ponder on the following:-

MONOMACHOS ex SARMIENTO  
NAVMACHOS ex SANTANDER  
ARAMIS ex WAIPAWA  
HONESTY ex KANDAW  
ELEISTRIA ex SOUTHERN COAST  
STAR OF IBRAHIM ex MORAY COAST  
VIRGY ex TREMAYNE  
ARCHON CHERUBIN ex TREMORVAH  
JAVA SEA ex MAMPONG ex SHERBRO  
NINGPO ex CORINALDO  
ARMANISTAN ex ELYSIA  
SANDRA N ex CITY OF LONDON  
BENEDIN ex CITY OF WINNEPEG  
BENALLIGIN ex CITY OF KHARTOUM  
BENKITLAN ex CITY OF SWANSEA  
BENRATHA ex CITY OF NEWCASTLE  
BENARKLE ex CITY OF POONA

ORITA ex AFRIC  
OROYA ex ARABIC  
MERY ex ZUNGERU  
ARES III ex CLUTHA RIVER  
AKAROA ex AMAZON  
AGHIA ANNA ex MENAPIA  
BIBI ex LETITIA  
SEA BIRD ex CRAFTSMAN  
RFA DEWDALE ex EDENFIELD  
HONGKONG KNIGHT ex  
RHODESIA STAR

Members may remember the collision on 19th November 1965 between the tanker BELGULF UNION and coaster BALLYLESSON in the Mersey when the latter was beached near the Albert Dock Wall with a gaping hole in her port side. On 13th November 1967 in the Admiralty Division, Mr. Justice Brandon said "BALLYLESSON created a situation of risk, but the risk materialized mainly by the faults of the BELGULF UNION", and the tanker was found two thirds and the coaster one third to blame.

As a preliminary to work on the new dock scheme at Seaforth, a drilling rig took up a position in the Crosby Channel in November. A line of piling has been driven seaward from Gladstone Dock extremity at Port Radar.

On 18th January the tanker ATHELLAIRD from Durban with a full cargo of molasses sustained a broken crankshaft and was completely immobilized about 100 miles north of Corunna. Smit's tug ORINOCO was able to proceed from Vigo and towage to Liverpool at 6 knots commenced on the morning of the 19th. So we had an unusual visitor at the Princes Stage on the 23rd in ORINOCO, resting her crew and restoring after successful mission accomplished. These large ocean-going tugs representing enterprise and initiative are always an inspiring sight to the writer.

The B. & I. Line container terminal has been instituted at Weston Point from whence the chartered German vessels SIEGERLAND, HANNES KNUPPEL, FRIEDA GRAEBE and WEGA now sail to Dublin and Cork.

The Cardiff coaster FARRINGAY broke down in strong northerly winds on 7th December fourteen miles northeast of the Skerries, Anglesey. EMERALD stood by and Douglas Lifeboat reached the casualty. BEN VEG made several attempts to tow FARRINGAY towards the Isle of Man, but her ropes chafed and parted time after time. A tug from Preston had no more success, and next day the Liverpool tug ALFRED LAMEY managed to bring in the FARRINGAY for docking at Cammell Lairds. This motor coaster, one of the few remaining "Chants" of World War II, was built at Goole in 1944.

N. R. P.

## LIFE IN A TANKER

For those of us who have 'swallowed the anchor' - yet have a sympathy and even a mild envy for those "who go down to the sea in ships", the following extract is quoted from a letter by our young member, Richard Gidman, to Dennis Boyes with whom he corresponds.

"S.S. MOBIL ENDEAVOUR in Persian Gulf 17th February 1968.....since I have joined this ship as fifth engineer last September we have been to twelve ports. From the Persian Gulf port of Ras Tanura where I joined the ship after a London/Bahrein VC 10 flight, we went to Yokohama, thence back to the Gulf, to Khor-al-Amaya, a man-made island, really just a loading jetty in Iraqi waters out of sight of land. There we loaded for Singapore, lying at anchor in the western roads for about four days, discharged and returned to the Gulf. We loaded at Mena-al-Ahmadi for Paulsboro', a refinery just outside Philadelphia on the Delaware River.

That voyage, via the Cape of Good Hope, took thirty-one days, mainly due to four days of bad weather. We were doing only five knots at one time, into a 20ft. swell. At Paulsboro' in freezing temperatures, we discharged and ran down to Covenas in Columbia, not far from Panama, thence back to Paulsboro'. Was it cold? Seventeen degrees Fahrenheit at night, and to top it all it was Christmas weekend. In port it makes you miserable, having to work eight hours each day.

We celebrated Christmas on the 27th December once we were at sea and bound for the Persian Gulf once more. On our way down we passed quite close to Ascension and St. Helena islands. We had a two hour stop off Capetown whilst we had a change of 2nd Engineers, one stepped off, one stepped on, and away we went.

We loaded at Kharg Island, off the coast of Iran this

time, and sailed for Singapore. I managed to have five hours ashore there, the berth being about fifteen miles from the city centre. Whilst we were there I noticed a large Shell tanker of the new "M" class of 192,000 tons deadweight. What a size, especially as she was lightship, proceeding on her first voyage to the Gulf from her Japanese builders.

The ship I am on was built in Sweden 1961 by Eriksberg and runs very well. In ballast we do a daily average of 18 knots having turbine power of 18,000 SHP. At the moment we are steaming up the Gulf towards Kharg Island once more to load crude oil for Durban.

Yesterday, whilst looking out of my cabin port, I noticed a yard wide band of red "stuff" on the sea. According to the Mate it was algae, though the 2nd Mate maintains it was red lead paint, a band plus streaks about five miles long and two or three yards wide - such is the pollution of the oceans.

Last time at Kharg Island we had bad news. Our ship is to be sold. This was a shock to all of us. I will probably be staying on the ship until hand-over time about the end of March".

I am sure we all send Richard best wishes for plenty of happy, safe voyaging.

N. R. P.

#### NEW MEMBERS

We extend a welcome to the following new members:

P. J. Matthews	Birkenhead
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P. G. Cox	Nantwich
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## RESIGNATION

Frank O. Braynard

New York

whom we thank for his support.

## EDITORIAL

On taking over our quarterly News, Notes and Queries, I am very much aware of the success achieved by my immediate predecessor, Mr. A.S. Mountfield, and also before that, when our bulletin was edited by Mr. R.B. Summerfield over a long period of years. I would like to emulate both.

We are a Research Society, as the reports of our Meetings have shown over the years, but nevertheless I shall endeavour to flavour the contents of our little publication with contemporary happenings in the shipping world.

It would assist very greatly if members would consider offering an essay on a nautical matter of their own choice for inclusion in future issues. Experiences afloat, historical notes, memories, commentaries - I am sure we have a wealth of material within the Society. A suggested maximum is 800 words, and it would assist if typed on one side of the paper only, with lines not exceeding  $5\frac{1}{2}$  inches. I would be pleased to receive these at 1 Walmer Road, Birkdale, Southport.

N. R. PUGH



L I V E R P O O L    N A U T I C A L  
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"She walks the waters like a thing of life  
and seems to dare the elements to strife"

Lord Byron

NEWS, NOTES AND QUERIES

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Vol. XII (New Series) No.2

April-June 1968

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FLAGS OF ALL NATIONS

In our Mersey port, the flags of many nations are seen including Russia, Liberia, Lebanon, Kuwait and even Burundi. The impression might be gained that Britain was lagging behind, but in "ship-spotting" logs for the first four months of 1968, the comparison is:-

Britain 55%

Holland 9%, Norway 9%, Germany 8%, all others 19%

Not entirely satisfied with this result, another calculation was made. Of the 116 merchant ships in Liverpool, Birkenhead and Garston on 11th May, actually in commission, the comparison is:-

Britain 65%

Holland 10%, Norway 7%, Germany 4%, all others 14%.

Tonnages and other factors are not taken into account, and it appears that there are still plenty of Red Dusters left on the seas, in spite of numerous sales and scrappings.

N.R.P.

## A ROUND-THE-WORLD CRUISE, 1941-1943

In the autumn of 1962 the news that CLAN BUCHANAN had arrived at Birkenhead for the last time and would shortly go to a scrapyard in Spain, brought back memories of an unusual round-the-world cruise. I was able to visit the ship, thanks to Clan Line Ltd., and later from a ferryboat, I saw her quietly slipping away. It was, to me, almost like a funeral without anyone performing the last rites and praising her services in peace and war.

The first time I saw her, she was just a "number" at Dunbarton shipyard. With most of the ship's complement, I had arrived to serve as wireless telegraphist. There was an advance working party already aboard, with "dockyard mateys" completing her fitting out. This was 16th November 1941, and after trials and tribulations and without any commissioning ceremony, she was ready by the end of November, to commence operations as H.M.S. ENGADINE.

She certainly was the Navy's "ugly duckling". With typical merchant ship hull and funnel, a small square bridge amidships, a huge hangar aft, she had two masts, the forward one being tripod. There were two electric cranes and an aircraft catapult deck to which no catapult was ever added. Guns were mounted forward and on the hangar deck, several being anti-aircraft. From the quayside she looked bulky and vulnerable, and one of our crew loudly remarked "target for tonight".

Her gross tonnage was 7,467, length 488ft. and her speed 16 knots. She was being built by Denny & Co.Ltd. for the Clan Line, when by Admiralty orders she was modified during construction for use as an aircraft transport, completion being delayed by the Clydeside bombing.

We took aboard sufficient aircraft to fill both holds and all available deck space, before joining a convoy. The rumour

was that we were bound for Capetown and would be back in three months. Little did we know when we sailed on 8th December 1941 that it would be 15th September 1943 before we got back to England, after sailing round the world via the Cape and Panama Canal, covering 100,000 miles, crossing the equator ten times and the international date line seven times. This may constitute a record and a novel maiden trip for any class of vessel.

After clearing the Clyde, our zig zag course took us nearly as far north as Iceland and half way across the Atlantic before turning south. For five or six days a storm raged affecting the most hardened of the crew. ENGADINE proved to have an exception roll. Evenings meant almost constant action stations, and the use of star shells to spot surfaced submarines gave the scene a fantastic setting.

As we got further south the weather improved and eventually we reached blue seas and hot sunshine, becoming bronzed whilst watching the flying fishes play. Also the ship's company settled into an efficient team and we got to know each other better. In addition to smaller escort vessels, we had with us the battleship RAMILLIES, the monitor ROBERTS and anti aircraft cruiser ULSTER QUEEN. Freetown was reached in thirteen days, and next day we left on our own to arrive at Capetown on 1st January 1942. It turned out that the Fleet carrier INDOMITABLE was expecting us, but their cheerful greetings turned to groans when it was learned that our planes had been so damaged, that they would have to be crated and returned to Britain. Capetown was a wonderful experience and it was good to enjoy unrationed food and dazzling lights, after the shortages and blackouts at home.

After ENGADINE'S maiden voyage which ended in Liverpool she did trips to New York, India and Ceylon via the Mediterranean. A hurricane was encountered on one of the New York voyages. She had a shot fired over her bows at Durban owing to a challenge mistake, and a shot fired at her by a merchant ship

in the Indian Ocean, which had mistaken her for a foe. She picked up a boatload of survivors in the Indian Ocean and also conveyed German U-boat survivors to a camp at Suez, as well as carrying Japanese prisoners to Pearl Harbour.

Transporting planes and stores and mostly un-escorted, many ports in Africa, India, Australia, the Pacific Islands and the United States were visited. For eight months she worked for the U.S. Naval Authorities collecting planes in San Diego for delivery to Pacific Islands. The ship's company were taken by coach to Los Angeles and were able to see famous film stars in Hollywood. Later, in New York, we had similar opportunities to visit the Stage Door Canteen.

In all ports and camps run by the Americans, we found great hospitality. This also applied in South Africa and I still keep in touch in 1968 with friends made there.

ENGADINE paid off at Loch Alsh 8th January 1945 to be used as a depot ship. As I took a somewhat nostalgic look then, I was not to know that as the very different looking ship CLAN BUCHANAN, I would go aboard in Birkenhead seventeen years later to say farewell.

D.W.BOYES

CROSBYDALE ex Blue Funnel Steam barge XANTHUS went to the breakers in May. She and her sister XENOPHON were used to transport Holt cargo from Liverpool to Birkenhead in the years before the Mersey Road Tunnel. The berth now occupied by LANDFALL or very close to it was used, and the Harley and Miller trawlers CELTIA, and GOOSANDER used another berth on this wall.

Does any reader know the ultimate fate of XENOPHON ?

## MARCH MEETING

On Thursday March 14th the Society met at Liverpool Museums to hear a talk by Dr. J.R. Rossiter on the work of the Tidal Institute at Bidston, near Birkenhead. Dr. Rossiter is the Director of the Institute. He illustrated his talk with slides and a short film and also gave a demonstration of a tide predicting machine at work, employing the machine which the Museums obtained from Bidston a few years ago.

As an introduction, Dr. Rossiter outlined the history of tidal prediction. At first this was a haphazard science, employing data culled from continuous observation over long periods of years. Not until the end of the nineteenth century was mathematical prediction perfected, after the pioneer work of Lord Kelvin assisted by Edward Roberts, who designed the predicting machine now in the Liverpool Museums. The observatory at Bidston was founded in 1843, but the tidal institute side of the work was not developed until later. As time passed this tidal side assumed greater importance, and today it has become pre-eminent. There is now no serious observatory work, although Bidston is a meteorological station, frequently asked for weather details to establish conditions at the time of accidents of all descriptions by land and sea.

Today, Bidston Tidal Institute is renowned all over the world and predictions are undertaken for all oceans. Accurate tidal prediction has become very necessary for the berthing of modern giant tankers and for their loading, when an inch can add or subtract £2,000 from the value of an oil cargo. Dr. Rossiter's slides explained by diagrams how tides occur, by the gravitational attraction of the moon and the sun. Further diagrams showed tidal peculiarities, most famous of these is of course, Southampton Water with four tides a day. Other places, for example in the Persian Gulf, have apparently only one high tide a day, although in fact this is not really so, the other high tide is there but of negligible proportions.

Of particular concern at Bidston are storm surges, when the

tidal height is exaggerated by wind. There was a famous flooding of the Thames in 1928 when much of Chelsea was inundated and many drowned in basements. More recently there were the East Coast floods of 1953 when the North Sea acted as a funnel, the neck being provided by the coasts of Holland and East Anglia. Exceptionally high tides built up by strong winds, poured over the defences of both coasts and flooded many acres. Today a warning system for such surges is in operation, the result of research work at Bidston.

Tide prediction itself is now a matter for the computer, so that the machine at Liverpool Museums is now obsolete. A similar but more modern machine still at Bidston, is now rarely used, only four or five times a year as a check on certain of the computer's work. The same sort of data that used to be set on the tide predicting machine is now fed to the computer. But whereas the machine took a week to produce a prediction for a year's tides at a port, the computer takes just one and a half minutes.

Much future work is expected at Bidston in connection with proposed barrages across the Dee, Morecambe Bay and the Solway. The construction of these may have consequential effects on tidal behaviour. In the past hydraulic models have been made to discover the effects of tides and currents on man-made sea works such as these, but now Dr. Rossiter said, without going into detail, mathematical models can be built to achieve the same results. Other work at Bidston is concerned with earth tides, for the earth is elastic, not like the sea of course, but sufficiently so to be capable of measurement on a special seismograph deep down in a mine. The earth expands and contracts due to the gravitational pull of the sun and moon, just as the sea rises and falls.

With earth tides Dr. Rossiter ended the talking part of the evening. A short film, made by the Tidal Institute at Bidston followed. This was particularly about the tides of northwest Europe, illustrated with diagrams showing the ebb and flow,

round the Continental shelf. After the film came questions and finally Dr. Rossiter's demonstration of the Museums' Tide Machine, made in 1908 by A. Lege & Co. of London, to the design of Edwards Roberts. Dr. Rossiter showed how the machine could produce both predictions of tidal heights and tide times. The available information is set on component scales which are linked together to produce an answer. The machine is first run for a series of heights and then for the times. It is operated electrically and can, if needed, draw a graph of the tidal rise and fall on a roll of paper. Members of the Society were fascinated to see this early type of computer at work, with its complex gear trains, and rising and falling components all linked by a fine silver wire.

This was indeed a novel evening for the Society and one which will be long remembered.

E.W.P-T.

#### H.M.S. LIVERPOOL

The model of the Southampton class cruiser LIVERPOOL which was presented to Mr. R.B. Summerfield last year to mark his retirement as Chairman of the Society, has been the subject of some handsome photography by A'Court Photographs Ltd. of Staines. The model, which was on show to members at one of our meetings was built to a scale of 1 : 600 by Mr. John Lindsay of Southampton. Mr. Summerfield's pride in this model of a ship which did such wonderful work in World War II inspired the photography, and great care was taken with lighting to bring great realism and scenic perfection to the subject. It is sad that the sixth holder of the City's name in the Royal Navy has long since ended her days in a scrap yard, but this fine model and its graphic presentation will live on.

N.R.P.

## APRIL MEETING

On Thursday 4th April the Society met aboard LANDFALL to hear an excellent talk illustrated by slides and photographs by Mr. A.W. Pyner of Ilford Ltd. entitled "Sail and Camera". Mr. Pyner combines his profession with his hobby on behalf of Ilfords. He was for a long while on the laboratory staff there, with a strong private interest in sailing vessels, particularly Thames spritsail barges. More recently he has joined the advertising side of Ilford, and his private interests and ship photography have been used to good account by the company. Mr. Pyner has given many lectures and displays of his camera work, and this evening the Society were treated to an excellent selection.

Mr. Pyner presented on an easel a series of black and white photographic prints of various classes of sailing vessel. He started with sailing dinghies, moving up through Thames barges to sail training ships. As he displayed each print, all of superb quality, he described the problems facing the photographer. Firstly there is choice of view point, as near the waterline as possible in the case of dinghies. Then there is lighting, back lighting being very effective, if properly employed. Mr. Pyner did not favour flat light cast by the sun over the shoulder of the photographer. Nor did he favour fast film which will not enlarge with sufficient definition; with a slow film a boat a long way off would enlarge comfortably. He also reminded his audience to study their backgrounds and avoid dock cranes being confused with masts. Surprisingly, he said, exposures of film on nautical scenes could remain very constant in spite of differing light conditions, and the vagaries of the weather. For photographic work about small dinghies Mr. Pyner pre-set his camera and simply pointed it like a revolver at his subject. He did not even use the view finder. Indeed for this task the camera should be protected in a polythene bag.

Old photographs with whole plate cameras merited admiration



from the present day because of their amazing definition. Mr. Pyner showed a view of Aylesford Bridge in 1868 with 'stackie' barges in the foreground. Keith Beken of Cowes still uses a whole plate camera and of course achieves world famous results. Mr. Pyner favoured colour for close up work, but warned the amateur not to come too close to sailing boats under way, the bowsprits of Thames sailing barges are 30ft. long and very lethal.

Continuing his series of prints, the speaker showed a deck scene on the fishing schooner BLUENOSE in the Solent (her replica is under construction now), and many different types of coastal craft including a coble and a Medway doble or lobster boat, a Malden smack, a Truro river oyster dredger, a Brixham trawler and a lute-sterned boat from Hastings. To round off the prints Mr. Pyner produced studies of sail training ships, the Swedish schooner FALKAN, the full rigged ship DANMARK, the handsome small full-rigger GEORG STAGE, and for paddle steamer enthusiasts, studies of the EMBASSY and MEDWAY QUEEN.

Turning to colour Mr. Pyner showed how effective close up shots were of sailing dinghies, so long as the water was not frozen into immobility. High speeds should indeed be avoided. Sunsets seemed to be a Pyner speciality. His home is at Rainham near Dagenham, with a fine panoramic view of the River and the Ford works. The sun always goes down in the same spot, so Mr. Pyner knows exactly where to stand for some fine dramatic shots. He has other sunset locations too, on the Solent and Medway.

A vote of thanks to Mr. Pyner was proposed by Mr. David Smith and seconded by Mr. Edward Beadle, both of whom are camera enthusiasts. The discussion produced a spate of questions, particularly about the choice of camera and exposure meter. The speaker said that the camera need not be expensive, twelve pounds was quite an adequate price, and that exposure meters need not be used; they led to many pitfalls, whereas a table of exposure values and constant practice were much surer guides to success.

To be avoided in particular were built in exposure meters, which allowed very little latitude to the operator.

The talk, the last of the 1967/68 season was very well received and Mr. Pyner was thanked with universal acclamation.

E.W.P-T.

#### NEW NAMES FOR OLD

AKAROA	EX AMAZON
CANTERBURY FALCON	EX AMERICAN PRESS
ELENI F	EX CITY OF PERTH (and sunk)
ELLISPONTOS	EX LEEDS CITY
HELLENIC MED	EX KINPURNIE CASTLE EX S.A.SCULPTOR EX CLAN STEWART
KAPTASPYRO	EX CITY OF PHILADELPHIA
KOTA MAJU	EX MALLAM EX SHONGA
ST.MERRIEL	EX THORPE GRANGE
ST.MARGARET	EX JOYA MCCANCE
SALIMIAH	EX CLARKFORTH
LA DUCHESSE DE NORMANDIE	EX SIR RICHARD GRENVILLE
S.A.VAAL	EX TRANSVAAL CASTLE
RFA OLMEDA	EX RFA OLEANDER
RFA OLWEN	EX RFA OLYNTHUS
MAUTRIC	EX ARAGONA
SALAMINA	EX NORMAN PRINCE
AL AMIN	EX ULSTER SPINNER
TROJAN PRINCE	EX LANCASHIRE COAST
ASCANIA	EX ANATOLIAN
SARPEDON	EX DENBIGHSHIRE
MANCHESTER FAME	EX CAIRNGLEN
CHANDELEUR	EX CIENFUEGOS
SHAO AN	EX CRYSTAL CUBE
LUCKY TRADER	EX MAMFE EX SALAGA
GOLDEN PIPER	EX IRISH BLACKTHORN
ELEFTHEROTRIA	EX NORTHUMBRIAN PRINCE
ARIOSTO	EX KIRKHAM ABBEY
ANGELO	EX BYLAND ABBEY
OIA	EX QUEEN OF THE CHANNEL
LOCH RYAN	EX PACIFIC ENVOY
CHRISTINA	EX BASIL EX DUNSTAN EX SALLUST EX DUNSTAN
ELYSIA	EX HIGHLAND

## ANNUAL GENERAL MEETING

On Thursday 16th May 1968 the Society held its twenty-sixth Annual General Meeting aboard LANDFALL. The business side was rapidly completed with the minutes read, the Annual Report adopted and the Accounts presented. In this connection the Hon.Treasurer explained that the Society had a fairly respectable bank balance, although some accounts belonging to the last financial year, ending on 31st March 1968 remained to be paid.

The election of Officers was achieved en bloc save for the post of Hon.Treasurer for which a candidate had to be found, since Mr. T.D. Tozer, the recent Hon.Treasurer had offered to take over the position of Hon.Secretary. Mr. R.B. Smith allowed his name to go forward as Hon.Treasurer and he was duly elected. A vacancy on the Council to bring the number of Councillors up to five was filled by the election of Mr. A.H. McClelland. Thus the Officers and Council of the Society for the 1968/69 season are as follows:-

Chairman:	Mr. W.P. Raine
Vice-Chairman:	Mr. W.B. Hallam
Hon.Secretary:	Mr. T.D. Tozer
Assistant to Hon.Secretary:	Post vacant
Hon.Treasurer:	Mr. R.B. Smith
Council:	Miss E.M.Hope, Messrs. P.J.Welsh, A.H.McClelland, Dr.P.N.Davies, N.R.Pugh.
Archivist:	Mr. A.N. Ryan
Hon.Editor of News Notes and Queries:	Mr. N.R. Pugh

The programme for 1968/69 was outlined by the retiring Hon. Secretary, Mr. E.W.Paget-Tomlinson. Several members offered talks and papers, including Mr. W.B. Hallam, Mr. N.R. Pugh, Mr. P.J. Welsh and Mr. A.H. McClelland. Guest speakers may

include Mr. Anthony Baird to talk about the salvage of WASA, and Mr. Laird to speak on the Cunard Line. Another idea was to hold a members exhibition evening, with each member talking about his or her exhibit, be it model, relic, painting or photograph.

Finally on the Agenda, under the heading of any other business, came the proposal from the Chairman, seconded by the Vice-Chairman, that the late Hon. Secretary, Mr. Paget-Tomlinson be elected a Vice-President of the Society. This was carried.

After the coffee interval came two Scandinavian films, the first from Denmark in colour, describing the salvage of a fleet of Viking longships in the sound off the town of Roskilde. These vessels were sunk as blockships full of stones in the tenth century by order of Queen Margaret of Denmark. Their excavation was achieved by the construction of a cofferdam round them; when the water was pumped out the remaining mud was carefully explored by archaeologists until the vessels were revealed. The stones had flattened the hulls, the frames being unable to stand the weight, but long sections of planking could be recovered intact. Most notable of the finds was a complete prow undamaged, a treasure for which the archaeologists were praying. The film explained that much remains to be done on the site, but a great deal has been preserved of vessels both large and small. Their variety is their chief interest.

The second film also in colour, was about the salvage of the famous WASA which sank off Stockholm in 1628. The story of her brief career and subsequent raising is well known. A sudden squall capsized her at the outset of her maiden voyage. Her salvage was ordered by King Gustavus Adolphus, but seventeenth century equipment was too puny to attempt such a task. Her guns were indeed salvaged at that time, but not until 1961 was the vessel herself raised in a remarkable state of preservation due to the low salinity of the Baltic and the absence of the shipworm.

This film showed how divers bored under the hull to pass

cables and how the ship was lifted just clear of the bottom to be transported into a dry dock. Not until she was right alongside did she break surface, her poop appearing first. An aerial shot showed the whole outline of the upper deck lying just beneath the surface. Once raised the archaeologists swarmed aboard and the latter half of the film showed them examining finds both aboard and in the laboratories. These treasures ranged from a bronze pulleywheel to a hat and a blue coat with buttons. There were also a box of carpenters tools, and remains of salt pork in a cask.

The film ended with a view of the WASA's permanent drydock, roofed over and of a clean functional design.

T.D.T.

#### THE LIVERPOOL PILOT SERVICE

The two fast motor launches brought into use by the local Pilot Authority a few years ago are now very much a part of the Mersey scene. They are used for boarding vessels in the River and channels, and for ferrying pilots to the Bar station.

The Pilot fleet consists of five vessels:-

"SIR THOMAS BROCKLEBANK"	No.1 boat
"EDMUND GARDNER"	No.2 boat
"SIR ARNET ROBINSON"	No.3 boat
"PUFFIN"	Motor launch
"PETREL"	Motor launch

For shipping approaching the port from the south and west, pilotage is compulsory from Point Lynas, Anglesey where one of the pilot boats cruises. Another boat cruises in the vicinity of the Bar Light-vessel for traffic approaching from the northwest.

Radio communication is used for contact with the shore and with ships by the two methods of radio telephony - in the 2 mc/s band, and by VHF. Whilst the former method has much greater range, the speaking channel is shared with coasters and trawlers and often becomes congested. VHF is reliable over short ranges

and virtually free of interference, so can be used for speech between the Bar boat and the shore, and also with the launches, one of which is always on service.

Ensuring that there are sufficient pilots for the vessels expected, and returning "outward bounders" to the Mersey, requires constant thought, pilots needed at Point Lynas often travelling by train and car.

Irish Sea weather being fickle, in any sort of a strong northerly wind, the Lynas boat may have to proceed to the Manx coastline for shelter to make boarding possible. The Bar boat may have to take shelter in the Mersey, and it is then up to the master of small unlicensed vessels as to whether they negotiate the buoyed channel unaided and take a pilot in the River.

N.R.P.

#### MERSEY NOTES

On 1st April the German coaster LEVERN came downstream on the ebb tide to drop her canal pilot and take aboard her sea pilot from a launch off Georges Stage. Just before midnight next day, with her engine broken down, she drifted ashore at Penmaenmawr and broadcast a distress call. Both Llandudno and Beaumaris Lifeboats were launched, and the Rhyl Lifesaving Corps turned out, but the coaster's engineers got the motor running and she was able to extricate herself.

In April the Greek vessel MAUTRIC was chartered by the P. & O. group and loaded cargo in London for Cochin, Karachi, etc. She will be remembered on the Mersey as the newspaper carrier ARAGONA up to recent date. Our member J. Chapelhow was radio officer for this voyage.

Everard's TANKITY which has been laid up in Egerton Dock for several years was towed away for scrap by the tug LANGTON on 23rd April.

An interesting Russian ship, SOVETSKAYA ARTIKA sailed from the Mersey on 20th April. She was built as the tramp STANHOPE

in 1951 and sold to Russia three years later. She now has an extended forecastle giving accommodation on two decks and what appears to be a helicopter platform aft.

The coaster ALFRED MASON, latterly skippered by her Irish owner has now ceased trading. She was built at Queensferry in 1919 as WARITA, one of a fleet of shallow draft vessels used to bring steel sheets from Shotton steelworks for export. INDORITA, built in 1920 is still trading. The sea link between the Dee and Mersey Docks via the Rock Channel ceased before the last war. Other units of the Summers fleet were JONITA, FLEURITA, MARCITA and WILITA.

The B. & I. Line's new car ferry MUNSTER, built at Rendsburg made her maiden voyage from Liverpool to Dublin on Wednesday, 15th May. With a speed of 22 knots she is the fastest vessel on Irish Sea routes. With ample lounge accommodation and deck space, it is regrettable to the writer that there are no single berth cabins for night travel, and all two and four berth cabins are below the car deck. LEINSTER now building at Cork is to have some single berth cabins.

The new tug JAMES LAMEY has arrived for work on the Mersey, one of her first tasks being to tow the dredger AIGBURTH to Milford Haven. The new tug showed off her paces to shipping officials and friends of the owners on Tuesday 7th May.

Barges are now engaged in bringing stone from the Dinmor Quarries in Anglesey to the site of the new dock system at Seaforth. The tug KINGHOW and several Alexandra Towing Co's tugs have been engaged in the work.

To commemorate the turning point in 1943 of the Battle of the Atlantic, a twenty-fifth anniversary was held in Liverpool on 5th May, and the port was visited by the frigates H.M.S. ZULU and H.M.S. DANAE, launched in 1962 and 1965 respectively.

Swedish luxury liner KUNGSHOLM berthed at Princes Stage on Tuesday 7th May to re-embark passengers who had gone ashore at Llandudno and could not return aboard. ST.TRILLO was used as tender and was disabled by a rope round her propeller. ST.TRILLO was taken in tow by a Conway fishing boat, and after an unpleasant

experience, the passengers stayed in a Llandudno hotel until coaches brought them to Liverpool next morning.

The nuclear submarine H.M.S. REVENGE was launched at Cammell Laird's yard on 15th March.

IRISH COAST lies in Morpeth Dock, for sale. The Glasgow to Bristol subsidiary of Coast Lines Ltd. - W.Sloan & Co. has now ceased to function and three vessels arrived in the Mersey to lie up - they are TALISKER ex ULSTER PIONEER, TAY ex WESTERN COAST, and KELVIN ex ULSTER PREMIER.

On 12th May we had an unusual visitor in METEOR, a Norwegian cruise ship, giving passengers a chance to see some of Britain's spring gardens at their best.

The Geest Company, importers of bananas, and now owning much larger vessels than formerly have appropriated an unloading berth at Hornby Dock, having previously used Preston and Avonmouth.

Outer Morpeth Dock Wall is popular with sea anglers and the inner lock, now a small boat haven, is a colourful sight. Birkenhead Docks can be a happy hunting ground for the marine photographer with a keen eye.

Now that Fortes, the caterers, have taken over New Brighton Pier, a great deal of renovation work has been done and the Pier is open to the public. It is however, very much of an amusement pier, and not so much a place of rest and relaxation as formerly.

And whilst speaking of Wallasey, maybe we shall one day see Seacombe Ferry Stage made more habitable for the travelling public. The renovation work is very slow and for a long time it has become more and more decrepit, with broken windows, boarded up toilets and an air of sheer dejection. There are holes in the roof and side panels of the waiting room and grass grow in the guttering.

N.R.P.



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

"The sea heaves up, hangs loaded o'er the land,  
Breaks there, and buries its tumultuous strength".

Robert Browning

NEWS, NOTES AND QUERIES

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The following introduction is welcomed from our  
President on the opening of the 1968-69 season:-

"The Society performs a worthwhile task in recording the interesting historical aspects of Merseyside shipping. Over the last few years there have been profound changes in the types of ship coming to the Port and the pattern of trade which makes the work of the Society all the more important. I trust continuing support will be forthcoming which it so well deserves."

Sir Arnet Robinson.

LANDFALL

The programme for 1968/69 is enclosed with this number. Members will doubtless observe that all meetings are to be held in the Lecture Theatre of Liverpool Museums. This has become necessary because LANDFALL can no longer accommodate us, being now a club in the entertainment sense, where meetings of a Society such as ours do not harmonize. We will be very sorry to leave the ship which has been our home for so long.

However, the Museums are very ready to welcome us

and we are most grateful to the Libraries, Museums and Arts Committee and to Mr. T. A. Hume, the Director of Museums, for allowing us to use the Lecture Theatre. Coffee and biscuits will be provided at every meeting, but there is, we fear, no bar. Car parking space is usually available in William Brown Street opposite the Museums, and there is also a metered car park on the Plateau of St. George's Hall.

We have of course been coming to the Museums for quite a while, but now we must always meet there, or at least for the 1968/69 season. Other venues can, of course, be considered at the 1969 Annual General Meeting.

E.W. P-T.

#### BATTLE OF THE ATLANTIC.

The following is the Solemn Bidding to the Service of Thanksgiving and Celebration, held in Liverpool's Anglican Cathedral on 9th August 1945 :-

For we  
have lived the story too often  
have faced the threat without end  
yet lulled our senses in days of peace  
and trusted the stranger without honour or mercy.  
Shall we for ever sleep in trust of waking  
for ever forget until we must remember ?

Ignore our best in days of ease  
and reward the base and ignorant ?

Allow  
men forgot  
ships rusted  
weapons lost ?

Might we not pause and ponder in this 25th Anniversary Year of the critical point in May 1943, when the tide at last turned in our favour?

N.R.P.

### The Third OROPESA

The appearance of the name OROPESA in the sailing list of the Pacific Steam Navigation Company recalls two previous vessels of the name. The first OROPESA was a twin screw steamer of 5,374 tons completed at Belfast in 1895 by Harland and Wolff Ltd. Her sister ships were the ORAVIA and ORISSA, and they formed a graceful trio with slightly raked stems, counter sterns, two masts and single funnels. Triple expansion engines gave them a speed of 15 knots.

The ORAVIA was wrecked on 12th November 1912 near Port Stanley in the Falkland Islands. The ORISSA was sunk in the North Atlantic in June 1918. OROPESA was commissioned as a unit of the 10th Cruiser Squadron at Liverpool in December 1914, being detailed to patrol westward of the Shetland Islands between Orkneys and the Faroes, a patrol she shared with the Orient liner OTWAY, Elders and Fyffes' BAYANO, the Booth liner HILARY and Furness Withy's DIGBY.

In 1916 the OROPESA and DIGBY were placed under French Naval Command being renamed CHAMPAGNE and ARTOIS respectively, and it was as the CHAMPAGNE that the first OROPESA was torpedoed on 9th October 1917 when returning to patrol after a refit in Liverpool.

The order for the second OROPESA gave much satisfaction in Birkenhead, which in Queen Victoria's reign had been the centre of P.S.N.C. activity on Merseyside. Morpeth Dock was the home of the Company and Pacific Road in the Birkenhead Dock estate is a reminder of this today. Laird Brothers had built many ships for the line in the seventies. The Line was known as the "Birkenhead Navy".

Apart from an order for barges, and the taking over of the WAR LAPWING to become the BOGOTA in 1919, Cammell Laird and Co. Ltd., had not figured in the list of shipbuilders for the P.S.N.C. The second OROPESA was a cruiser sterned vessel, having

a single funnel and two masts, and was launched on 9th December, 1919, making her maiden voyage late in 1920 to Valparaiso. Her gross tonnage was 14,072 and her speed of 14 knots was obtained from six turbines taking steam from oil fired boilers, and driving twin screws. She had accommodation for 613 passengers.

In May 1921 the Royal Mail Steam Packet Co. chartered her to run their newly established "Comfort Route" from Hamburg, Southampton, Cherbourg to New York, in which she served for two years with the ORDUNA, ORCA, and ORBITA, before being replaced in April 1923 by the OHIO. The OROPESA then returned to the Liverpool/South America route being selected to take H.R.H. the Prince of Wales and H.R.H. Prince George to South America in the spring of 1931. After this the ship was laid up with the OROYA in the River Dart. Improved trading conditions saw her return to service in 1938.

With the outbreak of war in 1939 the ship was painted with a black hull and funnel recalling the original colours of the line. On 16th January 1941 the second OROPESA was sunk off northwest Ireland by a German submarine.

The present holder of the name is one of three ships built at Vegesack, Germany, and was completed in April, 1957 as the Shaw Savill liner ARAMAIC. She has now joined her sister ships ARABIC and AFRIC in the South American cargo service from Liverpool, in which they bear the names OROYA, ORITA and OROPESA.

W. B. Hallam

#### NEW BUILDING

The following ships now being completed may soon be seen in the Mersey:-

MAGICIAN & HISTORIAN from Sunderland builders.

MANCHESTER CHALLENGE & MANCHESTER COURAGE from Middlesbrough.

I am, perhaps, in danger of boring others with my random recollections concerning Samuel Pepys and the tangled history of his times. Yet another glance at his life may not be taken amiss.

Many years ago I waited one summer afternoon for a meeting to commence in one of the older Whitehall buildings, within the confines of what was once the ancient Palace of Whitehall. It was an oak panelled room from the walls of which portraits of long dead statesmen looked down austere. Suddenly through an open window I heard the sound of a violin and a recollection of a very great servant of the State came back to me. For had not Samuel Pepys, that man of precision and method, once heard music "so sweet that it ravished me and did wrap up my soul" (diary - February 27th 1667/8). A strange man, indeed, the great Secretary, whose stern face looks at one from the portrait in the Queens Room at the National Maritime Museum. How Pepys would have loved that place!

Once he had embarked on his career in the Navy Office (and prior to that he would have been prepared to follow any career offering advancement) he stored his mind with every detail on which he could lay hands concerning the sea and ships and the history and law relating to them and to the Naval Service. His great gift of meticulous storing of information must have had much to do with his progress in authority and the respect of others, although his tendency to an omniscience in the affairs of his office also made him enemies. It was his loyal attachment to the Duke of York (afterwards James II) who was directly responsible in the last years of Charles II for naval affairs and had always had a keen interest in them, that led to the accusations of treachery against Pepys. There were some who hoped to strike at the Royal succession through him and the powerful politicians concerned might well have succeeded had it not been for the exact compilation of evidence which Pepys was able to draw together.

In the library of Magdalene College, Cambridge, (where the Pepys Library rests) are two great folio volumes entitled "Mornamont" after a fictitious castle which one of Pepys' enemies had boasted of. Set out in these volumes are countless letters and memoranda dealing in great detail with the men who had made the accusations, their characters, the nature of their evidence and everything pertaining to it. The records proved sufficient, and in any event his intense and known loyalty would, in my estimation, have been sufficient to clear him.

It was a fascinating experience in that lovely room of the old college to read these writings which brought back so much of the strange times in which they were set down with startling clarity. Always in Pepys' mind, despite his prejudices where some of his friends were concerned, was the welfare of the State and in particular of the arm of the State for which he was responsible. The office he occupied in his later years was one of great power. Sir Robert Southwell wrote to him in April 1687 (Howarth's collection of letters) "I think you the most powerful man in England and perhaps in the world". An exaggeration but not so fantastic as one might think. The Navy of that date was a very powerful influence on the course of events and Pepys controlled that weapon.

Sometimes in London I have thought of Pepys toiling far into the night in the Navy Office hard by the old Water Gate on the Embankment, dictating with his tired eyes closed, to his clerks, and compared him in my own mind to another great and very different servant of the State, Lord Hankey, who laboured close at hand during the dark days of the First World War, burdened like Pepys, with so many secrets and responsibilities.

Men tend to judge Pepys by his diary in which so many frailties are recorded - and whether he ever thought that human eye might read them, no man knows - but there is another Pepys to be found in the great mass of official records and personal memoranda that he left behind.

A. S. MOUNTFIELD

## MERSEY NOTES

APAPA - well known Elder Dempster passenger liner on Liverpool/West African passenger and mail service is to make her last voyage in September. ACCRA having already gone to Spanish breakers, only the graceful white AUREOL remains on the Lagos passenger run.

"Briticon", latterly the name used by the J. T. Fletcher and Wilson group in advertising their long established services to Rotterdam, Amsterdam, Antwerp & Ghent is no more. After amalgamation with Dutch interests, the ships with bird names like EGRET, BITTERN, KITTIWAKE, etc., dwindled from a substantial fleet. Thousand tonners of sturdy build flying the red ensign and with limited passenger accommodation at one time, have been ousted under modern conditions. J. T. Fletcher will continue to load chartered craft for Antwerp at West Trafalgar Dock. Wilson and Van Ommeren Ltd., as agents for the Holland Steamship Co., will continue sailings to the Netherlands.

The following Mersey tugs of pre-war construction have been scrapped at Dalmuir: ALFRED, CROSBY, STORM COCK, MARSH COCK ex HORNBY, NORTH COCK ex WAPPING.

In Alfred Locks 1963 the Hain motorship TRELOSKE built by Doxfords, Sunderland in 1950 changed hands. She was acquired by Chiao Mao Enterprises Ltd., of Hongkong and sailed from Birkenhead with the new name YUNGFUTARY. At the end of July 1968 she was beached on fire on the coast of Fukien and broke her back. The crew of forty-five abandoned her and she is a total loss.

On 17th August the unusual sight of coal smoke over the Bar horizon, heralded the arrival of the bucket dredger COCUR, although self propelled, she was assisted by the tug SOLWAY, for the dredgers overhaul. These two vessels are owned by the Workington Harbour authority.

COCUR was built by Fleming & Ferguson in 1949.

Sandon Entrance was seen in use again on 13th July when THESSALY and the Greek tanker AKMEON sailed and MATURATA entered.

In the early summer, the largest cargo of packaged timber ever to arrive in the post came from Vancouver in the India motorship CHENNAI OOKHAM, 42,530 tons D.W. She was berthed in No. 3 Canada Branch dock.

The New Zealand Shipping Co's RUAHINE berthed at Princes Stage on 23rd July with mail. A fine ship, not seen here before to my knowledge, may now be redundant as only one of her trio, RANGITOTO will be required to maintain this passenger link between London and the antipodes.

In mid July Lady Owen, wife of Cammell Laird & Co's. Chairman, Sir Leonard Owen, formerly christened the motorship CAMMELL LAIRD ex ROYAL ULSTERMAN during a weekend cruise to mark the event. The insignia of a camel on a white ground has been added to the red funnel with black top, but outwardly the ship appears similar to what she was in the years of passenger and freight carrying between Glasgow and Belfast.

Our local shipbuilders have acquired her to act as tender and accommodation ship during trials, held mostly on the Clyde. She has already fulfilled these duties with the preliminary trials of the nuclear submarine HMS RENOWN.

On 11th July the Liberian super tanker CONSTANTINE collided with the floating stage of the northern discharging berth at Tranmere Oil Terminal. The gantry holding the hose connections crashed down, breaking the back and sinking the stage. This berth will be out of action for some months, but the south berth is fully operational. Damage to the ship was slight.



Our member Mr. Alex Fletcher has presented to Bootle Corporation his collection of houseflags of 84 shipping companies. These flags were accepted by the Mayor, Councillor Graham on behalf of the town.

Both "LEINSTER 1" and "IRISH COAST" after lying up in Birkenhead Docks for sale, departed under their own power during August for Piraeus. They have been bought by the same company who took "ULSTER PRINCE 1" which is now under the name of ADRIA.

CHARALAMPOS ex TAY has also arrived at Piraeus.

The dumping of barge-loads of stone off Seaforth is an interesting sight these days in connection with the building of the new dock. The newest Alexandra tugs BROCKLEBANK, LANGTON, EGERTON do the sea towage from the Dinmor Quarries in Anglesey. As they approach Seaforth, KINGHOW sails to assist and take over the tow for the actual dumping.

Seen leaving the Mersey in July was the Russian steamship JANIS RAINIS registered at Riga. Built in 1908 at Hoboken, Belgium, she has a North East marine engine. In her sixty years she has carried the names EVEROLANDA, BERKDALE, WOTAN, OSWIGA, ST. JOHANN.

N.R.P.

#### SUBSCRIPTIONS

These are now due and should be sent to Mr. E. W. Paget-Tomlinson at Liverpool Museums, William Brown Street, Liverpool 3.

INLAND WATERWAYS ASSOCIATION,  
NATIONAL RALLY OF BOATS AT LIVERPOOL.

The weekend of July 26th to 30th was one of unusual activity on the Leeds and Liverpool Canal. For several days previously boats were arriving and berthing both on the main line of the canal and on the branch leading down into the Stanley Dock. The Inland Waterways Association had chosen Liverpool for its National Rally because there is a strong threat to close and fill in the last eight miles of the Leeds and Liverpool, from Old Roan to the present terminus at Chisenhale Street. This closure would include the Stanley Dock cut and the canal's western sea outlet.

Local people know of this threat, for by many the canal is considered a danger to children, and a number have been drowned. However many other towns in England have canals, Birmingham in particular possesses a huge network, but there is no mention of filling them in. Rather are there plans to develop the canals as amenities, especially in Birmingham and the Black Country towns. Liverpool could do the same, and possibly develop the canal as a centre for floating youth clubs. This last has been suggested and may well be followed up, for there are plans to buy three barges from Manchester Docks and re-equip them as youth centres.

Whilst local people would benefit if the Leeds and Liverpool Canal were tidied up, the whole canal cruising fraternity would rest happy in the knowledge that the last waterway to cover England from coast to coast was remaining open, with sea outlets.

By the evening of Friday 26th July, over 160 boats had arrived at the junction with the Stanley Dock branch. They had come from all parts of England; one boat had managed to achieve 450 miles of cruising to reach Liverpool. They included narrow boats, some trading,

others converted into pleasure cruisers, canal tugs, a couple of Leeds and Liverpool short boats, canoes and many sizes and shapes of cabin cruiser. Other features of the site were a capacious beer tent, exhibitions of Inland Waterways equipment including hand painted cans and dippers, and a small rally of steam engines. These comprised two Fowler rollers, a Clayton and Shuttleworth agricultural traction engine, a Burrell showman's engine and two Sentinel lorries. With the Burrell was a 98 key Marengi Fair Organ which played to a full audience on Saturday and Sunday. On the Sunday too, the steam engines paraded through the streets of Liverpool via Tithebarn Street, Moorfields, Dale Street, Water Street and Great Howard Street.

For visitors to the Rally other attractions included a tug-of-war between two narrow boats, a firework display and a review of all the boats by the Lord Mayor of Liverpool.

On the evening of Monday 29th July the Lord Mayor also presided over the Annual Rally Dinner, at which the preservation of the Canal was supported by all the speakers, including Bessie Braddock and Robert Aikman, who formed the Inland Waterways Association in 1946. Always after past rallies on threatened waterways the canal in question has been saved; all fervently hoped the Leeds and Liverpool would fall into this category. Much depends on how the western outlet would be used by pleasure boats. If enthusiasts want the canal retained and developed, then they must show they are going to use it.

If the Canal is saved then the Rally has been well worth while, but whatever the outcome it was an enjoyable occasion in spite of the cramped site and forbidding surroundings of Tate and Lyle's Refinery and Athol Street Gas Works.

E. W. PAGET-TOMLINSON

## WILLIAM GILL.

Some years ago, in Altrincham, the writer had an opportunity of examining a silver tea and coffee service. It was prized by its owner, mounted on a pedestal with a spot-light shining on it. Most elaborately decorated, emblems on top of the tea and coffee pots were a rudder, sail and block, a paddle wheel, funnel and ships wheel, representing both sailing and steam ships. An inscription on the coffee pot commenced "Presented to Captain William Gill, the discoverer of the Victoria Channel into Liverpool" and gave details of his services to the Isle of Man, his passengers and his skill as a seaman. The names of the ships he had commanded were also given.

The silver, together with a dinner service and a purse of one hundred sovereigns was given to him at a dinner in Castle Mona by the Speaker of the House of Keys. The presentation, made at the time of Gill's retirement from the Isle of Man Steam Packet Company, was the result of an appeal to the commercial interests of Liverpool and the lists of subscribers were a cross-section of the merchants and shipowners of Liverpool, Preston, Douglas and Glasgow.

Gill was an experienced sailor before coming to the Steam Packet Company's service in 1830 when he became captain of the first MONAS ISLE. His claim, as the discoverer of the Victoria Channel has been largely forgotten, the credit for this having been annexed by Lieut. Denham, the man called in to survey, buoy and light the channel, but is worth re-examination. Before the Mersey Docks and Harbour Board came into existence, the Dock Committee of Liverpool Corporation was the controlling body, and in 1832 a sub-Committee was formed to investigate a possible new channel into the River. A member of this sub-Committee was Sir John Tobin, who, later, with Lady Tobin was to be a subscriber to Gill's testimonial. By virtue of this

appointment he must have been fully aware of the part played by Gill in the discovery. It was in October 1832 that the "first intimation of the existence of a new channel" was given to the underwriters (Liverpool Mercury).

In February 1833 the Sub-Committee reported that the new channel "has been used by many vessels and they daily hear approbations of it by all who have paid attention to its advantages".

In the spring of 1833 at the request of the Dock Committee, Lieut. Denham was ordered by the Admiralty to survey the approaches to Liverpool, and in August 1833 he attended the Dock Committee with a plan of the new channel which the Committee approved and directed their Secretary to obtain permission to have charts published. On the above timing, it would appear that Gill had already laid the foundations for Denham's work to be done, and although years later, he, Denham, giving evidence before a House of Commons Committee stated "I discovered and buoyed the Victoria Channel", undoubtedly Gill was the man responsible, justifying the claims of the Liverpool newspapers, the support of the shipping interests, culminating in his handsome testimonial.

Gill said at the presentation "I am a worker, not a talker", and it is time that due acknowledgement of his work be given to a modest man, for his invaluable services to the port and shipping interests of Liverpool.

F. J. HENRY

#### NEW MEMBERS

Mr. R. G. Loram            West Kirby.  
Mr. & Mrs. H. V. Coney,    Bebington, who have rejoined.

We are pleased to welcome the above.

#### RESIGNATION

Mr. B. Morgan,            Woolton  
whom we thank for his support of the Society.

## MUSEUM NEWS.

Although there has been no real progress towards the long awaited Maritime Museum, the collection of ship models and pictures has been increased by some notable accessions. The Maritime Museum seems as far off as ever, with the site unresolved and no money available for building. It is a tragedy that such a fine collection is condemned to obscurity, although as a slight sop a "Port of Liverpool" gallery is proposed for the museums at William Brown Street. A fair number of ship models will be shown and also some marine paintings.

Talking of marine paintings, the Cunard Line have placed on permanent loan with the Museums all their oil paintings at the Cunard Buildings. These include many by Samuel Walters, notably the PERSIA of 1856 and the ALGERIA of 1870. Other paintings are of the RUSSIA of 1867 off Greenock and the CAMPANIA at the 1897 Spithead Review, where the TURBINIA showed her paces.

Not many models have been received lately, save for a large half inch to the foot model of a west country topsail schooner which has the name WYNFIELD ANNE with Appledore as the port of registry. The name is fictitious as is the port of registry, because ships were never registered at Appledore, but rather at Bideford. Nevertheless the model is accurate and is capable of sailing, because it has a heavy lead keel, and free running blocks. The model represents a vessel built in about 1880.

Other recent accessions have been in the field of rail transport and include a good model of a London and North Western Railway "Claughton" class 4-6-0 express locomotive and a model signal lever frame made in 1885 at the Warrington Works of the Cheshire Lines.

The Keeper and his staff have been busy working on the road and rail vehicle collections in preparation for the display in the new Transport Gallery. In addition the Keeper has been cataloguing a series of marine engine drawings from Cammell Laird's.

These were given by Lairds to the Williamson Art Gallery, Birkenhead, but have been handed over to Liverpool Museums, where they will join an already extensive collection of marine engine drawings. These Laird drawings range in date from the 1890's to the 1920's. Most are warship engines, particularly some high speed triple expansion sets for destroyers and light cruisers, but there are some merchant ship examples for such vessels as the L.N.W.R. cross channel steamer SNOWDON of 1902, the Wallasey Ferry JOHN JOYCE of 1910, the HIGHLAND LADDIE of the Nelson Line, also built in 1910, and the OROPESA of the Pacific Steam Navigation Company built in 1920.

Returning to other maritime material, our member Mr. D. P. Branigan has been most active on the Museum's behalf. He has in his capacity of a Board of Trade ship surveyor collected and presented a wide variety of relics, including a ship's kettle from the sand barge P.M. COOPER, an engineer's "duck" or inspection lamp, a vessel for taking salt water samples, used by the Ship Canal tug ARCHER and a morse signalling lamp. Mr. Branigan is also working hard to secure for the Museums, general arrangement drawings of vessels which have been scrapped. These, which are kept during the lifetime of the vessel by the Board of Trade, are usually thrown away when the vessel is taken out of register, but Liverpool can provide a home for them. Some interesting drawings should appear.

Finally mention should be made of two Samuel Walters oil paintings which the Museums acquired early in the year. Both are of ships built in the yard of Jones Quiggins and Co., Sefton Street, Liverpool, the first being a schooner called the DOMITILLA built in 1861 for Horsfall and Co., of Liverpool, and the second a blockade runner, built in 1863 or 1864 for trade with the confederate states of America. This vessel may be the famous steel BANSHEE of 1863 of which the Museums also possess a model. She was built for Edward Lawrence of Liverpool, and measured 431 tons, her length being 215 ft.

This BANSHEE (there was another later blockade runner of the same name), made eight round trips to the confederacy

and earned enough to pay her shareholders 700 per cent on their capital. She was captured in November 1863 on her ninth trip and converted into a gunboat by the Federals, to enforce the blockade which she had earlier evaded.

E. W. PAGET-TOMLINSON

#### RESEARCH IN MARINE BIOLOGY.

The University College of North Wales, which has Marine Science Laboratories at Menai Bridge took delivery in February this year of the stern trawler type research vessel PRINCE MADOG. Built at Ramsey she is 94 ft. long overall and painted white. In June she was seen at Galway whilst on geophysical surveys of Porcupine and Rockall Banks.

#### NEW NAMES

BAT SNAPIR	ex TALISKER ex ULSTER PIONEER
ROBERT CLIVE	ex HMS DEE
CHARALAMPOS	ex TAY ex WESTERN COAST
CAMELL LAIRD	ex ROYAL ULSTERMAN
KUWAIT COAST	ex PACIFIC COAST
MOZAMBIQUE	ex CHESHIRE
SOPHIA	ex OATFIELD
ADRIA	ex ULSTER PRINCE ex LEINSTER (1937)
KYRIAKOULA K	ex KRIOS ex GARTHFIELD ex LAIRDS OAK ex SILVER COAST ex NGARUA
EUCADIA	ex LINKMOOR
FAIRLAND	ex CARINTHIA
FAIRWIND	ex SYLVANIA



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

"Would'st thou" - so the helmsman answered

"Learn the secret of the sea?"

"Only those who brave its dangers

"Comprehend its mystery"

Longfellow.

NEWS, NOTES AND QUERIES

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ONE HUNDRED YEARS AGO

On the evening of 30th August 1868, the Elder Dempster mail steam MANDINGO, under the command of Captain Lowry was on the last part of a voyage from West Africa. At 6 p.m. on this Sunday evening, she was in sight of the familiar outline of the Great Orme, when the lookouts sighted a small barque which was obviously in distress.

The MANDINGO altered course over towards her, to render what assistance she could. The crew of the barque were pumping hard, and the water was streaming over the side. The barque was very low in the water, rolling sluggishly, and clearly could not last much longer. However, the MANDINGO got a towing hawser ready and manoeuvred into position to pass it, but before she could do so, the barque gave a forward lurch and began to sink by the head. Acting with skilled rapidity, Captain Lowry and his crew picked up all nine of the people from the sunken vessel. The rescued men had no chance to save any of their possessions, except for the master, Captain Wright, who was hauled on board clutching his chronometer. They were lucky indeed to have been saved, so close was the time between the MANDINGO's arrival and the sinking of their vessel.

The circumstances behind this dramatic rescue were unhappily only too typical of situations which arose at this period from the sending of unseaworthy and ill equipped vessels to sea. The crews were not all so lucky.

The barque was the OCEANICA owned by J. Lemon & Co. of Belfast, in which port she was also registered, as well as being built there in 1851. With a tonnage of 273 tons she was 107ft. long, 21ft. in the beam, and the depth of hold was 15.4ft. She was not a large vessel by modern standards, but at this period, vessels of similar size were making Atlantic voyages and running to the Mediterranean. On this particular trip the OCEANICA was cleared for Miramichi in Canada. She was leaking badly before she left Liverpool on 29th August. Her crew had little option but to sail in her; the alternative being prison for breaking their articles.

So on 29th she left in tow of the paddle tug TARTAR as far as Holyhead - in those times it was not uncommon for sailing ships to be towed as far as the Tuskar Rock. After casting off from the tug, the OCEANICA still leaking and the crew still pumping, made sail and stretched over towards the Irish coast. By this time the water was gaining in the hold, and after a few hours even the master was convinced that she could not last out, and the vessel was put about to head back for Liverpool - in the event she never reached it, as has been related. It was only the providential arrival of MANDINGO which prevented a tragedy.

It was about this time that the Honourable Member for Derby, recently elected to Parliament, having read the long report of Mr. Hall concerning unseaworthy and overloaded ships, decided to make the cause of the seamen his own personal crusade. History has recorded how Mr. Samuel Plimsoll fared in this matter. The OCEANICA must have provided him with some early ammunition.

D. P. BRANIGAN

# RECENT NAME CHANGES

AMANDA HOWARD	ex	SIR BEVOIS (tug)
ARTAGON	ex	BARON MACLAY
AKAROA	ex	AMAZON
ARAWA	ex	ARLANZA
ARANDA	ex	ARAGON
ARYA MAN	ex	CLAN FORBES
ARYA SEP	ex	CLAN FARQUHARSON
BAT HARIM	ex	NETHERLANDS COAST
ESTIA	ex	MANCHESTER SPINNER
IRA	ex	MANCHESTER MARINER
JELUNGA	ex	MIDDLESEX
NISOS THIKA	ex	FLYING BREEZE ex ZURMAND etc. (tender)
ORIENTAL RIO	ex	RUAHINE
OCEAN CHEER	ex	VALDES
OCEAN TRUST	ex	VELAZQUEZ
PORT SAID COAST	ex	HIBERNIAN COAST
PANDO SOUND	ex	BENDIGO
PANDO CAPE	ex	BALLARAT
PANDO COVE	ex	COMORIN
PANDO POINT	ex	WAROONGA
PANDO GULF	ex	WOODARRA
PANDO STRAIT	ex	SUNDA
ROLAND	ex	DUNEDIN STAR
SALMIA COAST	ex	KENTISH COAST ex ULSTER WEAVER ex JERSEY COAST ex ULSTER DUCHESS
SCHOTLAND	ex	ANITA LAMEY (tug)
TRADER	ex	ADRIATIC COAST
TAIPOOSHAN	ex	APAPA
VASSILIA	ex	KELVIN ex ULSTER PREMIER

## WEXFORD MARITIME MUSEUM

The former Irish Lights vessel GUILLEMOT built in 1923 and most recently stationed at the Arklow Bank, has been towed to Wexford bar by a Dutch tug. She was then taken in tow by two Irish trawlers and berthed at Wexford quay. Here she is

being fitted out as a floating maritime museum. Mr. Cecil Taylor, Secretary of the Rosslare Lifeboat, interviewed on Radio Eireann, explained that there were more exhibits on hand, than the space allowed, but at least it was a start. The highlights will be some seventeenth century charts, old navigational instruments and models.

#### NEW MEMBERS

Mr. D.G. Ryan	Kilrush, Eire
Mrs. Audrey Jeffcoat	West Kirby
Mr. R.H. Powell	Wallasey
Mrs. Nora Coughlan	Gravesend
Mr. N.F. Shelford	Liverpool
The National Union of Seamen	London
Mr. D.G. Sythes	St. Bees Lighthouse

We are delighted to welcome the above

#### RESIGNATIONS

Mr. R.F. Capey	Birkenhead
Capt. B.L. Johnson, D.S.O.	Vancouver B.C.
Mr. J.W. Dalziel	St. Catherine's, Ontario
Mr. E. Jones	Wallasey
Mr. F. Jones	Wallasey
Mr. P.G. Cox	Nantwich

Whom we thank for their support of the Society.

#### WARTIME SERVICE IN TRAWLERS

H.M. Trawler CAPE WARWICK was one of many large fishing vessels fitted out for duties in the Patrol Service. I joined her as wireless telegraphist at the end of October at Hebburn on Tyne. Taking part in the general duties aboard, I helped to

load gear and stores, amazed that a place could be found for it all.

Apart from the First Lieutenant, Gunner, Cook, Officers' steward and myself, all the crew including the Skipper were fishermen with R.N.R. training. Four of the seamen had trained to take watches on the Asdic gear. The wireless cabin was abaft the wheelhouse, below which the Skipper had his quarters. Above the wireless room a structure had been added to form the "bridge" in which was the asdic operating equipment, and this was reached from the outside by iron ladders which in rough weather, especially in the dark, made a perilous journey.

The seamen's messdeck forward housed the asdic dome and below was a hatch containing the ammunition. Adjoining this was the wardroom. The engineers, mate, bosun, cook and stokers were quartered aft. There was a four inch gun mounted forward; depth charge throwers and racks aft. There were also two Lewis guns, rifles and revolvers. CAPE WARWICK had a cruising speed of twelve knots, and was capable of increasing to seventeen knots. She proved herself very seaworthy and like many more of her kind did yeoman service in helping to destroy or keep at bay enemy submarines and aircraft, destroy floating mines and rescue survivors.

I was with her for over five months, based firstly at Parkeston Quay and later at Scapa Flow. My practical experience as an operator was limited, I had little knowledge of wireless gear and certainly had no sea-legs, therefore I was more than apprehensive when I found I was in sole charge of communications, including the duties of signalman for which I had had no training.

However, with some knowledge of Naval procedure and coding I was surprised how quickly, by the hard way, I found myself transmitting and receiving messages by morse and radio telephony, hoisting recognition signals, flashing by Aldis lamp, charging batteries and taking part in most of the ship's activities.

Life in a trawler in the North Sea in winter, with the added wartime risks and blackout came hard to a landlubber like myself, but I was aided by the carefree attitude of the ex-fishermen to whom hardship and danger seemed second nature. In those early months there was little activity on the military fronts but to those who were engaged at sea, "phoney war" was very much a misnomer.

U-boats were concentrating most of their efforts at the port approaches and the Luftwaffe making tip and run raids on the coast, where magnetic mines were being laid. On our patrols from Parkeston Quay we saw the results of these hazards. One was the sinking by magnetic mines of the Dutch liner "Simon Bolivar" on passage from Holland to South America, when about 100 out of 400 souls aboard lost their lives.

CAPE WARWICK helped in rescue work, picking up about thirty people from the sea all thickly coated in fuel oil. A few died on board including a boy of about twelve years and a woman who had been badly injured by the explosions. Two of our trawler's crew were awarded the D.S.M. in this operation.

On another patrol we stood by the sinking Japanese liner TERUKUNI MARU but thanks to the calm organization on board, our assistance was not required, all getting safely away in lifeboats before she sank.

One evening we were in the dangerous position of being moored alongside the destroyer H.M.S. GIPSY aground and breaking up after being damaged by magnetic mine, and floodlit from ashore. But thankfully our boarding party had a fruitless search as all the crew had managed to abandon ship

Our many depth charge attacks never revealed any success, but at least we knew we were hampering the U-boats.

D. W. BOYES

## OCTOBER MEETING

On Thursday, 10th October, the Society recommenced its monthly meetings for the 1968/69 Season. This was the occasion at the Lecture Theatre of Liverpool Museums, for a paper by Mr. A.H. McClelland who is a Council member. The subject was "Tramp Trade developments since World War II" with a special reference to British interests.

Mr. McClelland announced at the very commencement that there was no room for complacency in British Merchant Shipping, for the figures showed that since 1939 there were 1,400 fewer British vessels at sea, some 400 of these have disappeared in the last four years. The position indicated that 60% of our imports and 50% of our exports were carried in foreign vessels. In 1900 British vessels accounted for some 45% of the World fleet, now it is about 14%. Whilst the Norwegian fleet has nearly trebled in size since 1948, the Russians plan to increase their tonnage from 9.1 million tons to 20 million tons by 1980.

The speaker then outlined various reasons for the apparent decline in the British merchant fleet in recent years. Tramp companies - those chiefly concerned - failed to appreciate the advances made by the diesel engine, and failed to take into their employ executives available on the labour market. Some criticism might be levelled at the Government who might have allowed more subsidies to permit the purchase of the "Liberty" vessels. These were available at £100,000 each.

The remainder of the paper was divided into two parts. Firstly, Mr. McClelland considered the trades traditionally catered for by tramps, pointing to the changes which had taken place in them in the last twenty years. He emphasized the extent to which the specialized ships, particularly the different types of bulk carriers, have supplanted the "maid of all work" vessels.

Secondly, he dealt with the vessels operated by concerns still generally considered to be tramp owners. This part of the talk was largely illustrated by slides made from drawings executed by the speaker himself. Prior to 1939 the main cargo carried by British tramps was coal, largely for export. This had changed because of a drastic fall-off in the use of coal, and this commodity had been replaced as a main cargo, by grains and seeds, followed by ores, then coal, followed by fertilizers, sugar and timber. In these trades the bulk carrier had become predominant. For grain, even surplus tankers have been used.

Mr. McClelland's slides included pictures of various tramps built on the North East coast, and in particular the two British Liberty ship replacements, Austin and Pickersgill's S.D.14, and the Doxford type exemplified by the SHEAF CREST. In view of the fact that none of the Liberty replacement designs are selling really well, this adds to the belief that tramp ship owners throughout the world see smaller bulk carriers of 18,000 to 25,000 ton d.w. range, as more profitable propositions. The economic advisability for owners to join various consortia was dealt with.

Several letters from ship owners were then read, which Mr. McClelland had received in the course of enquiries made into tramp trade developments.

Mr. W.B. Hallam proposed the vote of thanks and this was seconded by the Society's Chairman, Mr. W.P. Raine. The members present supported the vote of thanks with enthusiasm.

T. D. TOZER



## SHIP-SPOTTING ON HOLIDAY

Falmouth, which I visited this year for ten days holiday, is a port and a picturesque seaside resort in one. The port concentrates on repairs to shipping of all sizes and types. There are three large drydocks, all privately owned and capable of handling 70,000 ton d.w.t. tankers, like DERBY, and the largest cargo vessels. There are numerous berths for vessels which do not need to enter drydock. Even in the High Street, one is very much aware of ships at close range.

The largest vessel to move during my stay was the BRITISH ENSIGN. She filled the harbour as six tugs manoeuvred her out into the bay. My hobby being marine photography, when ships such as this are seen at close range there is little difficulty.

For the keen ship-spotter, Falmouth has excellent vantage points for viewing shipping in the Channel, but of course a good pair of binoculars is essential. Many vessels anchor in the bay to await stores, or shelter from bad weather. Also whilst I was there, a Russian tug with a drilling rig en route from the Baltic to the Black Sea was waiting for high winds to abate.

The numerous boat trips and the ferries to St. Mawes offer opportunities to view shipping in the port system at close range.

The Thames. With the Capital's river being the longest commercial river in the country, it may seem difficult to find a suitable vantage point for ship-spotting. The end of Southend Pier has the disadvantage of being too far from the shipping lanes, unless one uses a powerful telephoto lens. Gravesend Pier and Tilbury Landing Stage offer reasonable shelter from the weather and are probably the best points to visit. With the tanker terminals being nearer the River mouth,

not all Thames shipping is seen from these places. Tilbury also has the disadvantage that one is taking photographs into the sun during the day. Gravesend Pier provides adequate accommodation for the ship-spotter, and used solely for pilot work and tugs, provides excellent close up views of ships passing. One can also see most of the vessels lying in Tilbury docks such as P. & O. liners, the Swedish Lloyd ships etc. Like the Mersey, the best time to arrive at Gravesend is four hours before high water.

Rotterdam has the reputation of being the largest port in the world. The best vantage points are on the new Waterway (Schelde), close to the mouth. One can decide on the Hook, where ships pick up or drop pilots, and there is good shelter from the weather. The Hook is situated opposite to the entrance to the Europoort which is used by the largest tankers. Here good views of all shipping are obtained, and everything is within photographic range. Or one can try Rozenburg, three miles up river and on the opposite bank. This is opposite Maasluis, the home port of L. Smit's Internationale Sleepdienst. All ships are well within normal photographic range at Rozenburg. Further up river towards Rotterdam, is mostly dockland which can be visited by permit only. Rotterdam dockland is so vast that only a minute portion of it could be visited at one time.

Folkestone and Dover. Dover handles more cross-Channel traffic than any other port, and there is ship interest here all day and every day. Continental and local traffic is continually passing within binocular range. Folkestone, of course, is the more popular resort, and has special interest in being a pilot station for both inward and outward Thames shipping. Anyone with a 100mm telephoto lens fitted to their camera can secure reasonable photos.

Weston super Mare might be called the "Brighton of the

Bristol Channel". Nevertheless, it has a certain amount of ship-interest. A pair of good binoculars is essential here too, for on a clear day the South Wales coast can be seen, and it is on that side of the channel that most shipping passes. In the summer months there are frequent sailings by the cruising vessels of Messrs. P. & A. Campbell. ST.TRILLO plys between the resort and Barry, Penarth and Cardiff, and the WESTWARD HO occasionally does trips to Minehead, Lynmouth, Ilfracombe and the Gower Coast. By this means, one can reach the main shipping lanes to Cardiff and Avonmouth.

G. DITCHFIELD

#### NOVEMBER MEETING

On Thursday, 14th November, the Society met at Liverpool Museums to hear a paper by our Council member, Mr. N.R. Pugh, entitled "Galway and the Aran Islands". Not for the first time has Mr. Pugh excelled himself with an extremely interesting and well-connected paper, largely woven around the photographs he took during his visit to the West of Ireland early in June 1968.

Like all good "stories" it began at the beginning in Liverpool and we were shown photographs of various local spots well known to us all. This led up to the departure of m.v. LEINSTER and her arrival the following morning in Dublin's fair city. This vessel is now idle and silent in Morpeth Dock awaiting the next order on her engineroom telegraph heralding a voyage to who knows where ?

We were then briefly treated to some interesting views which doubtless appealed to those of us who are, in addition to being "ship lovers", railway enthusiasts as well, depicting the speaker's journey across Ireland to Galway City.

Galway City would appear to be an excellent place if the views of Eyre Square are anything to go by, and the speaker's

comments in passing certainly added to that belief.

There would appear to be two vessels operating the service from Galway to Kilronan, one the NAOMH EANNA built in 1958 by the Liffey Dockyard Company, Dublin, and the GALWAY BAY ex CALSHOT, formerly of Southampton, where she acted as tender to the largest passenger liners. This latter vessel, licenced to carry 423 passengers with a crew of 8 appears to have been withdrawn from the Galway?Isle of Aran service since the summer of 1968, and it is felt that the NAOMH EANNA will not be able to cope with the traffic during the summer, single-handed. Further news on these points will doubtless be awaited with interest.

The speaker then proceeded by photographs and conversation to give us many interesting local details of the district, covering, amongst other things, the lives of the local populace, and the various historical connections which he found. One feature was reference to the local seaweed-gathering industry; the long rod seaweed which is collected and shipped by fishing boat to a nylon works is apparently used in the process of making nylon stockings.

Two or three photographs of ancient Irish curraghs were shown. These vessels, the original native boats of the islands, are made of tarred canvas stretched over a wooden frame, and are excellent "sea boats" in good hands.

Returning to Galway City from the Islands, Mr. Pugh gave us some further interesting details of this western Irish city. It has a population of some 21,000, has had a University since 1849, and is famous for its salmon fisheries. It is some 115 miles from Dublin, and efforts to make it Ireland's emigrant port early in the present century were looked upon with disfavour by Liverpool's shipowners of the day.

Galway Cathedral, seating 2,000, was dedicated in 1965 by Archbishop Cushing of Boston U.S.A. Built largely with American funds, it is constructed of local limestone with a floor of

Connemara marble, the dome rising to 125 feet above the central altar. Rushworths of Liverpool built the organ, incidentally.

Nimmo's Pier, which protects the whole of the harbour works, has stood against the weather for upwards of a century and a half and is another wonderful tribute to the Scots engineer. It was he who constructed the harbour at Dunmore East between 1820 and 1830.

Although he thought them a type long since extinct, our speaker still found evidence of the hooker, a one-masted craft used in former times for fishing and carrying turf and even cattle.

Finally boarding the boat-train to Dublin, Mr. Pugh arrived back in that city, taking a taxi to the new Car Port, where the MUNSTER waited. This vessel has replaced the LEINSTER on the Dublin to Liverpool run and was built at Rendsburg, Germany, for a Baltic service, but was taken over on the stocks by the B. & I. Line. The impressions of this vessel for night travel apparently leave a lot to be desired. A second vessel of similar type will however, be running in the spring of 1969. She is presently fitting out at Cork Dockyard and will be named LEINSTER.

With the sun setting in the west, and the Dublin skyline astern, the departure of MUNSTER for Liverpool brought to an end a most interesting and colourful evening.

As was to be expected, there were many interesting questions from the audience, ably answered by the speaker, and then followed the usual vote of thanks, proposed by Mr. Coney and seconded by Mr. Branigan. It was quite obvious from their glowing remarks, that they had enjoyed the evening immensely and they had much of interest to impart. As they said so clearly on behalf of everyone, the excellent slides and the well spoken description of his trip, were appreciated by all present, and their proposal was received with acclamation.

GEOFFREY WHITE

## MERSEY NOTES

At 1.30 p.m. on Saturday, 12th October, the maroons were fired calling out New Brighton Lifeboat in a strong westerly wind. The relief boat MARY STANFORD proceeded to stand by the German coaster UNTERWESER entering the Mersey with a heavy list to port, carrying a deckload of timber from Norrkoping. The first vessel to reach her off New Brighton was the tug KINGHOW followed by other tugs and Pilot Michael Moore of Bebington was put aboard from the launch PUFFIN, the German skipper declining tug assistance. The writer thought of the engineer down below keeping the main engine and pumps working, as the vessel rolled. Four members of the crew were on the after deck wearing lifejackets, but the ship kept moving resolutely and reached Garston safely.

The 29,000 ton bulk carrier STAR PINWOOD was launched by Cammell Laird and Co. on 24th October for Wm. France Fenwick & Co. of London, and is now fitting out in Birkenhead.

After a span of 177 voyages to West Africa, the Elder Dempster motor liner APAPA ended her service on 24th October and left our port on 15th November for Hongkong, with her new name of TAIPOOSHAN. She was built by Vickers, Barrow in the immediate post war years.

The first Mersey built nuclear submarine, H.M.S. RENOWN was handed over on 15th November.

It is not often that trawlers moor at Princes Stage, but on 18th November the Irish PROVIDER D 414 berthed for radar repairs, and incidentally disposed of some of her catch to onlookers.

"Mersey Tugs - past and present" was the title of a most informative illustrated lecture by our Vice-Chairman, Bram Hallam on 8th November. This talk was in support of an exhibition dealing with towage and a well attended gathering was honoured by the presence of the Mayor and Lady Mayoress of Crosby at the new library in the borough.

The new LEINSTER for the Liverpool/Dublin service of the B. & I. Line was launched at Rushbrook County Cork on 19th November, for service next summer.

Whilst a new INNISFALLEN is being built in Germany for the Cork/Swansea route, the present INNISFALLEN has arrived to lay up in Morpeth Dock, and passenger sailings from Cork have now ceased. A group of businessmen have chartered the British Railway's AVALON to run between Cork and Fishguard during the Christmas holiday period.

It was the AVALON which was chartered by the Gulf Oil concern to carry guests to Bantry Bay for the arrival of the world's largest ship - UNIVERSE IRELAND.

There has been bitter opposition in Cork to the B. & I's proposal to suspend cargo services from Liverpool, and to put the cargo on freightliner trains from Dublin. The Irish trade minister, Mr. Childers, has intervened and the project has been postponed for three or four months.

The coaster MAYFAIR SAPPHIRE has made a voyage to Klaipeda in the Baltic in November.

The largest vessel in British Railways' fleet ST. GEORGE has commenced operating on the Harwich/Hook service and has lately been joined by the Birkenhead built KONINGEN JULIANA. Can it be that British Railways now have the greatest passenger carrying capacity of any British shipowner?

"Queen of the Isles" sailed up Rock Channel on Saturday 27th July with passengers from Llandudno. She then made a 2 hour voyage advertised as "Towards Blackpool" costing eight shillings and sixpence, and left again for Llandudno about 5.30 p.m.

There seems less appeal in short cruises these days, though the Isle of Man Steam Packet Co's excursions to Llandudno appear to gain in popularity. These owners are, at the time of writing, considering North Wales coastal cruises from Llandudno.

The Langton Dock entrance has been closed for three or four months of the winter period. Sandon entrance is back in use, and there is an increased use of the Gladstone way.

It seems a great pity that the sonorous sound from the whistles of all recent Isle of Man passenger ships should have lapsed with the latest BEN MY CHREE, which makes a particularly inappropriate sound for such a worthy vessel.

Frequently seen in the Mersey is the Polish steamer OLSZTYN ex FEODOSIA ex EMPIRE GANTRY ex INKENTURM built in Holland in 1944 - maybe she would have a tale, if ships could speak.

TUSKAR, which has plied on the Liverpool to Waterford cargo and cattle service for only six years has been sold by Clyde Shipping Co. Chartered vessels will maintain this old link, but the importation of cattle will cease.

The ex-Southampton tug SIR BEVOIS is now stationed at Liverpool, renamed AMANDA HOWARD. The new LADY HOWARD is also here, and two being fitted out on the East Coast will be named ALLISON HOWARD and ELIZABETH HOWARD. All these tugs will be employed in the construction of the new Seaforth Dock.

N.R.P.