

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 Liverpool Museums
William Brown Street
Liverpool 3

Hon. Secretary - M.K. Stammers, B.A.

Here a sheer hulk, lies poor Tom Bowling
The darling of our crew,
No more he'll hear the tempest howling,
For death has broached him to.
His form was of the manliest beauty,
His heart was kind and soft,
Faithful below, Tom did his duty,
But now he's gone aloft.

Charles Dibdin

NEWS, NOTES AND QUERIES

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THE WRECK OF THE ROYAL YACHT MARY

Our Council Member Dr. P.N. Davies, M.A., Ph.D., Assistant Director of Social Studies at Liverpool University, has kindly submitted the following report:-

On the 11th July 1971, two groups of amateur divers discovered a number of bronze guns on a site near to the Skerries' Lighthouse, approximately seven miles from Holyhead. The two parties concerned were made up of members of the Chorley and Merseyside branches of the British Sub Aqua Club.

At this time, these were operating independently but once the finds had been reported to me in my capacity as the representative of the Council for Nautical Archaeology, they readily agreed to work together.

The organization of a marine archaeological expedition is an extremely complex undertaking. Nevertheless by 22nd July, the FRANCIS SEA - loaned by the Bootle Barge Company - together with the necessary personnel had arrived on the site. Amongst those present were representatives of the divers who had made the original discovery, Mike Stammers (Keeper of Shipping at Liverpool Museum), John Smart (an experienced underwater surveyor) and Sydney Wignall (whose work in excavating the SANTA MARIA DE LA ROSA is well known).

Once diving commenced, it soon became clear that we had a major find on our hands - it also became apparent that other people (more interested in financial returns than in archaeological finesse) had found the site, and had removed a number of the guns. From this time onward the work of investigating the remains took on the aspect of a "rescue operation" rather than a controlled archaeological survey, for there proved to be no way in which the site could be legally protected.

The importance of the wreck made the inadequacy of the law the more infuriating for the wreck proved to be that of the Royal Yacht MARY which had been presented to Charles II by the Dutch after he had been restored to the throne in 1660. At that date yachts were unknown outside Holland, so in a sense, the MARY was the direct ancestor of every vessel of this type ever produced in this country.

After only a brief career as the official Royal Yacht, the MARY was replaced by an English-built model which being of deeper draught was better suited to British conditions. The MARY was then transferred to the Royal Navy and used as a kind of "V.I.P. carrier", and it was whilst engaged in these duties that she met her end.

On her last voyage, the ex-Royal Yacht was on her way from Dublin to Chester. She carried a crew of 28 and her 46 passengers included the Earls of Ardglass and of Meath, together with the latter's son, Lord Ardee. It was a foggy night and at about 2 a.m. on 25th March 1675, she struck a rock and began to sink. As she settled, the MARY fell over and her mast touched the rocks of the Skerries. This enabled 39 of those on board to scramble ashore, but 35 - including the Captain, the Boatswain, and the Earl of Meath - were lost. The trials of the survivors were still not over, however, for it was not until 27th that they were rescued by a Wicklow vessel.

In spite of the many difficulties which have hindered the excavation of the site, there have been a number of encouraging features. The problem of legal protection has been highlighted and satisfactory progress has been made towards a revision of the 1896 Merchant Shipping Act which still covers both ancient and modern shipwrecks. Furthermore, although many artifacts have probably been lost, the dedication of the "official" team has resulted in the raising of a wonderful collection of items. These are now housed in the Department of Conservation at Liverpool Museum, and it is hoped that these will be exhibited later in 1972.

Plans are now being finalized for the coming season, but it is anticipated that the work will take another two years before it is completed.

P.N.DAVIES

THE MUSEUM'S ACQUISITION OF DAY STAR

Liverpool Museum has been fortunate in acquiring the Morecambe Bay "nobby" or smack - DAY STAR. Having been brought down from Glasson Dock, Lancaster by lorry, she reached Higgins' boatyard at West Kirby, via the Mersey Tunnel.

DAY STAR was built in 1894 and it is hoped to have her fully rigged and on display in the forecourt of the Maritime Museum.

IRISH NAVAL FISHERY PATROL

It will be remembered that three ex-Flower Class corvettes have been used by the Irish Republic in fishery protection patrols, these ships being known as CLIONA, MAEV and MACHA. Based at Haulbowline near Cork, they have always given a smart appearance, and the only noticeable modification from their earlier British usage was their lattice type masts. However, in 1971 these ships have come to the end of their useful term.

Three ex-British minesweepers of the "ton" class have superseded the corvettes, and crews were flown to Gibraltar to take over two of them. The Irish names given to them are:-

GRAINNE	ex HMS OULSTON
FOLA	ex HMS BLAXTON
BANBA	ex HMS ALVERTON

They are of 425 tons displacement, 153 x 29ft, with two diesel engines giving a speed of 15 knots. They were all built between 1954 and 1959, and have mahogany hulls and much aluminium alloy in their upperworks.

For the first time, the Irish Navy are having one vessel built at the Verolme Dockyard, Cobh, specially for this work. She has been designed for a displacement of something over 1,000 tons and will no doubt have the speed and sea keeping qualities required for the rugged western and southern seaboard. It looks as though entry into the E.E.C. or not, Ireland is going to maintain the right to her own rich fisheries.

N.R.P.

QUERY FROM SOUTH AUSTRALIA

Mr.C.J.Button of 14 Hindmarsh Avenue, West Hindmarsh, Adelaide, S.Australia seeks a picture or sketch of the wooden barque HYDASPES in which his ancestors travelled to the antipodes in 1850. She sailed from Gravesend on 28th June of that year and arrived at Adelaide on 14th October.

She was built at New Brunswick in 1846, and first owned by Younghusband and Co. She belonged to the port of Liverpool. Lloyds last reported her in 1864, and there followed three other iron ships named HYDASPES.

NEW NAMES FOR OLD

ANA RENATA	ex HELEN MILLER
ALLISON	ex PACIFICATOR
BORDABEKO	ex YORKSHIRE ex EASTERN PRINCESS
BONAPORT	ex PELAYO
BRITANIS	ex LURLINE ex MATSONA ex MONTEREY
CALEDONIA	ex STENA BALTICA
CAPTO	ex TIBETAN
CRAIGAVON	ex KIELER FORDE
DOLPHIN G	ex MARTINISTAD
DECCA SURVEYOR	ex BRITONIA (tug)
FAIRSEA	ex FAIRLAND ex CARINTHIA
FAIRWIND	ex SYLVANIA
FAIRSTAR	ex OXFORDSHIRE
GULF COAST	ex WAKEFIELD
GULF SEA	ex LEEDS
HOLBORN	ex LOCH ARD
IRISH COAST	ex OWENGLAS
MANTHOS M	ex CANTICK HEAD
MALDIVE LOYALTY	ex FLORIAN
MALDIVE MAIL	ex AFRICAN PRINCE ex PINEMORE
MEGALOCHARI II	ex QUARTERMAN
MISTRAL	ex BUSHWOOD ex LONGFELLOW
ORANGESTAD	ex YOLANDA (dredger)
OREDIAN STAR	ex OREDIAN
ORELIAN STAR	ex ORELIAN
OREOSA STAR	ex OREOSA
OREPTON STAR	ex OREPTON
OCEAN ENDEAVOUR	ex CAPE RODNEY
RILLAND	ex ZEELEEUW (salvage)
SANASTASIA	ex GOSPORT
SANDRA	ex QUEENSBURY
SIRIUS	ex HANIA ex WARWICKSHIRE
TAKLIFT II	ex MAGNUS IV
TAKLIFT III	ex MAGNUS V
TELENIKIS	ex WILHELM JEBSEN
VENTURE	ex CHESHIRE COAST

PASSING OF A QUEEN

SEAWISE UNIVERSITY ex QUEEN ELIZABETH was gutted by fire at Hong Kong on 9th January 1972 and rests on her side on the harbour mud - a sad end for so noble a vessel.

A LIVERPOOL DEEP SEA TUG

One of the best known of Mersey ocean-going tugs, BLAZER, was sold in 1910 to the Goole and Hull Steam Tug Company without change of name.

In 1915 BLAZER was requisitioned by the Admiralty and renamed CHARM. By 1918 her former name was restored and on 9th November 1918 she stranded on the Steval Rock, St.Mary's, Isles of Scilly, becoming a total loss.

In 1966 the hull was discovered by divers, and further exploration revealed that her gun was still mounted, and the wreck contained live ammunition.

BLAZER was built in 1888 by S.McKnight of Ayr as THE ROSE for Cardiff owners. In 1889 the Liverpool Steam Tug Company bought her for ocean towage, and it was only on the liquidation of this firm that she left the Mersey. It is hoped to recall some of the highlights of her Mersey career in a future issue.

W.B.HALLAM

A 1972 SHIPWRECK

A German motor coaster HOHENLINDEN left Penmaenmawr with granite chippings on Saturday 29th January for Hamburg. At 5.40 a.m. on Tuesday 1st February, the German minesweeper KOBLENZ sighted rockets to the westward of Hook of Holland, and picked up seven men, with two persons missing. HOHENLINDEN had sank after collision with an unknown vessel. CERDIC FERRY and KOBLENZ carried out a thorough search without success for the missing man and woman.

NOVEMBER MEETING

"Graysons, Shiprepairers of Birkenhead" was a most interesting lecture on the history and work of this old Merseyside firm, delivered by Mr.R.F.Capey.

The Grayson family history begins with a Captain William Grayson who fled from Ireland to Whitehaven in 1693. He became a prosperous local merchant and built a church in the town. One of his descendants, Edward Grayson was wrecked in a ship off the Calf of Man in the early 1740's, and after his rescue, worked his passage to Liverpool. There he worked as a shipwright and in 1747 became a freeman of the town. Under the patronage of a powerful local merchant John Fearon, and also his employer John Oken, he was admitted to an exclusive local club, and was able to set up his own business in Mersey Street, about 1752.

Between 1766 and 1769, Edward Grayson built and launched his first ship. He also had an interest in an ironmongery business in Redcross Street, and a sawmill and timber yard (on the site of the present Grayson St.) in partnership with a Mr. Earle.

In 1780, in partnership with a Mr.Ross, he launched the privateer ENTERPRISE of 18 guns. Five years later Edward Grayson died and this business was taken over by his son, also called Edward. The partnership with Ross was dissolved, but shipbuilding continued. Edward's life ended prematurely when he was shot in a duel. The business was sold to one of his rivals, Wilson. Charles, his son, started business, first at a yard in Tranmere, and then moved back to his father's old yard at Trentham Street. Most of the work was concerned with shiprepairing; but occasionally ships were built.

A cutter named LADY PETRONIUS, built by Graysons at a site in Norfolk Street, was transported through the streets for her launching at Queens Dock by torchlight procession. At the Tranmere yard, Graysons built the first two steam ferries on the Mersey - ETNA and VESUVIUS - in 1817.

Charles Grayson died in 1836 and was succeeded by his son John D. Grayson, but his regime was short for he died in 1847 and his younger brother Charles took over. The firm became a partnership with another leading shipbuilder - Humble. One of their most interesting jobs was the installation of gas lighting on the GREAT BRITAIN.

In the 1840's, the Trentham Street yard had to be abandoned to make way for the construction of the Albert Dock. Graysons now concentrated on shiprepairing until 1900 when Henry Mullineux Grayson opened a brand new shipyard at Garston - the Garston Graving Dock and Shipbuilding Company. In 1912, Graysons merged with Clover Clayton and Co., with H.M.Grayson as managing director. During the First World War, the firm made a huge contribution to the war effort, which included the fitting of guns to 1,350 ships. After the War, H.M.Grayson was created a Knight of the British Empire for his work, and in 1915 he was elected M.P. for Birkenhead.

Building and repairing work decreased in the aftermath of the War, and in 1922 the shipbuilding yard at Garston was turned over entirely to repair work. In 1928, Graysons and their associates Clovers, combined with Rollos, another local firm. The resulting company was known as Grayson, Rollo and Clover Docks Ltd.

This Company was kept very busy in World War Two with repairs to ships damaged by enemy action. Fortunately none of the drydocks were put out of action, but German bombers scored a direct hit on the head office and engineering works at Sandhills.

Amongst the many wartime jobs, were repairs to H.M.S. POLYPHEMUS which had come home from the Mediterranean without her stern, and the preparation of the destroyer H.M.S. CAMPBELLTOWN for ramming the lockgates at Sainte Nazaire.

Immediately after the war, the firm were busy on reconditioning liners for the Australian emigrant trade. They also

converted an ex-German tanker which had been used as a prison ship, into the whaling transport vessel SOUTHERN GARDEN. Another similar conversion was carried out on SOUTHERN RAVEN, a refrigerated vessel which had initially been used to transport the bodies of American troops from the battlefields of Northern France to their homeland for burial, after the first World War.

In 1949 Graysons fitted special circular tanks in two vessels for transporting butane gas, the first time an installation of this sort had been attempted. Another job was the conversion of the Elder Dempster cargo liner MACGREGOR LAIRD to oil drilling vessel for exploration work in the Persian Gulf. Much of Grayson's work in the 1950's was concerned with tankers, and in 1957 the board decided to send out tender enquiries for the construction of a graving dock which could take the "super tankers" of the time. It was 800ft long by 120ft wide, and suitable for vessels up to 65,000 tons. The cost was over one million pounds.

There was now no Grayson left in the concern, Sir H.M. Grayson having died in 1951. And not long after the completion of the graving dock, the firm was taken over by Cammell Laird & Co., their neighbours at Tranmere. The new company is known as Cammell Laird Shiprepairers Ltd. and so the name of Grayson has disappeared from the Mersey.

Mr. Capey showed some interesting slides of typical repair work, including a spectacular gash in the hull of a Norwegian Oil tanker, salvaged from the rocks of the Pentland Firth. He also showed some interesting film of the opening of Grayson's new graving dock, with its novel single gate which drops down on to the river bed. There were also good shots of the Shell tankers SEPIA and SERENIA, being carefully edged in and out of the dock with only inches to spare.

After coffee, many questions were answered by Mr. Capey. He said that the last ship built by Graysons was the RAVENS-POINT for Macandrews. (The Museum hopes to acquire a model of this ship in the near future).

The model of a Grayson-built steamer in Birkenhead Art Gallery was mentioned. She is known as the LANCASTER GATE, but no vessel of this name is listed in the registers. Mr. Capey suggested that she was probably one of the First World War standard vessels. Unfortunately Grayson's records had been destroyed in the Second World War.

The vote of thanks was proposed by Mr. K. Richardson and seconded by Mr. K. Stuttard, and carried with acclamation.

M.K.S.

THE LOSS OF THE MIRACLE - 1847

Our member, Dr. E. C. Wright of Wolfville, Nova Scotia writes with reference to Mr. D. P. Branigan's narrative in the July/September 1971 issue of News, Notes and Queries.

He says he finds that the MIRACLE was built at Saint John, New Brunswick in 1841, at which time only the colonies on the St. Lawrence River were known as "Canada".

"She was built by Francis and Joseph Ruddock, sons of Andrew Ruddock of Kinsale, Ireland. It seems probable that they were nephews of Thomas and William Ruddock, who had been in Saint John for some years, and they may have served apprenticeship with William Lawton, a shipbuilder, who had married Alice, a sister of Thomas and William Ruddock. Francis and Joseph Ruddock began building in 1840 and their yard turned out some forty ships and barques. Most of their vessels were sold to Liverpool.

"In later years, a brother Thomas, was associated with Francis and Joseph. Another brother, Noble, went to Australia.

"I get on slowly with the Saint John ships, partly because the names were changed, often between launching at Saint John and registration in Liverpool. Another reason is that so many vessels were said to be built in Saint John, when actually they were built in other parts of New Brunswick or even in Nova Scotia".

SHIP MODELS AT LANCASTER

The old Town Hall at Lancaster houses the Museum, and there are several interesting marine exhibits. The armed merchantman THETIS was built at Lancaster in 1801 by J. Brockbank. On the 8th November 1804, she engaged a French privateer in the West Indies and captured her. The Museum has a very fine rigged model of this ship.

There is also a model ship called DE VITRE which was made by workmen at the Glasson Shipyard in 1890 in memory of Dr. E.D. de Vitre, Mayor of Lancaster and pioneer in the treatment of mental disorders. He built the Royal Albert Asylum at Lancaster. No actual ship of this name was ever built, but the model shows the type of merchant vessel using the port in those times.

There is also a dug-out canoe, excavated from the peat around Blen Tarn in 1898. This has recently undergone conservation treatment at Liverpool. There are holes along each side for fixing a wash-strake to increase the freeboard.

Above the display cases in the main corridor of the Museum, are some half models. These are all of vessels built by the short-lived Lune Shipbuilding Company. This Company was financed by Henry Threlfall Wilson and only lasted for a few years in the 1860's. They did however, produce some very fine iron sailing ships. These were:-

1865	WENNINGTON,	iron ship,	882	tons	gross
1866	WHILLINGTON,	" "	970	" "	" "
1866	UNDERLEY,	" "	1292	" "	" "
1870	MALLOWDALE,	iron barque	1290	" "	" "

M.K.S.

FORMER MERSEY FERRY STEAMER'S NEW JOB

The name HARINGVLIET will not mean anything to most members, but it conceals the identity of one of the finest steamers ever owned by Wallasey Corporation, the ROYAL IRIS II. This ship was sold to Stolk & Co., shipbreakers of Hendrik Ido Ambacht in 1956, and left the Mersey in tow of the United Towing Co's MASTERMAN.

After the engines and boilers were removed, the hull was bought by the Rotterdam Tramway Company, fitted with oil engines, renamed HARINGVLIET, and placed in service between Hellevoetsluis and Middelharnis as a car ferry.

Whilst the future of New Brighton Ferry, and indeed of all Mersey ferries, is in doubt, HARINGVLIET, ex ROYAL IRIS ex ROYAL IRIS II, has received a new name. As SCHELLINGERLAND, she will be placed in service between Terschelling and Harlingen as a car ferry owned by Doeksens of Amsterdam.

W.B.HALLAM

WITH GREAT SORROW

It is with much regret that we have to record the death in hospital on Christmas Eve 1971 of Captain John Miller Cumming of Meols at the age of 66. Formerly he was Principal Officer of the Marine Survey Office, Board of Trade, Liverpool. Prior to 1965 he was Senior Nautical Surveyor for the Ministry of Transport, Southampton.

We knew well Captain Cumming's Scots accent at our Society meetings, when he frequently put questions, or made votes of thanks. His activities included Hoylake Lifeboat Committee, membership of several yacht clubs, and he was Liverpool officer and inspector for the Mersey Conservancy. His first ship was Holt's ANTILOCHUS in which he served in 1921 as a midshipman at the age of 16. We shall miss his presence amongst us.

At our February meeting, members stood in silence in respect for our late member.

N.R.P.

DECEMBER MEETING

On Thursday 9th December, members of the Society enjoyed a Social Evening in the Museum's Coffee Bar. There was a plentiful supply of excellent refreshments, prepared by Miss Susan Welsh and her hard-working team of ladies.

Recent accessions to the Museum's shipping collection were shown, as well as some of the small finds from the wreck of the Royal Yacht MARY. There were colour slides of divers at work on this venture.

Members' contributions included several shipping pictures by Mr. Coney, and a fine collection of photographs from Ray Pugh. We saw a print of Keith Griffin's new painting of GREAT BRITAIN. The profits from the sale of similar prints will go to the GREAT BRITAIN restoration fund. There was an oil painting by Gordon Ditchfield, and Captain Chubb brought two watercolours of a turret steamer, dating from the turn of the century. Since showing these, Captain Chubb has very kindly presented them to the Museum.

After refreshments, there was a film concerning fire fighting in the port of Liverpool, with special reference to the PYRRHUS outbreak. This film was shown to us by a fire officer from Brigade Headquarters, Bankhall.

At the end of the meeting, members drank a Christmas toast to each others health and that of the Society. Mr. R. B. Summerfield thanks the ladies for all their hard work, and also everyone who had contributed to the success of the evening.

M.K.S.

MERSEY NOTES

In 1971, Cammell Laird & Co. launched four ships totalling 70,860 gross tons. These were C.P. TRADER, C.P. DISCOVERER, GAZANA and LETCHWORTH.

At the end of January 1972, came the retirement of the Commodore of the Isle of Man Steam Packet Company, Captain Ernest McMeikin, after almost fifty years at sea.

The "Liverpool Echo" on behalf of the people of Merseyside saluted "the captain and all his fellow officers who command the small passenger ships that ply daily across the Irish Sea. For men who are more at home behind a canvas dodger than in the glare of publicity there are so few occasions when one can say a well earned thanks".

In the early summer, we look forward to seeing the new MONAS QUEEN, a diesel engined car ferry. She was christened at the Ailsa Yard, Troon, on Tuesday 21st December, but was not launched owing to high winds. She was safely put into the water next day. There was such a skirl of bagpipes at the christening that one wonders what sort of a voice this Queen will have. It is to be hoped that she will far outshine BEN MY CHREE in this respect. The bow thruster, and twin rudders aft should make for flexible manoeuvrability.

EMPRESS OF CANADA arrived Gladstone Dock on Monday, 22nd November 1971 to be de-stored and offered for sale - the last of Liverpool's transatlantic liners. On 14th December she sailed for Tilbury to lie up, having been offered an undeveloped berth at Seaforth.

The Preston suction dredger ROBERT WEIR was aground on 23rd November near the Wall End buoy in the Ribble estuary, after steering gear failure. Alexandra tugs HUSKISSON and LANGTON sailed from Liverpool in quite heavy seas, and towed her to this port. Lytham lifeboat had stood by.

Monday 6th December was the day for the first vessel to enter the new Seaforth Dock. She was Blue Star's TASMANIA STAR with frozen meat, and on her bridge was Mr. John Peyton, the Transport Minister. The pilot in charge was Charles Morrison of Heswall, who brought the ship in from Point Lynas,

The writer understands that BALMORAL will leave Cardiff on 17th May and arrive Menai Bridge next day. On the 19th she will act as tender to the Swedish liner KUNGSHOLM at Llandudno, and again on 20th at Douglas I.O.M.

PALLISER, ULSTER, EXMOUTH and DUNDAS, four of our smaller frigates docked through Langton way on 6th November, two assisted by Rea, and two by Alexandra tugs. In the more numerous visits of Royal Navy ships to Liverpool these days, great emphasis is placed on recruitment.

The Prime Minister's yacht MORNING CLOUD was shipped to Australia aboard the Shaw Savill vessel LAURENTIC, so as to participate in the Sydney-Hobart Race. She was accompanied by PROSPECT OF WHITEBY, a yacht which won the Admiral's Cup recently. Both craft were loaded at Liverpool.

The tug CROSBY, 260 gross tons, was launched at Hessle on 22nd December for The Alexandra Towing Co.

The Harrison liner CRAFTSMAN building at Sunderland, will have the heaviest lift capacity of any British merchantman. Her two derricks combined, can lift 500 tons.

HMS CONQUEROR was the 64th, and probably the last submarine to be built by Cammell Laird & Co. at Birkenhead, now that the Defence Department are to concentrate on Barrow for this work.

However, Lairds have commenced building two SHEFFIELD class destroyers, of which the prototype is well advanced at Barrow.

At Christmas, Ocean Fleet's CLYTONEUS lay in Huskisson Dock preparing to sail for Apapa. She looked very smart with her yellow Elder Dempster funnel, having always been in Alfred Holt's livery previously.

The motorship ATLANTIC OCEAN ex ARYA FAR ex CLAN FINLAY sailed from Birkenhead for the Far East on Saturday 18th December. During her loading, there was a fire in one of her forward holds and with the water pumped aboard, her forefoot settled on the mud of the East Float. She flies the flag of Somaliland, as registered at Mogadisciu, but is owned and manned by Chinese. On her voyage she lost some deck cargo, and drums of chemicals were washed up on Cornish beaches.

Fisher's new ship BRATHAY FISHER was bound from Manchester to Barrow on 17th December, when she radioed in the very early hours that she had a fire in the engineroom. Her position was eight miles north of the Bar Lightvessel. She had no power, and only her emergency radio working. At 3.45 a.m. she called for some ship to stand by, but with her engine going "slow ahead" she was sailing round in circles, not under control. There were no casualties, and the Bar Pilotboat hoped to be with her by 4.15 a.m. Rea's tug BRACKENGARTH proceeded and arrived on the scene about 5.30 a.m. and by 6 a.m. had BRATHAY FISHER in tow, bound back to the Mersey. She was built in Holland, completed in 1971, and has a gross tonnage of 2400.

An unusual vessel berthed at Princes Stage just before Christmas. She was the Liberian catamaran GLORIA SIDERUM, equipped with a 300 ton derrick. This composite floating structure consists of HADA II (port hull) built in 1957, and HERMES (starboard hull) built in 1956. The conversion took place in 1969. She, and another ship UNIT SCAN brought three pieces of machinery from Rotterdam to Stanlow Oil Refinery, of 212, 184 and 116 tons.

The annual trip to the Bar Lightship with a hamper of Christmas cheer was made by The Alexandra Towing's EGGERTON, with her master, Captain Thomas Holmes in the guise of Father Christmas. The Rev. Bob Evans and the Rev. Terry Ranson of the Mersey Mission to Seamen went out in the tug.

Coast Lines' DORSET COAST and the German unit-load ship SAALLETAL, on charter to Belfast Steamship Co. co-operated on

the night of 4th January in the search off the west coast of the Isle of Man, for a crashed R.A.F. Buccaneer aircraft. Also in the search were lifeboats from Port Erin and Peel, Shackleton aircraft and the two fishing vessels MOYNES and FORRARDS.

The British coaster SAINT BRIDGET ex OAK was deliberately blown up 40 miles south of the Lizard on 14th February. Her cargo of nitro glycerine for overside shipment into Ocean Steam's AUTOLYCUS off Falmouth, was found to be in a dangerous condition. AUTOLYCUS was on a voyage from Birkenhead to Hong Kong. Home Office and Department of Trade officials decided that the 140 tons of explosive was so highly dangerous that the unusual measure was taken of blowing up coaster and cargo. As Fisher's OAK, plying mostly between Garston and Newry, and later as Gardner's SAINT BRIDGET she was often seen in the Mersey. She dated from 1953.

N.R.P.

SUMMER CRUISING FROM LIVERPOOL

The Isle of Man Steam Packet Co. have produced a comprehensive programme for the 1972 season, and detailed brochures are available from their Brunswick Street office.

For the weekend sailors, there are fifteen Sunday excursions to Llandudno, sailing at 1115. A book of vouchers for ten of these trips costs fourteen pounds. From Llandudno, the steamer proceeds on a coastal cruise towards Point Lynas at extra charge, before returning to Llandudno and Liverpool.

North Wales excursions also take place on certain weekdays, in addition to normal Douglas sailings.

There is always something of interest to see on these cruises, and they provide an excellent opportunity to relax and enjoy the fresh air.

BREAKDOWN OF THE QUEEN VICTORIA

The Liverpool Daily Post of 31st August 1908 described a mishap which occurred to the Isle of Man paddle steamer QUEEN VICTORIA. She left Douglas at 4 p.m. on a Saturday with 1,300 passengers for Liverpool, and at 5.30 one of the paddles was disabled. The ship was reduced to a very slow speed, and at 6 p.m. the MONAS QUEEN which had left Liverpool at 2 p.m. came along and offered assistance. This was declined, as the Captain thought he could reach Liverpool safely. Soon afterwards the breakage became more serious, the feather rods of the paddles refused to act, and the ship stopped.

Now hove in sight PRINCE OF WALES, the 2.45 p.m. boat from Liverpool and at 6.30 p.m. the PRINCE took the QUEEN in tow and brought her back to Douglas Bay by 9.30 p.m. Towing the QUEEN back to her berth alongside the Pier was deemed too risky, so the tow rope was let go, and the QUEEN's anchor was dropped about a mile from shore, and outside the assembled Atlantic Fleet which was on a visit to Douglas. PRISCILLA, a small cargo boat in the Company's employ, went out to render any possible help and stand by. Then the MONAS QUEEN left Victoria Pier, put her gangways across to the QUEEN VICTORIA for transfer of passengers and left at 11 p.m. for Liverpool which was reached at 3.30 a.m. About a dozen passengers were landed at Douglas, preferring to stay there overnight.

At 1 a.m. the tug PATHFINDER of Liverpool which had come to Douglas to go round the Fleet, connected up with the QUEEN VICTORIA, and took her to Liverpool for repairs.

A similar accident had happened to MONAS QUEEN earlier in the week, in the same place, and confirmed the opinion that submerged wreckage had been struck by the paddles of both steamers. There was no panic amongst the passengers who bore their long passage with resignation. Fortunately the sea had calmed considerably since the afternoon and the return passage at night was made in fine weather.

A passenger interviewed said "All went well until about five o'clock. Then a thud was heard and the vessel stopped. Passengers gazed at one another, feeling alarm, but discreet unconcern was displayed by officials. The news eventually oozed out that a float on a paddle wheel had broken. Captain Cowley saw that it was no use attempting to continue the run to Liverpool, and turning the vessel, made for Douglas. MONAS QUEEN, full up from Liverpool soon came alongside but, as the cripple, with a sort of limping movement, was slowly making headway, she went on.

Very soon afterwards, there was a second thud, the engines were stopped and she drifted disabled. PRINCE OF WALES arrived on the scene with another crowd from Liverpool and prepared two thick hawsers for towing. But within minutes of commencing the tow, both snapped like string under the strain, until a second attempt was more successful and she was brought to an anchorage.

The customary heavy swell just outside Douglas Bay made the transference of passengers to the MONAS QUEEN that evening, a trying ordeal. The Commodore Captain of the Manx fleet, Captain Keig stood on the bridge of the MONAS QUEEN with Captain Bridson, superintending the operations in the growing darkness. The shouts of sailors and passengers were distracting - officers and sailors being considerate but firm. It was repeatedly necessary to stop people from crossing the gangways, owing to the tossing and moaning. There were a great many women on board, and on the homeward journey it was very difficult to walk the saloon floors without treading on sleeping figures. Even in the alleyways and on the open deck they lay, until driven below by a shower of rain".

For this interesting research I have to thank Mr. Don McNeil.

N.R.P.

WANDERER, again.

The following is an extract from John Masefield's fine descriptive poem about this Liverpool ship :-

But when we rose next morning, we discerned
Her beauty once again a shattered thing,
Towing to dock the WANDERER returned,
A wounded sea-bird with a broken wing.
A spar was gone, her rigging's disarray
Told of a worse disaster than the last;
Like dragged hair dishevelled hung the stay,
Drooping and beating on the broken mast.
Half-mast upon her flagstaff hung her flag.
Word went amongst us how the broken spar
Had gored her captain like an angry stag,
And killed her mate a half-day from the bar.
She passed to dock upon the top of flood.
An old man near me shook his head and swore -
"Like a bad woman, she has tasted blood -
There'll be no trusting in her any more".

SOCIETY MATTERS

February meeting was held on Saturday afternoon, 12th, at Liverpool Museum, when our Chairman Mr.P.J.Welsh gave a paper on "Liverpool Observatory", to be reported in our next issue.

March meeting will be on the evening of Thursday 9th when our Secretary, Mr.M.K.Stammers will speak on "Liverpool Shipping and the Boer War".

In April we are to have a discussion evening on 13th.

On May 11th we shall have our Annual General Meeting, no doubt as usual combining business affairs with some entertainment.

Editor - N.R.Pugh
7 Dunbar Road,
Hillside,
Southport.

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 Liverpool Museums
William Brown Street
Liverpool, 3.

Hon. Secretary - M.K. Stammers, B.A.

Editor - N.R. Pugh, 7 Dunbar Road, Hillside, Southport.

I am the English sea-queen; I am she
Who made the English wealthy by the sea.
The street of this my city is the tide
Where the world's ships, that bring my glory, ride.

"Liverpool" - John Masefield.

NEWS, NOTES AND QUERIES

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LEISURE

A number of musical composers of substantial output are remembered down the years for only one composition, and this not always their best. Poets, too, fall into this category, and who can remember any other words by William Henry Davies than those included in his poem on "Leisure":-

"What is this life if full of care,
We have no time to stand and stare".

Many of us are good at standing and staring, and

pondering what goes on about us, and there is certainly no harm in it. Some of us enjoy the ever-changing aspect of a great port and its ships.

If smoke whirls from a stack, if the tide is flooding, if flags fly from yardarms, if hosts of tugs empty out of the entrances into the stream, if the VHF is all agog through the wheelhouse windows, there are whistles, if the lockgate men stand to their levers and riggers cluster in groups with heaving lines and fenders - then something is afoot - something to stare at.

The tugs are already stemming the tide off Seacombe awaiting their approaching charge. At last she comes in sight, riding high with only a part cargo from Glasgow. The bow tug swings beneath the overhang of her forecastle and the tow rope is made secure. Then with four blasts on the tow's whistle, followed by one single blast, she swings to starboard and awaits the dockmaster's orders to enter.

The tiny gig boat with a crew of two, stands ready to tow the bow hawsers to the wall, where the riggers take charge and make them fast to the bollards. The gig boat goes in close to take the bight of the mooring rope, and has to work in the churned up wash of the tug. A good boat, a reliable motor and a steady hand on the controls are essential.

At half flood and until the top of high water, the Mersey is at its busiest - though the old men say that this is now only a shadow of the past. With arrivals and departures over, the grey swirling ebb may still carry down the last of Garston's coasters to come out "on the level" - and all is quiet again.

N.R.P.

TOTAL LOSS IN THE CARIBBEAN

IRISH SPRUCE, a steamer built by Cammell Lairds in 1957 was on passage from Callao to New Orleans, when she ran aground on Quita Sueno Bank, north of Panama in position 14.25N 81.00W on 26th January 1972. After considerable efforts to refloat, she broke in two and was abandoned in April.

A CLIPPER HOMEWARD BOUND. 1855

LIGHTNING left Melbourne on 11th April and arrived in the Mersey on 29th June 1855, homeward bound from the Australian gold rush.

Furness Withy's house magazine "The Log" prints extracts from the ship's newspaper dated 14th April, the quality of paper and printing for a sailing ship of the time being exceptional:-

"We beg to call the attention of our readers to the following excellent regulations issued by our Captain; and earnestly recommend their strict observance. We trust that they will be cheerfully carried out by the passengers, as the preservation of health, comfort, and the well being of all on board mainly depend upon their being strictly observed. It would be superfluous to descant at any further length upon their merits, as we are confident that the practical good sense of the passengers will see the necessity of their adoption.

Rules

To be observed by the Passengers

- 1) No smoking or naked light allowed below.
- 2) All lights, except the hatchway lights, to be put out at ten p.m.
- 3) No congreve matches to be used in the berths or on the lower deck.
- 4) Cleanliness and decorum to be strictly observed at all times.
- 5) Every place below to be well cleaned every day after breakfast, for the inspection of the Surgeon.
- 6) All bedding to be on deck twice a week, weather permitting.
- 7) Any dispute or misunderstanding occurring between the passengers, the constables are to make an immediate and formal report to the Commander. All disputes to be settled by a committee chosen from their own body,

whose decision must be final.

- 8) All parties not complying with these rules will be liable to have a part of their provisions deducted, as a punishment, as the Commander thinks fit.
- 9) Second cabin passengers are not allowed on the windward side of the vessel; but can promenade at all hours on the leeward side.
- 10) Dancing and promenading on the poop from seven till nine p.m.; when all the passengers may enjoy themselves.

A.Enright, Commander."

Information about the ship is then given:-

"There are many, doubtless, who wish to ascertain the number of persons on board, and the quality and extent of the cargo. As it may be interesting, we shall, without further preface, give a condensed summary of the whole. In the saloon there are 51 passengers; in the second class 123; and in the intermediate 80; making an aggregate of 254 passengers, which along with the Commander, officers, stewards, crew, supernumeries etc., make the total number of souls on board the ship 348. The cargo is exceedingly valuable in gold dust, having no less than 69,000 ounces on board; exclusive of the splendid nugget found in Forest Creek, and which is in itself a fortune. It weighs upwards of 85 lbs. and is one of the largest and most splendid nuggets ever found. It will be understood that in this brief summary we have not included the gold dust in the possession of the passengers but we may state that there are several persons having large quantities of the precious metal. There is also a very heavy mail, with a quantity of wool, tallow, oil and case goods, so that the cargo is valuable and interesting."

Fourteen years after this voyage, in 1869, LIGHTNING was lost in a fire at Geelong whilst loading wool. She already

had 4,000 bales on board when the fire was discovered. As there was danger to the wharf, the moorings were cut and she was allowed to drift away and swing to her anchor. She burned all day and the step of the iron foremast melted in the flames. Desperate attempts were made to scuttle her by bombarding her with two 32-pounder cannons. This was quite astounding, as at 300 yards most of the rounds missed altogether, and what few did hit her gave access to the wind and increased the fire's fury. She sank at sundown,

D.W.BOYES

FEBRUARY MEETING

On Saturday, 12th February, the Chairman of our Society, Mr. Peter Welsh gave a lecture on the history of Liverpool Observatory. The first known observatory is marked on John Eye's map of 1763, on a site close to the present Philharmonic Hall. It was for the training of young gentlemen in the art of navigation. Unfortunately there is no definite evidence of whether it was ever completed - all trace of it had gone by 1800.

Between 1800 and 1840 there was an enormous increase in the number of ships using the port. This in turn increased the need for services to ships, and in particular there was a growing need for a means of determining the time accurately for chronometers. The usual method at this period was to use a transit telescope to observe the meridian. In the 1830's there was a mounting campaign for an establishment capable of making sufficiently accurate observations for timing chronometers. The accuracy of a chonometer was critical for safe navigation.

In 1837, the committee of the British Association met in Liverpool and persuaded the Town Council to set up an observatory. However, there was considerable argument on the site and equipment of the proposed observatory.

The Rev. J. Sheepshank, foreign secretary of the Royal

Astronomical Society conducted a long and rambling correspondence with the Council, opposing their ideas. Finally in 1843 an observatory was built at the end of Wellington Dock. There were many objections to the site, as being too close to the River.

A four inch transit telescope made by Troughton and Sons, was installed for observing the meridian. An eight and a half inch equatorial telescope was also provided to keep the astronomer occupied. A Mr. Hartnup of London was appointed astronomer. Although he had only just taken his first university degree, Mr. Hartnup had some experience of astronomy and was soon to prove his worth. The official opening did not take place until 1845. Hartnup, apart from his astronomical work also carried out research on the rating of chronometers. He discovered that they altered their rates according to different temperatures, and he devised first a heated box, and then a heated room for finding the rates of chronometers sent to him for testing. He also did a series of tests on chronometers sent back and forth across the Atlantic with an observatory at Cambridge, Massachusetts.

In 1846, Hartnup was granted an assistant, but he was also given the extra job of keeping temperature and barometric readings for the Medical Officer of Health. The observatory only carried out the work for which it was originally intended until 1854. In that year the electric telegraph reached Liverpool from London. This made it possible to receive an accurate timing from Greenwich Observatory. A time ball at Waterloo Dock and a dial at Exchange Buildings were set up. But Hartnup was finding his work hampered, by increasing smoke pollution at Waterloo Dock, and by the hostile attitude of some of the town councillors.

In 1856 he produced a superb photograph of the moon, using a collodion wet plate, for the British Association meeting in St. George's Hall, and was accused of wasting the Council's money and his own time. This was an unjust accusation, for Hartnup was a very hard-working man. In addition to his existing work, he had erected a wind gauge and was collecting other meteorological data with self registering barometers.

The Dock Board were planning a new dock entrance and in 1863 the need for a new site became urgent. An investigation of possible sites showed that Bidston Hill was best for astronomical work, and in 1865 the new observatory was completed there. The building was constructed over extensive cellars, which were used in later years for setting up seismographic instruments. The Dock Board took over responsibility for the Observatory in 1865, and as a result the one o'clock time gun was installed at Birkenhead. This was fired electrically from Bidston. The original gun is now in the Liverpool Museum's store.

In 1869, the Royal Astronomical Society loaned to Bidston a new transit telescope, whilst their own was being repaired. Transit telescopes need to be very accurately positioned, and their pillars must be levelled to less than a thousandth of an inch. Bidston had problems with the movement of the pillars of their instrument. It was discovered much later that this was caused by the tilting of the Wirral peninsula caused by the tidal loading of the Mersey and Dee estuaries.

From the day book record, the number of chronometers sent for siting was declining, and by 1900 only about fifty or sixty a year were being dealt with. The isolated site at Bidston, only accessible by a rough track, made the transport of these delicate instruments a great problem. The astronomical work was also declining.

In 1883, a tragic accident occurred - the dedicated astronomer Hartnup was blown off the observatory roof during a gale. He was succeeded by his son John Hartnup. Between 1900 and 1919 no more than routine work was carried out.

A Kelvin tidal predicting machine was acquired in 1919, and Bidston's important work on preparing tide tables began. In 1927, this work was improved by the installation of a much larger computing machine - the Jones Légé predictor. This was based on the harmonic method of calculating the tides.

Tide tables were supplied to twenty foreign countries. Liverpool university took charge of the Observatory in 1929, and by then, all the work was on tidal prediction. In the second World War, tidal prediction was discontinued for security reasons. After the war, an even bigger predictor was built, and this was used until the development of efficient computers in the 1960's. These could calculate the figures for the tables in a matter of seconds, where the older calculators took several hours. Today, research work is being carried out on long term tidal effects.

After a brief discussion, members went up to the Port of Liverpool gallery to see some of the instruments Mr. Welsh had mentioned, including the original transit telescope, the 8 $\frac{1}{2}$ " equatorial telescope, the 1927 tidal predictor, and the chronometer "hot box".

After coffee, this very interesting meeting was concluded by a session in the planetarium, on the nature of stars and galaxies. All members present expressed their thanks to the Chairman for arranging such an interesting and instructive meeting.

M.K.S.

LIVERPOOL TO LLANDUDNO DAY EXCURSIONS

The Isle of Man Steam Packet Company announce the following sailings to Llandudno for the 1972 season :-

- Sundays: 28th May, 4th June, 18th June and every Sunday until 10th September. Depart 11.15 a.m. Return to Stage 8 p.m.
- Tuesdays: 4th July to 22nd August, depart 10.45 a.m. and return to stage about 8 p.m. except 8th August - 9.30 p.m.
- Thursdays: 8th June to 24th August & 7th September. Depart 10.45 a.m.

Day Excursion fare £1.70. On many of these trips it is possible to remain on the steamer for a further 2-hour cruise along the Anglesey coast (£0.50 extra) instead of landing at Llandudno.

NEW NAMES FOR OLD

ADEL	ex COLUMCILLE ex STRABO
AKOSOMBO	ex ASCANIUS
ANDORA	ex EMSWORTH
ATRONITOS	ex CULEX (tug)
ASPHALION	ex ANCHISES
BUENOS AIRES STAR	ex HOBART STAR
BRASILIA STAR	ex NEWCASTLE STAR
BEN VEEN	ex PLOVER
BELLEROPHON	ex CARDIGANSHIRE ex BELLEROPHON
BURNLEY	ex HERO ex ADRIAN M
BLACKBURN	ex ASTRO
BLACKPOOL	ex UNO
BRADFORD	ex TORO
CRYSANTHI	ex CARRIGAN HEAD
DRITTO	ex WATERLOO (tug)
DINOS METHENITIS	ex OSWESTRY GRANGE
DERWENTDALE (RFA)	ex HALCYON BREEZE
DEUCALION	ex AJAX
DARDANUS	ex ACHILLES
DEMODOCUS	ex GLENROY ex DEMODOCUS
DYMAS	ex GLENLOCHY ex ANTENOR
DOLIUS	ex GLENFRUIN ex DOLIUS
DIOMED	ex GLENBEG ex DIOMED
FORTUNA	ex MANCHESTER MERIT ex CATALINA DEL MAR
GOOD WISH	ex NINNY FIGARI
IVORY MOON	ex EMILE DELMAS
MONTEVIDEO STAR	ex CANBERRA STAR
MICHALIS	ex EVDELOS ex MOUNTSTEWART ex ESSEX COAST
MALDIVE LOYALTY	ex FLORIAN
MANO	ex MENELAUS
MARDI GRAS	ex EMPRESS OF CANADA
MURELL	ex TERRIER ex STEGE
MAR VALIENTE	ex BAXTERGATE
MEINA GLACIALE	ex PASS OF MELFORT
NICEA	ex BORDER REIVER
NORBANK	ex BISON
NORBRAE	ex BUFFALO
OCEAN GLORY	ex CATANIAN

PLYMSAND	ex MERSEY 14 (dredger)
PAPAGONIA	ex HARPALYCE
PENNY MICHAELS	ex GRANWOOD
SAINT ENOCH	ex YORKSHIRE COAST
SAVOYDEAN	ex AFRIC PALM
SHEVRELL	ex FERNFIELD
TOPULOS	ex NAPIA ex EMPIRE JESTER (tug)
VALERIE B	ex SARSFIELD ex EDGEFIELD ex SPOLESTO

COASTAL SCHOONERS

We have an enquiry from a correspondent in Suffolk who is making a study of coastal sailing craft, which traded to the north west and Welsh ports. He writes:-

"Liverpool appears to have been the main centre for schooners trading in the northern Irish Sea. My aim is to trace the schooner history from about 1870 until the last motor schooner ceased to carry coal across to the Irish ports. For this I am seeking both information and old photographs or negatives, so that I can get copies, particularly of vessels in the various ports on the Lancashire coast and in the Mersey and Dee estuaries. Also I would like to find out more about the schooners in the Solway Firth - Liverpool trade. I would very much like to contact anyone who has personal memories or family connections with coastal sailing craft".

Interested members are invited to get in touch with Mr. Robert Simper, Sluice Cottage, Ramsholt, Woodbridge, Suffolk, IP12 3AD. Tel: Shottisham 273.

A PROTRACTED LAW ACTION

On 19th December 1968, the Greek GOLD SKY, ex FOPIK ex INES ex NORDERFLINGER ex LUCIE BORCHARD ex EMPIRE MELODY foundered near the Straits of Gibraltar whilst on passage from Split to the Red Sea. The Greek owners claim insurance for what they term "perils of the sea" but the underwriters allege that the ship was scuttled. Readers may have read reports of this interesting case which has dragged on for four months, and at time of writing is still unresolved.

MARCH MEETING

"Liverpool Shipping and the Boer War" - the paper given by our Hon. Secretary, M.K. Stammers on 9th March in the Museum's coffee bar, held our wrapt attention and showed us a fascinating piece of history, revealed by patient research. The projected slides and exhibited photographs helped to bridge the seventy year gap, and present the sea transport difficulties of a war which has been largely eclipsed by the two major onslaughts of 1914 and 1939.

Six thousand miles was a long way to send the largest Army Britain had mobilized since the Crimean War. Our speaker briefly set the scene amid the growing antagonism between British and Dutch settlers, when in the 1880's there were many new immigrants seeking gold in the area around Johannesburg. In 1895 a rebellion was averted, but in 1899 there was a flare up when Dutch police killed a British workman. The British Government sent an ultimatum to the Boers, but this was not complied with, and on 11th October 1899, war was declared on the Transvaal and Orange Free State. The Boers were belligerent and stubborn fighters.

Ladysmith, Kimberley and Mafeking were besieged before our Army was regrouped under Sir Edward Redvers Buller. Ladysmith was only relieved at the fifth attempt. The last of the Boer armies were defeated in September 1900, but guerilla warfare went on until May 1902.

To transport the troops, horses, guns and stores quite an armada was required, and shipowners readily co-operated with the Government in making time charters. Some sailing ships were used. Most trooping was from Southampton, with Liverpool and London handling horses, equipment and stores for the most part. It is interesting to note that 200 of Liverpool's tramway horses were shipped to the war zone.

Initially, 47,000 men and their mounts were to embark. Within 14 days they were on the move, and the whole of this number was on the way in 45 days. Supply lines were henceforth to be kept going, with landing ports Capetown, Durban, East London and Port Elizabeth. At these places a great deal of lighterage was necessary, delaying ships' turnround.

At one time, the requisition of the entire White Star fleet was contemplated, but it was found that liners used on the North Atlantic routes, virtually from a fast shuttle service, were not suitable for the long haul to the Cape. Their fuel capacity was insufficient, and the ships were not designed for tropical use. Cunard's SERVIA made three voyages and was then paid off as unsuitable. DEVONA and MOUNTROYAL went to Naples for mules - emigrant and cattle carrying ships being found the most useful. Cunard's PAVONIA and CEPHALONIA were used, as well as NOMADIC, YORKSHIRE, BAVARIAN, SIBERIAN etc.

The whole fleet of R.P. Houston & Co. was taken over, and in October 1899, the entire Houston staff were given a sumptuous dinner at the Adelphi Hotel, for their services in preparing the transports.

Many troops were embarked at the southern Irish port of Queenstown, and from Australia came troops in White Star's MEDIC. Brocklebank's PINDARI was the first trooper to leave Liverpool, when khaki-clad troops were seen for the first time. The Dominion Line's handsome CANADA built in 1895, and still remembered by some of our older members, turned out to be a very successful ship in these operations.

The most spectacular departure from Liverpool was White Star's MAJESTIC on 12th December, when the citizens of Liverpool turned out in great force to see the troops off. The advance party was ferried across in the tender MAGNETIC on 11th.

The next day, the graceful liner berthed at Princes

Stage, and Riverside Station was used for the arriving troops. Ogdens the local tobacco firm, sent down 12,000 Guinea Gold cigarettes for the men.

Other ships which took part were ULSTERMORE, CYMRIC, LAKE ERIE, NORSEMAN, COLUMBIA, URMSTON GRANGE and RAPIDAN. It was aboard this last named that the stalls accommodating horses, collapsed in a gale, after leaving the Mersey. 150 animals were killed and the ship returned to Liverpool. The speaker was here able to include a note from our country member Captain Durrant, who retired a few years ago from Rea Towing Co. His father was in charge of horses on board PATRICIAN and OSWESTRY GRANGE on Boer War service, and said that the experience sickened him.

It is said that the total number of troops disembarked in South Africa was 379,000, with 339,000 horses, but that 13,000 of the latter died on the way, and were not good sea travellers. The number of transports involved was 102, of which 60 were from the Mersey. Yet, only two were lost - DENTON GRANGE and ISMORE.

With the long passage of time, it was good to have a selection of slides showing MAJESTIC with the tug BLAZER and coal barges alongside. We also saw MONGOLIAN, MOHAWK, AURANIA, MAPLEMORE, CEPHALONIA, MONTEAGLE and LAKE MICHIGAN.

In making the vote of thanks to Mike Stammers for this notable paper, Ray Pugh remarked that it was good to note the patriotic response from the shipping fraternity, to the nation's need at that time. He also said that his sole connection with this era was that his uncle, William Pugh, served as purser of the MANCHESTER MERCHANT when she ran as a Boer War transport. Mr. Kent Richardson seconded the vote of thanks, which members acclaimed.

N.R.P.

BALLYCOTTON LIFEBOAT

It is usual for Lifeboat Stations around our coasts to display brief details of the rescues achieved. In 1970 I was able to visit the boathouse of the R.N.L.I. Station at Ballycotton, Co.Cork, where the first lifeboat was installed in 1858, and study the many incidents for which the lifeboat was called out.

On 10th and 11th December 1928, the White Star liner CELTIC was ashore at Roches Point, near Cobh and the lifeboat stood by. The liner became a total wreck.

Between 11th and 14th February 1936, the lifeboat was called out to attend the Daunt Rock Lightship, which had dragged her moorings. Eight men were rescued.

On 18th November 1940 the British cargo vessel NESTLEA was bombed and gunned by enemy aircraft south of the Fastnet. On 19th the lifeboat landed 22 of her crew, and searched the area again on 20th finding a ship's boat.

Details of two bequests are known. In 1880 a new boat named OLIVER GOLDSMITH was put on the station. The cost was raised by a fund organized by Miss Ada Goldsmith Tulloh, a descendant of the poet. The ETHEL MARY placed in service in 1959, was presented by the trustees of the estate of Mrs. E.M. Breton of Hemel Hempstead, and this boat remains at Ballycotton.

N.R.P.

APRIL MEETING

As the spring evenings lengthen, the Society held a Discussion Night in the Port of Liverpool Gallery of the Museum, which with its many models, was opened in 1971. Here several members set up their own small exhibition of treasured books, photographs and paintings.

Later, members adjourned to the Coffee Bar on the higher levels of the building, and heard an interesting talk by our member Keith Griffin, whose oil paintings of marine subjects are now well known throughout the country. He showed colour transparencies of some of his work and commented on these, and aspects of marine art. His portrayal of sea, sun and sky is very beautifully achieved, and he goes to great pains in the accurate portrayal of sailing ships. Those of us who paint in our amateur role can well appreciate the finesse of these pictures.

Mr. Griffin said that he did not consider himself a photographer, but at the end of his talk we were fascinated by some studies in colour which he took off the coast of Holland, and also nearer home. His views of the present Bar Lightship, some shots taken on board and on the pilot launch which took him out, were well received by all.

N.R.P.

TUG NEWS

The Alexandra Towing Co's WATERLOO left Swansea on 14th February for Naples, with the new name DRITTO.

This company's new Tug ALFRED arrived in the Mersey from Dunston's of Hessle, also on 14th February to a lusty welcome of ships' whistles. She had put in to Dover on her delivery voyage owing to some steering gear trouble. The second tug of this new type - CROSBY - arrived in Liverpool on 17th March, and was visited by the Mayor and Mayoress of the Borough of Crosby.

These tugs, of 272 tons and 107 x 31 ft are somewhat smaller than Rea's BRACKENGARTH type, 300 tons, 120 x 33 ft.

If any readers are wondering where AMANDA HOWARD has got to, she was reported to be sheltering in Margate Roads on 15th February, with two barges.

It seems a pity that the very attractive looking steam tugs of The Alexandra Towing Company NORTH END, NORTH LIGHT, NORTH QUAY, NORTH BEACH and NORTH ROCK have been laid by in Bramley Moore Dock for disposal. Built in the late 50's and comparatively young in years, they must make way for the ubiquitous diesel tug, and for the larger vessels now coming into use to deal with the larger (if fewer) merchantmen.

Let us raise a cheer for the Preservationists, who so affectionately cherish KERNE, a vintage steam barge tug.

WRECKS ON THE PAKISTAN COAST

In the wake of the conflict between India and Pakistan some months ago, numerous merchant ships still lie wrecked along the coast in the Chittagong area. Presuming that some of these might have had British connection, the following wrecks have been listed and are receiving the attention of Russian salvage craft :-

OCEAN ENTERPRISE ex TREGOTHNAN (Readheads 1949)
MAKRAN ex BALTIC CLIPPER (Built at Bremen 1954)
THETIS C ex SPIGERBORG (Grays 1950)
ANISBAKSH ex RAMSAY (Smiths Docks 1952)
SURMA ex RAMILLIES ex SEAWALL (Grays 1951)
CHRYSOVALANDU ex BIRCHBANK (Doxfords 1958)

Too bad about the CHRYSOVALANDU getting clobbered, because her owners are listed with Lloyds as the Holy Peacefulness Shipping Company !

IRISH NAVAL FISHERY PATROL

The name of the new fishery cruiser built at the Verolme Yard near Cork, and on trials in April, is DEIRDRE.

MERSEY NOTES

Cammell Lairds launched the bulk carrier OAKSWORTH in April.

The Peruvian Training Ship INDEPENDENCIA (31) was at Princes Stage early in February. She was built at Tampa, Fla. in 1941 as USS BELLATRIX, and later known in the U.S.N. as AKA3, RAVEN and SKA20. A diesel driven ship of 6194 tons displacement, she was transferred to Peru under the military aid programme in 1963.

The R.F.A. oiler DERWENTDALE ex HALCYON BREEZE berthed at Princes Stage mid February. She must have been one of the largest vessels ever to have moored there with a nett tonnage of 42,343 and a beam of 118ft.

A new non conference service for cargo from Liverpool to East African ports commences this spring. The first two sailings are fixed for AEGIS POWER and AEGIS HONOUR ex PACIFIC NORTHWEST and PACIFIC STRONGHOLD respectively. A pity, it seems, that British obsolescent tonnage should be used against the established conference lines from Birkenhead.

A surprise for Merseyside came on 15th March when it was announced that the sailing of AUREOL next day would be her last from Liverpool, and that she would in future use Southampton on the Lagos passenger service. Our last regular British liner using the port, Ocean Fleets could not have been happy about the remaining facilities here, particularly in regard to the forthcoming denial of landing stage berthing for liners. On 16th, AUREOL sailed for Las Palmas and West Africa with over 400 passengers on the evening tide. Just astern of her, was the RIVER NIGER bound for Tema, which ship will in future carry the Liverpool cargo formerly taken by the mail ship.

Fergusons of Glasgow have built a new sludge vessel for Manchester Corporation, named GILBERT J.FOWLER, of 2500 tons. With machinery amidships, she is a handsome vessel and with her yellow funnel, black hull and green boot-topping one could be excused for assuming her to be a small passenger liner.

NIGERIA (F87) the flagship of the Nigerian Navy completed a refit at Cammell Lairds early in March 1972 after 19 months in this port. She was built in Holland and completed in 1965. Her speed is rated at 26 knots from four M.A.N. diesels. Also in the Nigerian Navy are 2 corvettes, 2 survey craft, 1 landing craft and 6 seaward defence craft of the R.N. "ford" class, all these British built. The fleet also includes 3 fast patrol boats built in Russia.

On 1st March, Cammell Lairds launched the medium sized coastal tanker ESSO MERSEY. I liked Mrs. Mary Pincott's words (wife of Esso's managing director) when officiating - "I name this ship ESSO MERSEY. May God bless her and give happiness to all who sail in her".

On 16th March, the second Birkenhead launch took place. This was the bulk carrier STARWORTH, and the christening was carried out by Mrs. Ellen Smith, the chief cleaner and tea-maker in the shipyard offices, who has been in their employ for over forty years.

We have had several visits by British warships in the early part of the year, including JUNO to Liverpool docks, and CAVALIER to Birkenhead docks, both in February. Later we had FEARLESS at Princes Stage from the West Indies, and also the R.F.A's SIR LANCELOT and SIR BEDIVERE from Belfast.

Early in May it was announced that the Mersey Customs and Excise launches ENDEAVOUR and DEFIANT are to be withdrawn from service at the end of June. This will leave only the port of London with a Customs launch service, as it is also intended to withdraw launches at Newcastle. A Customs official, quoted from the press said "There is just not the traffic at any of the country's ports that there used to be". Our Liverpool members will remember other launches with long service, including VIPER, VULCAN, ACTIVE etc.

Early in May the frigates HMS ARGONAUT and BACCHANTE came to Liverpool for the annual commemoration of the Battle of the Atlantic - 1939 to 1945.

COASTER CASUALTIES IN 1971-1972

Fishers of Barrow took delivery from the Vickers Yard in that town of a useful diesel driven coaster in 1941, which was named RIVER FISHER. She had a large hold suitable for the carriage of heavy castings such as gun mountings. Of recent years she has spent some time in the container trade between Greenore and Sharpness as the OWENDUV. Latterly she flew the Panamanian flag. Retaining the Irish name, she sailed from Villagarcia, near Vigo in January, with timber for Morocco. On 13th, her cargo shifted in very heavy weather when ten miles north of Leixoes, and she sank, with only one survivor out of a crew of nine.

Fishers of Newry have a coaster named OLIVE, which sailed from Gdansk on 21st February with 900 tons of Polish coal for Dundalk. Next day she went aground in fog in Copenhagen Sound. Svitzer's salvage tugs GARM and URD attended, and after lightening some of the cargo OLIVE was refloated, and continues in service.

Winter gales in the Lands End area occasioned the foundering of TRALEE TRADER in the very early hours of Sunday 19th December 1971. She was on passage from Rotterdam to Cork with a general cargo and when ten miles east-southeast of Pendeen reported a heavy list and tried to make St. Ives, but when ten miles north of the Longships, her foredeck was under water. At about 1 a.m. the skipper and four crew pulled away in the ship's boat just before she turned over. The cargo is presumed to have shifted and a southwesterly gale force eight was blowing.

Fortunately assistance was at hand, and at 1.27 a.m. the Dutch trawler PETRONELLA radioed that she had picked up all survivors and was proceeding to Penzance.

TRALEE TRADER was ex-SPOLESTO of 499 tons built at Zaandam, Holland in 1958. Her owners were the Tara Shipping Company, and she was of Panamanian registry.

The Cyprian SAFANOURIAS on a passage from Dunkirk to Rostock with wheat collided with the German FAROS at Holtenau late in April. This Cyprian vessel was formerly Everard's SINGULARITY.

SAGEORGE ex HAYLING, with a cargo of bulk phosphates about the same time, went ashore on rocks to the south of Crete. The crew abandoned ship and were taken to Ravenna on board a Russian vessel. Prospects of salvage were not considered bright.

THE MERSEY FERRIES

The fleet of the Merseyside Passenger Transport Executive remains seven vessels to cover the two remaining services, Liverpool to Birkenhead (Woodside - 4p) and Liverpool to Wallasey (Seacombe - 5p), plus cruising:-

ROYAL IRIS,	Denny's 1951.	1234 tons.	159 x 48ft.
ROYAL DAFFODIL	Lamon'ts 1958.	650 tons.	160 x 49ft.
EGREMONT)			
LEASOWE) both	Philip's 1951/2.	645 tons.	145 x 34ft.
OVERCHURCH	Laird's 1962	468 tons.	153 x 41ft.
WOODCHURCH) both	Philip's 1960	450 tons	153 x 48ft.
MOUNTWOOD)	Dartmouth		

River cruises for scholars and their teachers are now a commonplace, but it is very sad for the ordinary visitor that the New Brighton Ferry has been discontinued, even in the summer months. Silting occurred under the landing stage there, and although this is the age of miracles, the authorities seemed glad enough to weep crocodile tears, and do nothing about it. Before the coming of the M.P.T.E., Wallasey Corporation were equally fatalistic in their approach to the problem.

ROYAL IRIS, until now in the unbecoming livery of green and buff, and with a reputation as a floating fish and chip bar, has had a facelift and certainly looks better in blue and white. Laid up throughout last winter, she was taken in hand for the improvements by Harland and Wolff Ltd., Bootle

at a reported cost of £68,000, and again laid by in Morpeth Dock. Later, there was the need for an annual overhaul, when she again made a visit to Bootle.

On 2nd March, the quarterly meeting of the M.P.T.E. was held on board, and the press reported that as they cruised towards Eastham, the committee discussed higher bus fares! More recently, ROYAL IRIS has been moored at Georges Landing Stage as a floating restaurant and steak bar - how successful it is too early to say. Although well advertised in the press, and in brochures, it has taken some weeks for an adequate notice to be displayed at the gangway, describing her new duties. And for those visitors who still come down to the Stage expecting a trip to the resort, there is the chalked instruction - "the only way to New Brighton, is via Seacombe Ferry and No.1 bus" ! This, of course, is nonsense.

ROYAL IRIS makes River Cruises during the season, but these are rather late in the day to fall in with visitors' arrangements. The moderately priced short cruises towards Eastham on EGREMONT and LEASOWE of a few years ago, when the wretched silting prevented landing at New Brighton, were a very pleasant substitute, showing us Trammere berths and Cammell Lairds.

Several times during the season, EGREMONT is chartered to Manchester Co-operative Society for cruises from Liverpool to Manchester (one way by rail). These trips are very well patronized and should be booked in advance with the Co-op. It is to be hoped that the M.P.T.E. with the ample fleet at their disposal will yet show some initiative, both in the improvement of ferry services and with more frequent short river cruises. Years ago we had excellent Channel cruises to the Crosby Lightship, run by a towing company.

I believe Liverpoolians are second to none in wanting what the Scots call a "sail doon the watter", but it is disconcerting to arrive at the Pierhead these days and find what is on offer.

N.R.P.

CONTAINERIZATION

1972 will probably rank as the year, in the Ocean Fleets concern not least, when the impact of the container epoch is really felt. The scrapping and sale programme is far too extensive to detail in these notes. Blue Funnel, Elder Dempster & Glen Line fleets are being dovetailed into the new pattern as the large container ships like LIVERPOOL BAY, KOWLOON BAY, TOKYO BAY etc. come into service, but not from the Mersey. Five bulk carriers now building in Japan will be named ANTENOR, AJAX, ACHILLES, ANCHISES and AGAMEMNON (launched 18.4.72). Some Blue Funnel ships like MANO (ex MENELAUS) and AKOSOMBO (ex ASCANIUS) are on West African routes, and many old friends like PELEUS, HECTOR, IXION, CLYTONEUS, ANTILOCHUS, ASTYANAX are for the breakers. OTI and OBUASI have been sold, whilst OWERRI and ONITSHA are on offer, all for further trading.

Ocean Fleet's very large tanker TITAN continues her long passages from the Persian Gulf, and is at present working into a refinery at Milazzo, Sicily.

ANNUAL GENERAL MEETING 1972

The thirtieth Annual General Meeting of the Society was held in Liverpool Museum on Thursday 11th May. Apart from the usual business, there were two major problems for resolution.

First, the Treasurer gave an extensive report on the financial condition of the Society. He showed how much printing and postage costs had risen in recent years - by quite drastic amounts - and yet there had been no rise in subscriptions since 1957. The Society is indeed fortunate to have its meeting place free of charge. However, the continuing rise in costs is now so great that the Society will have to economize by ending the mailing of reminder postcards, or reducing News, Notes and Queries. The alternative was to raise subscriptions, and the Treasurer recommended the following increases:-

For full members, from £1.00 to £1.50 per annum		
For husband & wife from £1.40 to £2.00	"	"
For country members from 50p to £1.00	"	"
For junior members from 25p to 50p	"	"

After some discussion, everyone agreed that reminder cards were well worth retaining, that News, Notes and Queries was excellent value, and therefore the increased subscription rates must be accepted. The motion to this effect was proposed by the Hon.Treasurer and seconded by Dr.P.Davies. This was carried by an overwhelming majority.

Mr.W.P.Raine then proposed a vote of thanks to the hard-working editor of News, Notes and Queries, Mr.N.R.Pugh, which was seconded by Dr.P.Davies and carried unanimously. Dr.Davies then suggested that as the scope and stature of News, Notes and Queries had increased so much, it would be a good idea to change the title. Mr.Mooney suggested that it might be called "The Bulletin" and this idea found some favour with the meeting. It was agreed that members should send suggestions for a new name to the editor.

On the completion of Mr.P.J.Welsh's three-year term of office as Chairman, Mr. K. Stuttard was elected our new Chairman. Mr. Stuttard paid tribute to his predecessor, Mr.Welsh, who has filled the onerous post magnificently, and who was now elected a member of the Council. Mr.W.B.Hallam has relinquished his seat on the Council with regret, as he felt that difficulties in regular attendance made this action unavoidable.

The second important topic for consideration was the proffered resignation of our President, Sir Arnet Robinson. Mr.Welsh paid tribute to Sir Arnet's support of the Society, and the close interest he has taken in it over a period of years. Meantime, it was agreed that Sir Arnet be asked to reconsider his resignation of the Society's highest office, and that if he insisted, the Council should meet to consider finding a successor.

The Secretary reported that there were quite a number of possible speakers for next year's lectures. Possible subjects included - "The Coppack family, shipowners of Connahs Quay", "Coopering in Liverpool", and "Fishing in Morecambe Bay". The Secretary was also able to report good progress in the new volume of Transactions.

After the coffee interval, a B.B.C. "Chronicle" film of the excavations on the Armada ships SANTA MARIA, DE LA ROSA and GRAN GRIFON was shown.

M.K.S.

GENERAL NEWS ITEMS

Most of us will never attempt a single handed crossing of the Atlantic, but for enthralling reading, Collins' recent publication "When I put out to Sea" by Nicolette Milnes-Walker, can be heartily recommended.

The steamer MALDIVE TRANSPORT ex DUNELMIA has been completely gutted by fire at Safaga, Egypt in April.

Everyone must have been appalled by the tragedy of ROYSTON GRANGE and the TIEN CHEE, which collided in fog at the mouth of the River Plate on 11 th May. An inquiry will soon be held to try and probe the cause of the collision in which all 74 passengers, crew and pilot of the Houlder Line vessel perished. 8 of the Liberian tanker's crew also died, in the explosion and fire.

POSTSCRIPT

This royal throne of kings, this scepter'd isle
This earth of majesty, this seat of Mars,
This other Eden, demi-paradise,
This fortress built by Nature for herself
Against infection and the hand of war.
This happy breed of men, this little world,
This precious stone set in a silver sea,
Which serves it in the office of a wall
Or as a moat defensive to a house,
Against the envy of less happier lands.
This blessed plot, this earth, this realm, this England.

Shakespeare. "Richard II"

This was some time before the Common Market idea !
(Editor)

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 Liverpool Museums
William Brown Street
Liverpool, 3.

Hon. Secretary - M.K. Stammers, B.A.

Editor - N.R. Pugh, 7 Dunbar Road, Hillside, Southport

Men travel far to see a city, but few seem curious about a river. Every river has, nevertheless, its individuality, its great silent interest. Every river has, moreover, its influence over the people who pass their lives within sight of its waters.

H.S. Merriman

NEWS, NOTES AND QUERIES

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RAPID PROGRESS BY THE MARITIME TRUST

Barely two years after its inception the Maritime Trust, under the enthusiastic Presidency of H.R.H. The Duke of Edinburgh, already has a formidable record of acquisitions to its credit. The Trust was formed in response to the urgent need for a body to save some of the many historic steamships and sailing ships, of whose intended fate we often hear only too late, and when they are already under the shipbreakers' torch. The trust both preserves and restores ships and craft on its own account, and also aims to help other organizations who are engaged in the same field.

The Trust's largest and most spectacular project to date has been the saving of the cruiser H.M.S. BELFAST which was opened as a floating museum on Trafalgar Day last year, after a spirited campaign for her preservation. This was led by Rear-Admiral Morgan Giles M.P. who had once commanded the vessel. She is already a familiar feature of the London scene.

Other Royal Naval vessels for whose preservation the Maritime Trust has successfully campaigned include the mid-Victorian composite-built sloop GANNET of 1878 originally barque rigged, with screw, and the sturdy old Bombay-built frigate FOUROYANT of 1817. The oak frigate UNICORN of 1824 which narrowly missed being towed to sea and scuttled by the Ministry of Defence about three years ago, is now assured of a less hazardous future under the Trust's watchful eye.

Another ex-Naval vessel has recently been acquired by the Trust as an example of a merchant ship! Until recently she was the salvage vessel WATCHMOOR at Pembroke Dock, but she was built at King's Lynn in 1930 as the steam herring drifter LYDIA EVA, YH 89, of which type she represents the last surviving example. After dry docking at Penzance, she will steam to Great Yarmouth where she will be opened to the public at a later date.

West Coast fishing is represented by the Cornish fishing lugger BARNABAS built in 1880 and currently being restored on the Dart, and the famous Brixham trawler PROVIDENT, owned in recent years by the Island Cruising Club, and used by its members for holiday cruises to English Channel and French ports. PROVIDENT has been purchased by the Trust through the generosity of Mr. Pensabene and Philip and Sons, the well known Dartmouth shipbuilders, and has been chartered back to the Island Cruising Club, until the time comes for her to be restored to her original trawling configuration.

Bob Roberts and his racy exploits under sail have recently become familiar to many through his radio and television appearances. His Thames barge CAMBRIA, recently retired from a long career trading under sail alone, is the subject of another of the Trust's projects. She is open to the public on the Medway at Lower Upnor near Rochester, and there is an exhibition about Thames barges on board.

For experience of this type of project, the Trust can look back with justifiable pride, on the successful restoration of the topsail schooner KATHLEEN AND MAY built at Connah's Quay in 1900. Thanks to a generous gift from Mr. Y.K. Pao of Hong Kong, the Trust was able to buy the vessel, one of the last schooners in the British home trade, and as important an example of her type as the CUTTY SARK. She was extensively refurbished at Bideford and at Mashford's yard at Cremyll on the Tamar estuary, famous for its associations with Sir Francis Chichester's GIPSY MOTH IV. The KATHLEEN AND MAY was in fact the Trust's first acquisition, and now she is open to the public at Sutton Harbour in Plymouth. An exhibition in her hold illustrates the development of merchant sail around our coasts, and amongst the models on display is Liverpool Museum's model of another Welsh-built schooner, the M.A.JAMES of Portmadoc. Incidentally the Society's first meeting of the 1972/73 season will be devoted to the Coppack family of Connah's Quay, who were the KATHLEEN AND MAY's first owners.

As far as its funds allow, the Trust has also assisted other organizations with similar ship-preservation projects. Financial assistance has been given to the GREAT BRITAIN project at Bristol.

Mr. George Pattinson's intentions to display his unique collection of early pleasure steamers on Lake Windermere, many of them rescued from the bottom of the Lake, have also attracted the Trust's active support.

The Trust is in touch with the Ulster Folk Museum which has purchased the Carrickfergus-built steel schooner RESULT of 1893. Restoration of her original three-masted rig is proceeding; although she was trading as recently as 1967 her steel hull will require extensive renovation. Fortunately experienced shipwrights are near at hand in her new home. The Norfolk Wherry Trust is similarly benefitting from the skill and expertise in fund-raising and in the techniques of preserving wooden and metal ships, upon which a centralized body like the Maritime Trust can draw.

Even to the most imaginative of us, a ship means little when divorced from the people who worked and lived in her and the ports which she served. The portable tape recorder enables historians and researchers to place on record, the reminiscences of those who earned their living under sail. But the havens and quays where they tied up gratefully at the end of a voyage, are now in most cases altered almost beyond recognition to cater for new industries, for holidaymakers, or for yachtsmen hungry for the facilities of elaborate marinas. Where representative features of a once-busy port are to be preserved to illustrate for future generations how cargoes were worked before containers came along, a centralized clearing house of information and advice is again the best approach. The Maritime Trust is concerned that at least one or two representative 18th and 19th century ports shall be spared "redevelopment" if only to provide an appropriate location for the display of preserved ships.

At Morwellham on the Tamar a few miles above busy Plymouth, volunteers have already recreated or cleared from the undergrowth many reminders of the busy days fifty years ago when the output of the Dartmoor mines was brought down to the quay for shipment, and thence down river. The Maritime Trust is also interested in the future of Pentewan near Mevagissey, another ancient West Country port.

In the highly competitive field of fund raising to which the Trust must resort for much of its income, benefactors require evidence of a rapid and effective use of their funds if interest in the project is to be retained. No time has been wasted in committing the full extent of the money available for the restoration and display of vessels already withdrawn from their working role.

The sooner a ship is open to visitors, the sooner she will earn revenue, and there will be less chance of decay proceeding beyond the "point of no return".

The growing public interest and thirst for knowledge of the things around us is encouraged, and every enthusiast thus

converted may discover another candidate for preservation hidden in some quiet backwater. The Trust has been able to call on the latest techniques in its search for vessels which should be saved before it is too late; a Research Assistant has been appointed who, in collaboration with Lloyd's Register is employing a computer-aided technique for a systematic search of shipping registers for details of historic British ships, perhaps still soldiering on under a foreign flag. Speed is all important if we are not to suffer irretrievable gaps in the story of our maritime growth.

From the Maritime Trust's tiny office on the top floor of a London house, an appeal is going out with all the urgency they can muster "Please help us now; tomorrow she may have sunk"!

For those who wish to learn more of the Trust's activities, or to contribute to its funds, the address is 53 Davies Street, London W1Y 1FH.

J.C.Robinson

DOCK BOARD LIFEBOATS

Grahame Farr, our country member at Portishead, wonders whether any member can help him with information on the lifeboat service, maintained before the turn of the century, by the Mersey Docks and Harbour Board. Mr.Farr, who is Honorary Archivist of the Lifeboat Enthusiast's Society, has been unable to trace any photographs of the Dock Board's lifeboats. There were certainly some in attendance at the opening of Liverpool's Alexandra Dock in 1881, and it seems likely that other photographs of Mersey scenes may include lifeboats as incidental subjects.

If any member would like to write to Mr.Farr, his address is:-

98 Combe Avenue, Portishead,
Bristol, BS20 9JX.

NORTHERN UNDERWATER ARCHAEOLOGICAL SOCIETY

One of the functions of this recently-formed Society is the building up of a register of wrecks in the Northwestern area. This register already contains records of quite a large number of wrecks. Whilst it is primarily concerned with providing information for divers, the register also yields quite a lot of interest to people concerned with other aspects of marine history.

The cargo and voyage data throw light on what was being carried around the Irish Sea by the smaller craft in the nineteenth century. Such cargoes as coal, slates, iron ore etc. are common. Some are less obvious. Just what was the "copper regulus" which the 70-ton schooner DEVONIA was carrying when she was lost on Holyhead Breakwater in February 1868? Or what was the cargo of "bog ore" lost when the 62-ton ketch ECONOMIST sank at the entrance to the Mersey in October 1878? Another cargo which occasionally crops up is "culm".

The loss of the three masted schooner BARON HILL two miles north of Flint in March 1893, bound Flint to Newcastle with lead, recalls the vanished coastal trade of the Dee. It also leaves one puzzled as to why this vessel, going aground in the sheltered waters of the estuary, became a total loss. For many years her masts, carrying a white light, served as a leading mark for the channel at that point.

Other entries in the register recall steps in the development of the laws made to improve the safety of navigation. The sinking of the GOVERNOR FENNER by the steamer NOTTINGHAM at night off the Skerries in February 1841 sparked off the question of standardizing navigation lights, although eleven years were to elapse before legislation of this matter appeared.

The revelation at the inquiry into the loss of the TAYLEUR on Lambay Island in January 1854, that amongst other things the vessel had sailed with an uncorrected compass and a deck cargo of ironware adjacent to the binnacle, was to result in

the formation of the Liverpool Compass Committee, and a scientific attack on this problem. This Committee has left a visible memorial to its activities in the white bearing marks painted on Mersey dockside walls, still used for a quick check on magnetic compasses.

Another useful thing the register has done is to refute a long standing myth with regard to the loss of the Guion liners MONTANA and DAKOTA. It has been stated in some quite reputable works that these two vessels were lost at the same spot off Anglesey. In fact the DAKOTA was lost at Amlwch, whilst the MONTANA was wrecked in Church Bay, the exact spot being a mystery. It would also appear from an entry in the Liverpool Shipping Telegraph of 1889 that the MONTANA was salvaged and brought to Liverpool, but no clue is given as to what was finally done with the vessel. Practically all the standard works leave the impression that the vessel was not salvaged. If any reader knows what finally happened to MONTANA, the writer would appreciate information.

At the present time, that part of the register which covers the Mersey and Wirral, is proving very useful in the task of building up a record of the services of the Dock Board lifeboats. There are no official records in existence covering the period from 1803, when the first lifeboat was placed at Hoylake, until 1894 when the R.N.L.I. took over the Dock Board Stations. Unfortunately nearly all the Board's records on this matter were destroyed by enemy action during the last war. But since wrecks and lifeboats are synonymous, checking back on the wrecks listed is gradually filling in the picture.

So this Central Wreck Register can be of use to the nautical researcher as well as the diver.

C.P.Branigan

Mr.R.H.Pittaway of 2 Cambrian Way, Liverpool L25 5NT has written to say that the Northern Underwater Archaeological Society was recently founded in Liverpool with the intention of bringing together all the various people involved in the fascinating study of Underwater Archaeology.

It is hoped that the many scientific and technical bodies will eventually become active members or associated with the Society.

The full membership is £1.00 annually. Magazines will be sent out quarterly, and there will be four meetings, some illustrated. Enquiries should be made to Mr.Pittaway at the above address.

NEW NAMES FOR OLD

AEGIS GRACE	ex MINCHBANK
AEGIS SAGA	ex ULYSSES
AGHARA ORTOR	ex PASS OF DALVEEN
AGNIC	ex PERANG
AMVOURGAN	ex ONITSHA
ASHINGTON	ex TENNYSON
AMITY	ex THUNTANK V
ANTERIORITY	ex THUNTANK VI
ALFTAN	ex VASILIA ex KELVIN ex ULSTER PREMIER
BERWYN ex MABELSTAN	ex JILL J ex SYLVIA ex MARGIT REUTER
CAP CLEVELAND	ex CITY OF ADELAIDE
CAPO FIGARI	ex NORTH BEACH (tug)
CAP RERA	ex NORTH LIGHT (tug)
DORSET QUEEN	ex DORSETBROOK
DIAMANDO	ex GOVERNOR
EURYPYLUS	ex MANGLA
EURYSTHENES	ex MASIRAH
EURYTION	ex MATHURA
ELIAS	ex MEMPHIS
FIGARI	ex NORTH END (tug)
GIANNA P	ex BEN REIN
IDOMENEUS	ex LAERTES
IRAN NIRU	ex ALARIC
IRENE GRACE	ex BADAGRY PALM
ILKON JAN ex KIMOLOS	ex REVENTAZON ex EMPIRE MOLE ex SALZBURG ex PANTHER
KAVO KOLONOS	ex CITY OF KARACHI
KAVO GROSSOS	ex CITY OF LIVERPOOL
KAVO MATAPAS	ex CITY OF NEW YORK
LEVANTINO	ex AFGHANISTAN

LIBERTY RETAILER	ex MAIPURA
LANKA RANI	ex FINNAMORE VALLEY
LENIO	ex BAMENDA PALM
MALDIVE COURAGE	ex OWERRI
MALDIVE TRUST	ex AARO
MIMI METHENITIS	ex OTI
MALENA ex SOLON ex BALMORAL QUEEN ex PUTNEY ex BELVEDERE	ex RAMBLER ROSE
MONTE CARINO	ex MELISENDA ex KENTISH COAST (1938)
PAULINE H	ex PEARL
RAMAGUA ex MARINE FAIRWAY ex CAP COS ex CAPOS LUPE	
SINYEY	ex KARIMATA
SEA EXPLORER II ex JOHAN	ex LISE EG ex GLOUCESTER-BROOK
	ex BEN VARREY ex WHITESTONE (1914)
TERRALBA	ex NORTH QUAY (tug)
TAIGHETOS	ex PRETTY ex MAIDAN
THERMOPILAE	ex ST.PATRIC (1948)
TOULLA	ex KING ARTHUR
VICKERS VOYAGER	ex FAIRTRY II
WIMPEY SEALAB	ex ELIZABETH BOWATER

THE NEW MONA'S QUEEN

New additions to the fleet of the Isle of Man Steam Packet Company have had, over many years, fewer teething troubles than MONA'S QUEEN, the first diesel driven Manx ferry, after a long line of steam turbine ships.

Although the naming ceremony took place in December last, high winds prevented the launch at the time arranged, and she was put into the water the day after the guests had left the Troon yard.

Wanted for T.T. Week traffic in June - and with LADY OF MANN the biggest passenger carrier having already gone to the breakers - labour troubles delayed the fitting out. However, she completed trials in T.T. Week and made her maiden voyage, delayed 24 hours because of some mechanical trouble, on the Friday of the motorcyclists' trek home. Her send-off from Liverpool raised very little sound, although the welcome at Douglas was more enthusiastic.

Next day, when leaving her berth at Douglas on the ebb, she touched bottom, and in the following week, machinery trouble took her out of service. Internally she is spacious, and looks well at speed, with her red and black dummy funnel and yellow uptake abaft of it. She has ample protection from the weather, but for those who value fresh air on a sea crossing, the five turbine ships of pre-car-ferry type still have most appeal. Engine noise, exhaust and vibration, as in other diesel ferries, are much in evidence. The painted medallions on bow and stern, showing the Three-legs-of-Man look odd. In being anticlockwise, can they be a reverse of the accepted design?

N.R.P.

MUSEUM NOTES

It is high time that I told you of what has been happening in the Museum. At the moment of writing, I cannot report that the Maritime Museum project is any further forward, although we still have the piece of land near the Dock Office for the building.

Earlier in the year, there were discussions to see whether part of the Dock Office could be converted into a museum. Although this would have been a splendid setting for the collections, there were too many obstacles. The low floor loadings in particular were a major problem.

Despite any settled future, I am glad to say the collection is increasing in size, and that its condition is improving. We have been able to restore quite a number of models. At the end of May, in conjunction with the Seafarers' Education Service, we put up a display of paintings by merchant seamen of the present day. The Museum contributed many examples of the sailors' arts of the past, such as ships in bottles, and sailor-made half models of sailing ships with carved wooden sails.

We have also acquired quite a number of new specimens. These include a painting of an early Lamport and Holt steamer, GALILEO of 1873, a collection of Lloyd's Registers and other books from C.W.Kellock & Company who have now closed their Liverpool office. We are proud to possess a superb builders model of EMPRESS OF FRANCE, and another of Macandrew's RAVENSPPOINT, the last steamer

built at Grayson's yard at Garston.

We have also acquired many more shipbuilding tools and equipment. When the two Northwich yards of Liverpool Lighterage and Isaac Pimblott and Son Ltd. closed down, we acquired several interesting old machines. These included a radial drill and a bending machine from Pimblott's which were shown in the photographs of the opening of the Yard in 1906, and were still in use until the closure in October 1971. The Liverpool Lighterage Company sold us a plate-bending roll, a screw thread cutting machine, and many hand tools such as caulking mallets and augers for wooden shipbuilding.

I am also pleased to report that The Alexandra Towing Company who took over the Liverpool Lighterage Ltd. have offered us the compound engines from one of their steam barges, which will be shortly converted to diesel. These will probably be from ANDERTON, and were built by Yarwoods at Northwich.

It is very gratifying that many members of the Society have helped us in our collecting, with timely information and assistance, notably Mr.H.B.Bicket, Mr.D.P.Branigan, Capt.H.J.Chubb and Mr.R.B.Summerfield.

M.K.S.

USEFULNESS IN OLD AGE

It was high water on a sunny Sunday afternoon that our member Ernie Worthy stopped for a yarn on the dockside. "Many ships have gone" he said, "but we have one old lady who has been working hard on the Mersey since 1918, getting very little publicity and just going on and on". His two listeners were somewhat intrigued to hear this eulogy of a Mersey craft, but Ernie is right and his reference was to the Mersey Docks and Harbour Company's floating crane MAMMOTH. Bombed in 1941 in the West Float, she sank, fortunately without capsizing and was later raised.

Heavy lifts are of daily occurrence in the Port, so MAMMOTH is kept well occupied. I recalled how in May of last year, she was placed in position to remove the outer gate of the north

lock at Birkenhead entrances.

How slow are the proceedings to the watcher when huge weights are concerned. It was difficult to understand the coupling up of the very heavy wire ropes and shackles, and these being far too weighty to man-handle, a lot of work was done on subsidiary capstans. These are on the dockside, and I have always thought they were too old to be serviceable. Twenty men, some in bright blue safety helmets toiled, but in the end the strain was taken, ever so slowly. It is difficult to discern any movement in the great hook, raised by eight wires. It would appear an operation of great skill with few sounds, where each man knows his job, and goes about it confidently. MAMMOTH was built for the heaviest work and she does it at her own pace, so go and watch her some time, if you have four or five hours to spare!

N.R.P.

ART AND THE MERCHANT NAVY

This was the title of an exhibition of seafarers' art brought from London for Merseyside showing. The official opening was performed at the City Museums, William Brown Street by Mr. D.J. Bibby, Chairman of Bibby Line Ltd. at 5.30 p.m. on Thursday 1st June, in the presence of the Lord Mayor and Lady Mayoress, Alderman and Mrs. Meadows. There was a representative gathering of people concerned with all aspects of shipping.

Councillor Shaw outlined the aims of the Seafarers' Education Service, and called on the various speakers. The Lord Mayor, who had come at short notice between other engagements was not called upon to speak.

Mr. George Holt spoke of the work of education amongst seagoing men, and the excellent work done by College of the Sea. Most of the tutorial work is done by correspondence, and the instructors are volunteers. The writer of these notes studied mathematics under the aegis of College of the Sea in 1945, whilst awaiting discharge from the Navy, and so can vouch for its usefulness. Nowadays, art is a very popular subject, and one teacher of painting has travelled widely in ships in which his pupils served.

He is Mr. Cottingham whose fine works in oils were included in the exhibition. His deck scenes aboard super tankers were striking and carried out with modern treatment of the subject.

Libraries carried by merchant ships are also supplied and maintained by the Education Service, and it is interesting to note that the first ship to carry such a library for the use of seamen was Holt's AENEAS in 1920. It has just been announced that the Queen has granted her patronage to the Seafarers Education Service and College of the Sea.

In the course of his opening speech Mr. Bibby said "Liverpool needs and deserves a Maritime Museum, yet it is only a dream after several years of discussion. Liverpool is still a major port of the world. Its history in the maritime field is especially significant and could be a particular source of local pride if properly displayed and developed for education and entertainment at the same time".

The vote of thanks was proposed by Mr. Hyams and seconded by Alderman Hughes.

Councillor Shaw replied to what Mr. Bibby had said about a Maritime Museum. There had been donations and promises yet we were as far away as ever from its achievement. A folder was produced by Councillor Shaw marked "Plans for a Maritime Museum" and he asked us to note the date on it - 1944. Of course the Council has changed its political face so many times that delay is hardly to be wondered at. He, as chairman of one committee, could always be over-ridden by the chairman of that greatest of all committees - finance. Nevertheless he hoped that his guests would one day assemble to celebrate the opening of the Maritime Museum.

At this point, some of the guests, no doubt stifling their sighs, wondered if even the younger ones present would live long enough to see this happening.

But worse was to come, for it was said somewhat significantly that the City of Liverpool, with its present list of priorities would never own its own, be able to build and maintain such a Museum of Shipping.

The National Government would have to be concerned in the scheme and be convinced firstly of its worth, and then that its location was rightly in Liverpool. London has the National Maritime Museum which most people look upon as predominantly Naval. Liverpool's greatest interest has been the Merchant Navy, and surely there was the need in Liverpool of all places, for a monument in the form of a museum to the glory of this great industry of the sea.

Alderman Hughes stressed that there were no differences between parties when they came to look upon the fulfilment of the main Museums, Libraries and Art Gallery buildings. There was universal acclaim in the Council for what had been achieved at William Brown Street, and this had been looked upon as of high priority.

So. our members will very much deplore that we now seem to be "back to square one".

Nautical Research members present at the opening ceremony included Ken Stuttard, Capt.Chubb, Ray Pugh, Keith Griffin, Gordon Ditchfield, Mike Stammers, John Robinson and Susan Welsh. The exhibition remained open until 16th July.

N.R.P.

COLLISION WITH A WHALE

The Furness Withy Staff Newsletter prints an extract from a report received from the master of Shaw Savill's BRITANNIC :-

"At 1223 on 4th February 1972 in position 5-28N 81-58W BRITANNIC was in collision with a very large whale, estimated to have been about ninety feet long. Luckily this was soon after a stop for engine repairs and the ship was only doing just over manoeuvring revs. There were a number of whales in the area but this particular one was first sighted seconds before the collision. On impact the vessel shuddered and the bow rose appreciably; there was a second more severe shudder as the whale passed below the bridge in a mass of blood. The whale thrashed about on the surface for a minute or so before

lying still. Bilge soundings remained unchanged and there was nothing from performance to indicate damage to prop or rudder, but I think an inspection of the bottom would be wise in U.K. As a matter of interest, all the other whales in the area gathered round the injured one as if to give it assistance."

THE BAR LIGHTSHIP

The Bar Lightship PLANET is being removed from station permanently this summer, to be replaced by a light float. She is the last of the four lightships which once marked the way into the port - Northwest, Bar, Formby and Crosby. PLANET replaced ALARM in 1960, when that fine old vessel had been on the station since 1912.

Automation and the development of electronics must have warranted this step, making possible a sizeable economy in running the port. The customary reports of weather, visibility, wave height etc., at the Bar will apparently not be available as a service to shipping. In the worst conditions, when these reports are most valuable, the Bar Pilot boat is often off station, as boarding is impracticable. No doubt this lack of communication has been well considered.

No longer will a tug carrying Christmas cheer and carollers make for the Bar in mid-December.

As long ago as the early 1920's, the Bar, Formby and Crosby Lightships had radio telephones to the Dock Office. These had an ingenious audio note device, making it possible for each station to alert one of the others, to pass a message when required. The Formby ship one Sunday morning had to report picking up a lascar seaman swimming in the channel. In some altercation with the head serang on a Clan liner, he had been knocked overboard.

The brightly painted red ship with the word BAR in white letters on the hull, usually has a staysail rigged to help keep head to wind, though tidal influence predominates. The passing of the Bar Lightship is a sad event for those who have warmed to its triple flash, on approaching port after a long voyage.

N.R.P.

OCEAN FLEETS

The love-sick swain may once have stressed the advantages of a "slow boat to China", but times have changed dramatically of late. As far as Blue Funnel ships are concerned, "slow boats" have never been the order of the day. When the PRIAM class came out on the Far Eastern service only a few short years ago, some of us held our breath at a normal speed of around 22 knots and the very fast turn-round it gave, via the Cape.

But in late May 1972 the first two O.C.L. giant container ships passed in the Atlantic at speeds of $25\frac{1}{2}$ to $27\frac{1}{2}$ knots. TOKYO BAY was homeward via Panama bound Hamburg, and LIVERPOOL BAY was outward on her maiden voyage from Southampton. When KOWLOON BAY, CARDIGAN BAY and OSAKA BAY come into service, it looks like a big break with the Mersey in Far Eastern shipments. Southampton to Panama in eight days indicates present practice for freight.

The new "Bay" class ships are almost identical in length and beam with Cunard's QUEEN ELIZABETH II.

GENERAL NEWS ITEMS

The liner NORTHERN STAR was chartered in June to bring 1400 Frenchmen to Britain on a pilgrimage. They were veterans of the Leclerc Division which trained here for D-Day 1944. After sailing from Dunkirk on 2nd, they arrived at Hull and later at Tilbury on this 4-day cruise, to make possible a visit to Windsor Castle (says Furness Withy's Newsletter). NORTHERN STAR was the largest passenger ship ever to berth at Hull, and used the Saltend Oil Jetty.

Ocean Fleet's giant tanker TITAN has been drydocked and overhauled at Lisbon.

The Royal Yacht BRITANNIA lay at anchor in Douglas Bay, Isle of Man on Wednesday 2nd August on the occasion of Her Majesty the Queen's visit to the Island.

Summer fog on the Clyde was the contributory cause of a collision on Thursday 20th July when the Caledonian Steam Packet Co's QUEEN MARY II with 300 passengers was in collision with the U.S. Tug NATICK. The former was on passage between Dunoon and Campbelltown, and returned to Gourock with her bow badly dented above the waterline. There were no casualties, and after inspection, the cruise was continued. The tug was one attached to the Polaris base at Holy Loch.

MERSEY NOTES

After coming out of winter lay-up in Birkenhead, KING ORRY was on trials in the Mersey on Friday 19th May. The ferry EGREMONT crossing from Seacombe to Liverpool came into collision with her. The blow was a glancing one, damaging the ferry's portside gangway door, and although shaken, none of the passengers were injured. The ferry was able to continue services during the rush hour at teatime, and the Manx steamer was undamaged.

The Canadian Submarine OJIBWA sailed up the Mersey on 30th June to berth in south end docks for a 3-day courtesy visit. A black painted craft without name or pendant numbers exhibited, she wore the red and white maple leaf ensign of the R.C.N.

The three completions so far this year from the Cammell Laird yard, LETCHWORTH, OAKWORTH and ESSO MERSEY have all been handed over ahead of contract dates.

Of the five steam tugs for disposal by The Alexandra Towing Company, NORTH BEACH and NORTH LIGHT left Liverpool on 16th June for Cagliari. Both tugs were built on the Clyde in 1956 and amongst other duties, attended the Cunard passenger liners.

In use on the Mersey in June were all four of the new larger tugs ALFRED, CROSBY, ALBERT and VICTORIA of The Alexandra Towing. The half deck rise amidships, gives plenty of freeboard forward, combined with exceptional working space aft.

ESSO CLYDE of 12,000 tons was launched by Cammell Lairds on 12th May. She is designated "medium size coastal tanker" and is a sistership of ESSO MERSEY.

BIRMINGHAM and COVENTRY will be the names given to the two SHEFFIELD class destroyers now being built at Birkenhead. SHEFFIELD is being completed at Barrow.

The Ministry of Defence sail training vessel ROYALIST berthed at Princes Stage on 9th June. Although rather smaller in size than the topsail schooners MALCOLM MILLER and SIR WINSTON CHURCHILL, she is square rigged on both masts, as a brig. With painted ports, a long bowsprit and immaculate decorative work, she looked very attractive under sail off New Brighton on 11th and at the Bar on 25th. We must overlook the modern trend with so many inflatable rubber dinghies about her decks, an outboard motor propelled punt in the stern davits, and even a VHF rod aerial at the masthead.

The Dutch floating crane TAK IX, towed by the tug GERRIT WESSELS arrived at Gladstone Dock on 18th June to remove the container cranes at the graving dock. This dock has served as a temporary loading point for containers until Seaforth became operative.

When Cammell Laird & Co. launched the liquid gas carrier GAMBADA for the P. & O. group on 12th July, there was no official naming ceremony. Head foreman Lance Williams, who is about to retire, did a simple push-button task to release the ship, at which one of his mates sprang forward to present him with the traditional bouquet. No expensive specimen of the florists' art, mind you, but just the wild flowers which grow in odd corners of even the busiest shipyard.

"The Navy is here" might have been the cry at Princes Stage when H.M.S. INTREPID and R.F.A. SIR TRISTRAM were alongside together on 12th July. The former was on a courtesy visit in Liverpool Show week, and the latter on Army transportation to Belfast.

The last operational destroyer HMS CAVALIER which visited Liverpool earlier this year, was paid off in July to be scrapped. Twenty-eight years old, she beat HMS RAPID over a distance of sixty miles to prove which was the fastest ship in the Fleet in 1971.

The question of whether there is a speed limit on the Mersey or not, was a subject discussed by observers as they watched the bulbous-bowed coastal tanker ESSO MILFORD HAVEN speeding up river for Eastham on 15th July. She had a "bone between her teeth" and put up a heavy wash along the river wall. This caused consternation at Woodside Stage where the ferry OVERCHURCH embarking passengers, lost both mooring ropes and was cast adrift. Fortunately there were no injuries. Opinion on the dockside seemed to indicate that there is no specified speed limit and that it would be impracticable to fix one. Ships should proceed at all times with due regard to the safety of others.

N.R.P.

PROGRAMME

Our season will open on Thursday 14th September with a talk by Mr. C.V. Waine on "The Coppack Family". These owners of merchant schooners and coasters have operated from Connahs Quay for very many years.

The Secretary of the Society would like to draw attention to the talk to be given on Tuesday 9th January next at the Museums, by Commander Alan Villiers. Members will not need reminding of Commander Villiers' great interest in sail, and of how he navigated the MAYFLOWER II from Plymouth, Devon to Plymouth, Mass. USA in the spring of 1957. Stuart Upham, the builder of MAYFLOWER II has also addressed our Society in April 1958.

As Comdr. Villiers' talk is likely to attract a capacity audience, members may be limited to bringing one friend only. It is proposed to make it a "ticket only" occasion, as seating in the lecture theatre is limited. Application forms will be enclosed with the next issue of News, Notes and Queries.

THE BARQUE ELISSA

ELISSA is a very small three masted iron barque of 431 gross tons, built by Alexandra Hall & Co., Aberdeen in 1877 for H.F. Watt of Wavertree, Liverpool. She is still afloat but converted to motor coaster, and lying at Piraeus. Her last owner, Mr. Peter Throckmorton, the well known nautical archaeologist saved her from the scrapyard in 1970.

Originally, she was sold to San Francisco Maritime Museum, but the deal did not take place, and now she has been sold to Captain David Groos, a Canadian M.P. who hopes to restore her. What a pity that Liverpool did not step in and buy this fast Liverpool sailing ship.

Our Chairman, Mr. K. Stuttard put this idea forward in an article in the Liverpool Weekly News recently. A representative of the Maritime Trust who inspected her, said she was in very good condition, but she had only the stumps of the fore and main masts and the lower mizzen welded on to a plate amidships. All her after accommodation including the original mahogany panelling was intact. Unfortunately she had lost her figurehead.

The ELISSA's career has been long and varied. The three surviving crew registers from her Liverpool ownership show that she traded mainly to South America in the first years of her life. She had a crew consisting of the master, two mates, 7 A.B's, a cook, a boy and 2 apprentices. The Captain was paid six pounds per month, and the A.B's two pounds ten shillings. In 1897, she was sold to Bugge and Olsen, Laurvig, Norway and renamed FJELD but in 1912 she was sold to Swedish owners who had her converted to a barquentine and renamed her GUSTAV. She was sold and resold in 1917 and 1918 to two more Swedish firms, and in 1928 she was given a diesel engine. She continued trading under the Swedish flag until 1943 when she was sold to Erik Nyland of Mariehamn, Finland - home of Gustav Ericksen's famous fleet of sailing ships, and continued trading in the Baltic as late as 1961, though by then only as a motor ship.

Greek owners bought her in that year, renaming her CHRISTOFOROS. She traded in the Mediterranean and at one period was used in the cigarette smuggling trade. It is certainly a great tribute to the workmanship of her builders that she remained afloat and trading for so long, and it is also good to know that she will be preserved.

It is a great shame that Liverpool Museum did not have the funds to buy and restore her for the City of Liverpool.

M.K.S.

MISHAP IN THE IRISH SEA. 1904

Crossing to the Isle of Man by paddle steamer seventy years ago must have been quite a rigorous experience, yet speeds were good, and there were numerous passengers. In those days, no stabilizers and no glass protected seating for the comfort of these people, who might spend several hours on a windswept deck. How different are the sailing conditions now obtaining! Should a crossing be particularly unpleasant, there would be those who would mutter "never again", and quite likely brave the passage the following year, to holiday on the Island. For Mona's Isle lures its adherents back time and again.

On Saturday 17th September 1904, the paddler QUEEN VICTORIA took the 2.30 p.m. sailing from Liverpool to Douglas in fine weather, and all went well until 5.10 p.m. when passengers were startled by a violent thumping in the starboard paddle box. The ship was shaken from stem to stern and there was some consternation amongst the 400 passengers. It was found that the paddle arm had broken and wrecked the wheel. Captain Reid anchored the ship in seventy-five fathoms, and a dreary wait could be expected. This was the more galling because EMPRESS QUEEN had only lately passed, and with her Marconi gear could have alerted those ashore. She was now out of sight in the haze, Liverpool-bound.

But soon a paddle steamer was sighted coming from the direction of Douglas, and turned out to be SNAEFELL proceeding to Liverpool without passengers, to take the midnight sailing.

In response to a signal on the casualty's whistle Captain Tanner brought SNAEFELL alongside and held a consultation with Captain Reid, and the Company's Chairman Mr. Dalrymple Maitland, who was a passenger on QUEEN VICTORIA. It was decided to transfer passengers and mail to SNAEFELL and proceed to Douglas. Gangways were thrown between the two vessels, and although the sea was rather choppy, all passengers were safely transferred within half an hour, which reflected great credit on all concerned.

SNAEFELL reached Victoria Pier about 8 p.m. and there were many enquiries about the overdue steamer from crowds gathered ashore. SNAEFELL, unable to take the midnight sailing from Liverpool as planned, was replaced by TYNWALD, despatched from Ramsey for the purpose.

QUEEN VICTORIA was towed to Liverpool for repairs by the tug KINGFISHER, and owing to it being late in the season, she did not sail again that year.

A few facts about the ships concerned are shown below:

- QUEEN VICTORIA (paddle) built by Fairfields in 1887
1657 gross tons, 330 x 39ft, 6500 I.H.P.
- SNAEFELL (II) (paddle) built by Caird & Co. in 1876
785 gross tons, 251 x 29ft, 1700 I.H.P.
- EMPRESS QUEEN (paddle) built by Fairfields in 1897
2140 gross tons, 360 x 42ft, 10,500 I.H.P.
- TYNWALD (III) twin screw, built by Fairfields in 1891
936 gross tons, 265 x 34ft, 5000 I.H.P.

Mr. Don Macneil is thanked for his research into the press of those times.

LAI D UP SHIPPING

Tankers laid up in Kames Bay, near Rothesay, are BRITISH HONOUR, BRITISH GLORY, BRITISH BEACON and BRITISH VALOUR. In Loch Long is BRITISH TRADER and in Lamlash Bay, Arran, is GARONNE, all described as redundant because of the larger ships now on the Cape route.

And from Scotland to Cornwall, as traversed by Gordon Ditchfield within a month. Not for nothing has he won the nickname in Largs, of "Marco Polo", and we hear that laid up in the River Fal are:-

CARMANIA (ex SAXONIA), FRANCONIA (ex IVERNIA), SOUTHERN CROSS, THORPE GRANGE, WESTBURY, OREGIS and OREMINA (sold), KAVO AKRITAS (ex BENVORLICH), PACUARE, and three Italian ships ILICE, ATREO and TIDEO.

In Falmouth Docks in idleness are BRITISH INDUSTRY, BRITISH STAR and the Liberian tanker VINCENZIA.

TWO MERSEY CASUALTIES OF THE 1940's

Prior to the last War, the Ropner fleet consisted of many tramp steamers of a standard type having machinery amidships, and with well decks fore and aft. ULLAPOOL was a typical example. Registered at West Hartlepool, she was built by W. Gray & Co. in 1927, of 4891 tons.

On the night of 13th March 1941 ULLAPOOL was lying at anchor in mid-River, between Liverpool and Seacombe landing stages. A parachute mine descended from an enemy aircraft and exploded on the ship, breaking her hull in two. Sixteen lives were lost including Captain Thwaites. The ship's masts were visible for some time afterwards, until the Mersey Docks and Harbour Board disposed of the wreck with considerable difficulty, owing to its proximity to the Mersey Tunnels.

Another Mersey wreck of the War years was INNISFALLEN of

the City of Cork Steam Packet Company. She was built by Harland and Wolff Ltd. in 1930 and in profile was very similar to the Belfast trio of ULSTER QUEEN, ULSTER MONARCH and ULSTER PRINCE with two squat funnels. On 21st December 1940, INNISFALLEN exploded a mine when off Canada Dock, with four killed and seven injured, her master Captain Firth being a survivor. The Tower black conical buoy now marks the spot, off Vale Park, where for a time her masts and funnels were visible on the ebb.

SUBSCRIPTIONS

Annual subscriptions at the new rates are now due:-

Full members	£1.50
Husband and wife	£2.00
Country members	£1.00
Junior members	£0.50

Our Hon.Treasurer, Ted Tozer, will have his receipt book with him at our meetings. Remittances can also be forwarded to him care of the Museum address shown on page 45.

THE PRESIDENCY

I am pleased to announce that Mr. R.B. Summerfield - an early member of the Society - has agreed to be our President, following the retirement of Sir Arnet Robinson.

I welcome Mr.Summerfield wholeheartedly; he has the aims of our Society very much at heart, and is well known to all our members.

This opportunity is taken to thank Sir Arnet for his many services in the past. I hope that he will continue his interest in the Society, and that we may have the pleasure of his company on many future occasions.

K. Stuttard
Chairman

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 Liverpool Museums
William Brown Street
Liverpool, 3.

Hon. Secretary - M.K. Stammers, B.A.

Editor - N.R. Pugh, 7 Dunbar Road, Hillside, Southport

We left behind the painted buoy
That tosses at the harbour mouth;
And madly danced our hearts with joy,
As fast we fleted to the south.
Warm broke the breeze against the brow,
Dry sang the tackle, sang the sail:
The Lady's-head upon the prow
Caught the shrill salt, and sheer'd the gale.

Alfred, Lord Tennyson.

NEWS, NOTES AND QUERIES

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October-December 1972

THE TALL SHIPS RACE

When as a young lad, living at Brighton, Sussex, I first began to watch these beautiful vessels passing up and down the English Channel, I became fascinated with their huge curving masses of sail, and as soon as I was able, around the year 1910, I began to save my pennies and pay to go on paddle steamers on trips across the Channel, to the French

coast, from Brighton Palace Pier. I also made paddle boat trips from Bristol and Southsea.

At that time some of the largest square rigged ships ever built would pass fairly close to the Sussex coast, because the prevailing wind, northeasterly and offshore, would give them fast passages. Maybe they would be bound to the Far East, loaded very often with rails.

Such ships, such names, ABRAHAM RYDBERG, FRANCE I & II, ARCHIBALD RUSSELL, GRACE HARWAR, FAVELL, KILLORAN, L'AVENIR, OLIVEBANK, and the German "P" ships like PREUSSEN (the world's largest). These also included PADUA, PARMA, PASSAT, PAMIR and PENANG. Then there were VIKING, WINTERHUDE, MOSHULU, LAWHILL and GARTHPOOL. Their numbers fell quickly after 1920 and in succeeding years.

In order to see some of those that remain live and active, it is necessary to attend each second year the start of the "Tall Ships Race". This year the stage was set in that famous stretch of water Cowes Roads. On 16th August, my wife and I went aboard the British Railway's ferry BRADING, at exactly the right time, for on our starboard beam, emerging from the morning mist came a huge fleet of sailing vessels of every size and type. Navy helicopters on patrol estimated 1,500 craft between Ryde Pier and Hurst Castle, west of the Solent. Ahead of us, in line abreast came EAGLE, a U.S.Coastguard 3-masted barque, GORCH FOCK of Federal West Germany, and DAR POMORZA, 3-masted full rigged ship.

Then the British topsail schooners used for youth training - SIR WINSTON CHURCHILL, MALCOLM MILLER, CAPTAIN SCOTT (new), and the Ministry of Defence sail training brig ROYALIST. The French twins ETOILE and BELLE POULE were there, and from Holland, URANIA and STELLA POLARE, a smart Bermudan yawl which actually crossed the finishing line at Skaw, Denmark, first.

We saw STRONGBOW, a Bermudan cutter, and RONA, a ketch, and a very lovely blue-hulled brigantine JOANNA OF FOULNESS. Then there was the gaff ketch ASGARD from Dublin (a one time gun runner), and the Greek black hulled staysail schooner VAGRANT.

The sun cleared the mist and thousands of people ashore and afloat saw the vast fleet controlled very well by Commander J.M.Porter R.N. in the frigate HMS BRIGHTON, supported by the minesweeper HMS LEWISTON. All the ships passed out of sight to the southeast of the Isle of Wight. The second and third stages are still in progress as I write. Heading from Heligoland to Dover are twenty vessels from ten to two hundred odd tons, including the Swedish FALKEN and GLADAN. We look forward to the corrected times.

H.V.CONEY

THE MARITIME TRUST

The article in our last issue by John C.Robinson describing the rapid progress of the Maritime Trust, told of its numerous acquisitions. Mention was made of H.R.H. Duke of Edinburgh's enthusiasm as President of the Trust. A copy of our bulletin was forwarded to the Secretary to Prince Phillip, and an acknowledgment received from Buckingham Palace, as follows:-

"Thank you for your letter of 29th September and for sending a copy of your quarterly Bulletin, which the Duke of Edinburgh was interested to see.

Yours sincerely,

Commander W.B.Willett, O.B.E., M.V.O., D.S.C., R.N."

CLYDE NEWS

The season's cruising activities in the Estuary have centred on QUEEN MARY II and the fine paddler WAVERLEY. On scheduled services are COWAL, BUTE, GLEN SANNOX, CALEDONIA, and MAIDS of SKELMORLIE, ARGYLL and CUMBRAE etc.

On Saturday 9th September QUEEN MARY II was returning from Campbelltown with about 600 passengers to terminate her cruise at Gourock. At 2.50 p.m. a blow-back occurred in the stokehold causing a small fire. She was then $1\frac{1}{2}$ miles from Whiting Bay and in response to her distress call, CALEDONIA altered course to her assistance. QUEEN MARY II managed to make Brodick where her passengers were transferred to WAVERLEY. There were no casualties or serious structural damage.

NEW NAMES FOR OLD

AGBARAHA OTOR	ex PASS OF DALVEEN (correction)
ARION	ex BEAVERFIR
AEGIS SAGA	ex ULYSSES ex SILVERHOLLY
AEGIS EPIC	ex TELAMON ex TEUCER ex SILVERLAUREL
ANGELIKI	ex PORT BURNIE
ANTIKLIA	ex RIBBLEHEAD
AKROTIRI EXPRESS	ex PORT MELBOURNE
ANTONIOS	ex DIPLOMAT
ARKLOW VALE	ex TORQUAY ex ROSCREA
BREEDER	ex B.P.SPIRIT (1939)
CAPO FERATO	ex NORTH ROCK (tug)
CHANG CHENG	ex AL MUBARAKIAH
CAMINITO	ex TEWKESBURY
COSTANTIS II	ex KANTARA
HAMID	ex ULSTER SPINNER ex GUERNSEY COAST ex ULSTER DUKE (1942)
IDOMENEUS	ex LAERTES
IRENE'S WISH	ex AGIOS DIONISLOS ex CYPRIAN PRINCE (1949)
KAVO ASTRAPI	ex NORTHUMBERLAND
KANARIS	ex KING MALCOLM
MALDIVE COURAGE	ex OWERRI
MACCLESFIELD	ex CROSSDALE H.
MARE GLACIALE	ex PASS OF MELFORT
MARISIRA	ex BRITISH SAILOR (1953)
NENI	ex ARDGLEN
PORTLOE	ex SHAFTESBURY
PERELLE	ex KINNAIRD HEAD
PUERTO PRINCESSA	ex PORT MONTREAL
PHEMIUS	ex GLENFINLAS
PHRONTIS	ex PEMBROKESHIRE
PERSEUS	ex RADNORSHIRE
PATROCLUS	ex GLENALMOND
PALUMA	ex MEDINA ex MARCHON TRADER
RODANIA	ex ELEFTHERTRIA ex NORTHUMBERLAND PRINCE
SEAFORTH TRADER	ex CAPRICORN
SHEVRELL	ex WIRRAL COAST
SAINT ENOCH	ex YORKSHIRE COAST
SALIMIAH COAST	ex KENTISH COAST ex ULSTER WEAVER ex JERSEY COAST ex ULSTER DUCHESS
TEXACO DURHAM	ex REGENT FALCON
THERISOS EXPRESS	ex PORT SYDNEY

FROM THE PRESIDENT, MR.R.B.SUMMERFIELD

"I must confess that during the last few years, I have not made any contributions to News, Notes and Queries, but in the July/September 1972 issue there are two items which rather force my hand, as it were!

The most important is, of course, my nomination as President of the Society, an honour which I appreciate very much indeed. As our Chairman so kindly indicated, I do have the aims of the Society very much at heart, and I will continue to support you all to the best of my ability. I would like to express my thanks for what is to me, a very rewarding acknowledgment for my thirty years membership.

Having moved partly to the Isle of Man, I was naturally interested in Ray Pugh's article on the new car-ferry MONA'S QUEEN and in particular his reference to the three Legs of Man on bow and stern. He says they are anti-clockwise, whereas they are in fact clockwise. The legs are sometimes shown as running Sunwise (e.g. clockwise) and sometimes anti-sunwise. Both can be used, as they have been over the last few hundred years, although all the earlier examples of the Manx Legs show them as if running sunwise. Early in 1963, after considerable research, it was decided by Tynwald (the Manx Parliament) that sunwise should be the official design."

* * * * *

(NOTE - Ronald Bernard Summerfield, now in his late sixties, has attained semi-retirement and commutes frequently between Douglas and Liverpool. With retirement in view, he designed and had built his own dormer bungalow at Colby.

In 1921, after three years at Denstone College, followed by an engineering course, he joined his father's firm in the granite trade. Today he is Managing Director of this same firm, Summerfield & Lang Ltd., Liverpool, who supply crushed granite, kerbs etc., for road work.

A development of the business in 1929 brought Ronald much travelling all over the country, in work connected with sewage disposal projects and altogether he has covered more than one and a half million miles by car.

He was active for seven years after the war in assisting in his spare time, with the training of Sea Cadets, becoming Commanding Officer of the senior Liverpool Unit. He is now a member of the Governing Body of the Navy League, responsible for Sea Cadet Corps.

Ronald has always been interested in ships and naval history, and has a collection of 1/1200 scale waterline ship models, 5000 photographs and over 500 books dealing with aspects of maritime history.

After a long illness, his wife Doris died in 1967 only days before their 25th wedding anniversary. This was a very sad blow, but in the passing of time, our members were happy to hear of the marriage in November 1969 of Ronald with Miss E.M.Hope (Betty) who had been his business secretary for over twenty years. As Miss Hope, she did so much for our Society, on the Council, assisting with this bulletin, as Hon.Treasurer and in many other ways.

So now, we can welcome not only Mr.President, but his lady, our only Honorary Life Member, for whom we all have such affection and respect - Editor).

BREAKERS' BONANZA

Has there ever been a time when so many well known ships have been consigned to the breakers' yard? Space in N.N. & Q. does not allow for their full listing, but just a few are mentioned here:-

HMS TYNE	TALTHYBIUS	CLAN MACTAGGART
SHEPPERTON FERRY	AUTOMEDON	CLAN MACTAVISH
PYRRHUS	TANGISTAN	CLAN SUTHERLAND
ASTYANAX	ALBISTAN	CLAN MACLACHLAN
JASON	EMPIRE STAR	CLAN MACLELLAN
IXION	IMPERIAL STAR	ARISAIG
HECTOR	MANAAR	ROONAGH HEAD
AENEAS	NOTTINGHAM	RATHLIN HEAD
PELEUS	DEVON	ESSO GLASGOW

SEPTEMBER MEETING

On Thursday 14th September, Dr. Charles V. Waine gave an interesting lecture on the Coppack Family of Connahs Quay, and their shipping interests.

The Coppacks had long been a family of seafarers before they owned any vessels. John Coppack, great grandfather of the present owners was the first ship master to take shares in local vessels; but in many cases it was difficult to establish the exact ownership of a vessel. About 1860 he established a ship-broking business at his house in Chapel Street, Connahs Quay, based on an informal business partnership with his friend Samuel Vickers. John Coppack's wife ran the office, whilst he went as master of their first new schooner, the Chester-built HANNAH COPPACK - a mere 69ft long. Later on Coppack handed the HANNAH COPPACK to another master, and himself went out to Prince Edward Island to bring home the new brigantine BEATRICE. She was mainly employed in carrying Ruabon bricks to Spain, and delivering Spanish iron ore to Mostyn.

In 1872, Coppack was looking for a new schooner for carrying goods for the Flint Chemical Company. He found one being built at Burton-upon-Stather on the East Coast. His second son Thomas was sent to supervise her construction. Thomas subsequently married the daughter of the local shipbuilder at Connahs Quay. The new vessel was named FLORENCE MUSPRATT, and she traded up the Flint gutter until this became too silted, and she later went into the general coasting trade.

Coppacks only owned one or two schooners at any one time in their first twenty years. In the 1880's the fleet was increased by several steamers and schooners. The first steamer was FIRE KING. She was a paddle tug and the firm built up a very profitable business in towing on the Dee, and into the Mersey.

FIRE KING was replaced in 1881 by the more powerful screw tug ALBERT. The first steam coaster purchased was ASTON which

was used in the brick trade to Ireland. In 1883 a powerful twin screw tug - TALIESIN - was delivered to the firm of Coppack, Carter and Co., Samuel Vickers having dropped out of the partnership.

In the following year, the firm decided to go into the timber importing business. ROSALIND, a steamer of some 800 tons was built specially for this work, but she proved of too light a build and was prone to damage when grounding in the Dee. She was sold after only four years. Despite this failure, Coppacks were building up a thriving trade in bricks and coal. In the 1890's, coal began to be shipped from the Point of Ayr colliery. Ruabon and Buckley bricks were in great demand.

Schooners were always employed on the long haul trips with brick cargoes to London or to Santander, whilst the steamers were more profitably employed on short haul trips. Small ketches were employed at this time to carry corrugated iron for export, to Liverpool from the newly opened ironworks of John Summers and Sons, Connahs Quay. On the return trip they brought in spelter (zinc) for galvanizing.

In 1899, Coppacks went in for the summer fruit trade from France. This was very useful, because with the winter coal trade, it gave employment all the year round for a steamer. Also in the same year, the steamship EMILY was bought, and used to carry ore-crushing machinery from Sandycroft Foundry to Kimberley, South Africa. This shallow draft coaster was able to go up the Orange River to deliver the machinery to the site. Extra coal supplies were stacked in the hold, together with wood, and a saw bench to cut fuel on deck. Captain John Coppack took command and made a most successful voyage out to South Africa.

The following year it was decided to build another schooner. She was called LIZZIE MAY (later KATHLEEN AND MAY) and was built by Ferguson and Baird at Connahs Quay. There was considerable friction between the owners and builders, as

the Coppacks insisted on the best materials. KATHLEEN AND MAY'S survival afloat today is a testimony to the good materials and workmanship that went into her. She was built with fine lines and launched fully rigged. However, she was found to be too small for the brick cargoes available, and in 1908 she was sold and replaced by a larger secondhand schooner the ELSIE.

Meanwhile the Coppack steamers had earned a good reputation for speedy deliveries in the fruit trade and in 1909, the steamer SHOTTON was specially built for this work. It was found that she was too costly to run in the general coasting trade out of season, and she was sold to Ipswich owners in 1914.

In the First World War, the fleet was kept very busy. The steamer MOSS ROSE was the only war loss, but the tug ALBERT foundered off the Mersey also. Connahs Quay to Arklow with explosives became an important run. Coppacks retained their interest in schooners so long as it paid. They were useful for working to difficult ports, and unlike a steamer, they could afford to spend time loading and discharging awkward cargoes. Floor tiles, for example, had to be packed individually in straw, and the sailing coaster with her low costs in harbour was ideal. By 1918, Coppacks owned three steamers and two schooners. They were also agents for a number of local schooners which were owned by their masters. J. & M. GARRATT was the last schooner they owned, and they continued to manage her after her master had bought her in 1922.

Meanwhile the company took delivery of their largest steamer so far - FARFIELD - of 468 gross tons, built at Beverley. She did well in the fruit trade, and in winter carried coal and china clay. The smaller vessels of the fleet took coal to Irish ports from the Point of Ayre and carried china clay in summer.

The motor ketch SANTA ROSA was employed in the Point of Ayre coal trade, but she caught fire and was lost in 1933.

In the same year the MOURNE foundered off Par, and in 1934 ROSABELLE was stranded on the Manacles, and was sold for breaking up. These losses badly affected the company at a time of slump in the shipping world, and the eight hundred pounds salvage money from the rescue of an Estonian steamer was very welcome.

In the Second World War, FARFIELD took part in the evacuation from Dunkirk, and was bombed and sunk off Anglesey in July 1941. This was a serious loss. Meanwhile Coppacks took on the management of the big Dutch auxiliary schooner SAN ANTONIO. The three schooners they managed were laid up, and the steamers WATERGATE and HOVE took part in the Normandy invasion.

By 1945 the Coppack fleet was in need of replacements for its ageing steamers. Two small motor coasters were purchased from John Summers and Sons, INDORITA and FLEURITA. In 1961 FLEURITA was sold when the coal trade from the Point of Ayr finished, but INDORITA continued trading until 1970. She is now laid up at Birkenhead and there is some talk of her starting work again. She is an historic vessel, because she was one of the first motor coasters. After she finished carrying coal, she was used for general coasting, for example, the carriage of stone for the construction of the M.6 motorway. Coppacks also ran the motor coaster NORMANBY HALL after the war. She sank in 1965. Their last vessel was the motor coaster VAUBAN, built in 1962 of 370 tons gross. She was sold in 1970 because of sharply rising costs. Coppacks continued to act as agents, especially for the Shotton Steelworks, and perhaps in the future they may go back to ship-owning.

After coffee, there were many questions about Coppack's ships particularly INDORITA and KATHLEEN & MAY. The vote of thanks was proposed by the President, Mr. R.B. Summerfield, who has had many years experience of the coasting trade in stone, seconded by Dr.D.Chapman and carried unanimously.

M.K.S.

WORLD'S SHIP LOSSES - 1971

The total tonnage lost by the world's merchant fleet during 1971, was the highest figure since records started in 1891, except for Great War years. This is shown by Lloyds Register of Shipping casualty returns.

The largest ship to founder was TEXACO OKLAHOMA of 20,084 gross tons, built 1958, which broke in two and sank. The largest ship lost by fire was the Norwegian FERNCastle of 52,510 tons. By collision the largest ship lost was the Greek cargo ship CASTOR of 10,494 tons.

CERNO of 48,267 tons, a Norwegian tanker, was the largest ship wrecked.

As for shipbreaking during 1971, Great Britain scrapped 484,710 tons, Panama 334,220 tons, Liberia 262,581 tons and the United States a colossal 1,758,577 tons. The oldest ship broken up was the Italian iron motorship ANGELO COSTANZO built 1885. The largest was the liner ANDES.

The three countries demolishing the largest tonnages were China (Taiwan), U.S.A., and Spain.

CONTAINER SERVICE SCHEDULES

Overseas Containers Ltd. (O.C.L.) advertise voyage times between Tilbury and Fremantle of 25 days. The fast ships used are:-

ABEL TASMAN	ENCOUNTER BAY	SYDNEY EXPRESS
KANGOUROU	DISCOVERY BAY	MELBOURNE EXPRESS
JERVIS BAY	MORETON BAY	
FLINDERS BAY	BOTANY BAY	

On the Far Eastern Service, the voyage from Southampton to Tokyo via Panama takes 23 days, or via the Cape of Good Hope 28 days. The 27-knot ships on this run are:-

KOWLOON BAY	RHINE MARU	BREMEN EXPRESS
LIVERPOOL BAY	KAMAKURA MARU	HAMBURG EXPRESS
CARDIGAN BAY	ELBE MARU	HONGKONG EXPRESS
TOKYO BAY	KURAMA MARU	
BENALDER	KITANO MARU	

The frequency of all sailings is about ten days.

OCTOBER MEETING

On 12th October in the Musuem's Coffee Bar, Mr. A. Grant gave the Society a paper on "The Craft of Coopering and its history in the Port of Liverpool". As a member of the Historic Society, Mr. Grant thought that the trade of the cooper had been sadly neglected in histories of cities like Liverpool. At one time, practically all commodities were carried in casks.

There was dry cooperage for flour, apples etc., and wet cooperage for beer, wines and spirits etc. Coopers engaged in the wet trade, were apt to look down on dry coopers, who thought of them as "proud horses". Wages were always good in wet cooperage, and around 1890 averaged about £5 to £6 per week, when many ordinary labourers were getting about £1.

Our speaker has done much research into the trade, and found that its origins were lost in antiquity. Even in Julius Caesar's time, there were casks of pitch destined for the destruction of towns to be burnt. Whereas all hoops are now of metal, in Roman times wooden hoops were used. It could be, though it has not been proved, that Noah carried casks in the Ark!

Many of the tools used have changed little over the centuries, and Mr. Grant showed us numerous tools of the trade, as well as finished products. The latter half of the lecture was illustrated with transparencies.

Liverpool had two mayors who were coopers - Thomas Tarlton in 1647, and his son in 1666. Cooperages were plentiful in the city, as the prime requisite was a good fire for bending the staves. In 1620 there was a cooperage in the vicinity of St. John's Gardens, which was thought of in those days, as being "out of town". Horse-drawn waterbutts were wheeled around the city with fresh water for sale at one penny per bucket.

Most Liverpool coopers have been of Scots descent, and

they flocked over the border in the palm oil boom.

The cooperage of Thomas Bennett & Co., close to St.Paul's Eye Hospital was at one time the largest cooperage in the northwest. As well as palm oil, whale oil also gave much work to the cask makers and repairers. Greenland Street is a reminder of this, with the cooperage of A.Mudge surviving until a few years ago.

Coopers' drays were a common vehicle in Liverpool streets and on the dock road. Mr.Grant showed us a colour transparency of a trough used for watering horses not far from Herculaneum Dock. It is hoped that our town planners will see that this is preserved.

There was a substantial export of materials for making casks, and bundles of staves called shukes, were shipped with heads and hoops to match.

Gradually the coopering trade has declined as bulk methods of transportation, and other materials like plastics have come to the fore. By 1960 most of the old firms had gone, and it is likely that at the present time, there are no more than two dozen coopers in the Liverpool area.

After the coffee interval, there were many questions addressed to the speaker. Mr.Tapson told of how he found a cask on Hightown beach which he took home with the intention of cleaning it up and re-assembling it. But sadly he did not succeed and this brought from Mr.Grant an animated explanation of how a cask is built up from scratch. It really is a specialized job and the questioner may not have been encouraged to try again!

The Albert Dock Warehouses were mentioned as a huge wine store, where many coopers worked at repairing casks. Mr.Grant said that on those premises, even the rats were drunk!

Unfortunately time went against us, and we would all like to have discussed the cooper's art at more length. The vote of thanks was proposed by Mr. W.P. Raine, and seconded by Mr. P.J. Welsh, who said the talk had shown what a romantic article is a cask. The meeting closed with acclamation for Mr.Grant's fascinating paper.

N.R.P.

PERSONAL COLLECTIONS AND RECORDS

"Dear Mr. Editor : The publication for which you are responsible - News, Notes and Queries - is to me an admirable one, giving as it does in the News and Notes, information on the Society's activities and the numerous reports concerning shipping and the Mersey scene. I wonder whether I could raise a matter that perhaps could be treated as a Query?

It is this. Most of our members have a particular interest, perhaps a certain shipping company, the Royal Navy, or as demonstrated in your last issue, lifeboats or marine archaeology. They have photographic records, books, and bric-a-brac connected with a ship, or with a shipping line. There are endless permutations on this theme, but what I would like to know is what happens to the hard won information and the records collected over many years, when a member feels he no longer wishes to retain them.

So much is lost unthinkingly. I heard not so long ago of a commercial photographer's glass negatives of nineteenth century shipping being carefully broken before being got rid of.

Have any members given this matter any thought, and if so what are their conclusions as to the best way of disposing of long cherished collections? I would very much like to hear them, for it is a question that affects us all.

Yours, etc. Fred Henry."

* * * * *

This is a matter which can be thrown open to our readers, who are invited to put pen to paper. The problem is a serious one, for none of us would like to see our work finally end up in the dustbin!

LUNCHES AFLOAT

ROYAL IRIS, of Merseyside Passenger Transport Authority continues to be moored at Georges Stage ferry berth from 12 noon to 2 p.m., Tuesdays to Sundays, when as a public restaurant, lunches are served on board.

MERSEY NOTES

On 25th September, Cammell Laird's launched the first of three cargo ships for the Pacific Steam Navigation Company, now a subsidiary of Furness Withy Lines. She was named ORBITA, and the succeeding two will be ORDUNA and ORTEGA, all traditional names.

It is surprising that some Liverpool vessels which have served their owners for years, are lost in a very short time under a foreign flag. Elder Dempster's OBUASI lay in London docks for disposal earlier this year and became the AMOY. Early in August on a ballast run between Calcutta and Rangoon, she went ashore in the Bassein area and salvage was unlikely.

The Dock Strike of July/August 1972 brought British ports to a standstill. On 20th August, 28 ships were counted at Liverpool Bar pending the settlement.

CRAIGAVAD, the German-flag ship on Cawood's container service between Garston and Belfast, went ashore on Great Copeland Island in fog on 30th August. Going on the rocks at speed and on the top of flood tide, she was reported to be badly holed, and the first salvage attempts by the Belfast tug COLERAINE, failed. On 10th September, however, CRAIGAVAD was refloated by the Dutch salvage ship BEVER. This latter vessel was built by Ferguson Brothers on the Clyde in 1956 as the British PAVO. CRAIGAVAD was lightened of her containers off Carrickfergus, barges having been towed from Birkenhead for the purpose, by the Holyhead tug AFON GEFNI (ex Rea's APPLGARTH).

The Liverpool/Dublin car ferry MUNSTER was in collision in the River Liffey in fog on 31st August with the Bristol motorship ECHO. MUNSTER had to come off the service and enter drydock with steering gear trouble, but it was doubtful if this was attributable to the collision. ECHO had very slight damage. As a substitute on the Dublin service, MANX MAID was chartered for a trip or two.

Thursday, 12th October, was a fine sunny, mild day and on the first of the flood, there was more than usual tugboat activity on the Mersey. The four frigates H.M.S's UNDAUNTED, PALLISER, EXMOUTH and TORQUAY were to enter Birkenhead in that order, with two tugs each. CHERRYGARTH and PINEGARTH which we normally associate with barge towing, attended on EXMOUTH, whilst HUSKISSON and COBURG attended on TORQUAY. All four frigates were of a different type, but all were attached to the 2nd Frigate Flotilla based on Portland, comprising nine ships. EXMOUTH is the largest ship in the Royal Navy propelled by gas turbines, and by the noise from her engineroom, she certainly advertised the fact. It was a grand occasion and the writer was pleased to be on holiday to enjoy it.

Permits to take photographs or sketch on the estate of the Mersey Docks and Harbour Company (with certain limitations) can be obtained at the enquiry desk, ground floor, Dock Office, Pierhead. The fee is £1.00 per annum, and two full-face photographs 2 x 2" of the applicant are required.

On 10th October, the blue painted yacht FARAH arrived Birkenhead after a non stop trip of four days from the Channel Islands, with one man aboard. The Rock Channel, now unbuoyed, was safely navigated.

Two handsome vessels are now frequently seen in the Mersey carrying sludge for dumping well clear of the Mersey Bar. They are larger than anything used here for this purpose before, and are sisters:-

GILBERT J. FOWLER. 2577 tons. Built by Ferguson Bros. in
1971, 298 x 46ft. Manchester Corporation.

CONSORTIUM I. 2548 tons. Built by Ferguson Bros. in
1972, 298 x 46ft. County Borough Council of
Bolton and joint Sewerage
Boards of Bury, Oldham,
Rochdale and Stockport.

In spite of the rather poor summer, the North Wales sailings of the Isle of Man Steam Packet Company were moderately used. As far as the Sunday sailings from L'pool to Llandudno were concerned, of which there were fourteen, the number of passengers built up as the summer advanced. The cruises from Llandudno towards Point Lynas continued to be well supported by holiday-makers. The Company must be pleased with the results of the Douglas/Llandudno sailings, whose passenger support seems to be on the increase.

From 1st October, the new B. & I. Terminal at Trafalgar Dock came into full use by the Dublin passenger ships LEINSTER and MUNSTER, by the container ship KILDARE and by the larger type container ship WICKLOW which made her first appearance under the huge loading conveyor. Waterloo River entrance is again a busy place in the dark hours, dealing once again with both Dublin and Belfast traffic.

Rea's barge towing tug ELMGARTH has been sold, and is assisting trawlers at Lowestoft.

In early August, ULSTER QUEEN rescued five men from the trawler BENGALI in Liverpool Bay. The fishing boat had caught fire in the engine room and was brought in to Princes Dock by Alexandra tugs, badly damaged.

The winter lay-up of the Isle of Man passenger ships began with TYNWALD on 26/8 and SNAEFELL on 29/8 at Birkenhead. On 7/9 KING ORRY went to Barrow. On 14/9 MONAS ISLE and 19/9 MANXMAN went to Birkenhead. In mid-September the new MONAS QUEEN went back to her Troon builders and when she re-appeared, joined BEN-MY-CHREE on the winter service. MANX MAID then made five ships laid up in Morpeth Dock, Birkenhead.

BEN-MY-CHREE took the 1015 sailing from Liverpool to Douglas on Saturday 9th September and had almost reached Crosby Light Float when her captain decided to return, to land a passenger taken seriously ill. An ambulance and doctor met the ship on arrival but the man died. BEN got away again at 1125.

N.R.P.

JANE'S FIGHTING SHIPS

In a new edition of Jane's, reviewed in "Lloyds List", Raymond Blackman has written about the release by the Soviet Government of forty per cent more material over last year's edition, and 130 additional photographs of new warships.

He says "While there is no longer an Imperial Russian Navy known as such today, the Soviet Fleet is certainly an Imperial Navy, and is spread as world-wide as the navies of the greatest of the imperial powers in modern history.

The U.S.S.R. has realized from the century of Pax Britannica, and the following quarter century of American naval predominance, that sea power is national power, conventional deterrent power, and the ultimate nuclear deterrent power. The attitude of the U.S.S.R. to the older naval powers seems to be - "anything you can do we can do better." With its nuclear powered submarines, its new rocket cruisers, its big punch mosquito craft, its various missiles and its host of support ships, it can snap its fingers at the maritime powers. The Soviet Navy has given the victory sign to all.

It is ironic that at the very time the British Navy has largely withdrawn from the Far East and the Middle East, and the U.S. is aching to withdraw from southeast Asia, the Soviet Navy is penetrating north, south, east and west and expanding, ready poised to fill the vacuum in the Indian Ocean where its presence has doubled in the past year.

Britain - with its fixed-wing aircraft carriers reduced from five to one in recent years, with its submarine fleet depleted in numbers, with scores of destroyers and frigates gone to the shipbreakers, and with its missile boats non-existent - can no longer maintain more than one fleet centrally administered from here, and that committed to Nato, instead of several fleets in the critical theatres abroad.

The stark truth is that the strength of the Royal Navy has fallen below the safety level required to protect the United Kingdom, to guard the ocean trade routes for the world-deployed British mercantile marine, to protect the vast

commercial and financial interest overseas, and to meet NATO and other treaty commitments.

Great Britain was made great by the sea and only by the sea can she survive. It is time the British public woke up."

Raymond Blackman continues "The paying off of the carrier EAGLE pending a decision as to her disposal at the end of 1973, has practically decapitated the Royal Navy, for when the only surviving aircraft carrier ARK ROYAL is in drydock for refit there will be no British aircraft carrier at sea at all, and the Fleet Air Arm will, pro tem cease to exist. There would appear to be a gap of about eight years between the demise of EAGLE and the materialization of her much smaller replacement.

Turning to the American scene, the overall size and capabilities of the U.S. Navy continue to decline, largely due to increasing personnel costs and a decision at top level to lower current force levels in favour of long-term weapon developments and advanced ships. These projected U.S. ships include the fourth nuclear powered aircraft carrier, and other specialized craft. It appears unlikely that all the ships projected will materialize, indeed some are in dire jeopardy owing to costs being higher than planned, shipyard production problems, and the nation's limited submarine-building capacity."

MONSARRAT MORSEL

Snatch of dialogue from a Canadian corvette, warranted true:

Captain (unable to remember the right command for falling out the focsl party on leaving harbour):

"All right - break it up, boys!"

Resourceful Petty Officer: "On the command 'Break it up, boys,' hands will spring smartly to attention, turn forrard, and dismiss."

THE MODEL SHIPWRIGHT

This is the title of a new attractively produced quarterly journal of ship modelling, edited by Arthur L. Tucker and published by Conway Maritime Press Ltd. of London. Vol.1 No.1 has appeared this autumn 1972 and is in itself a comprehensive guide to many aspects of model making.

Says an introductory note "A ship model may be mass-produced and crudely assembled, or it may be a real ship in all but size. Both are models, but only the latter is worthy to live on as an example of the art of the builder of miniature ships. "Model Shipwright" serves the model maker who seeks the highest level of perfection; who is concerned with fine workmanship, exactness and wealth of detail. It will strive to cover a wide field of design and method of construction fully illustrated with pictures and plans, and to include accurate information about ships past and present. "Model Shipwright" will be a forum for those readers who wish to exchange ideas and information."

The enthusiast will always be curious as to the best ways of making the small fittings, which do so much to make a true and lifelike replica, and give atmosphere to the ship modelled.

The subscription rate is £3.50 per annum for issues in March, June, September and December, or price per copy 75p.

CHRISTMAS SOCIAL EVENING

Thursday 14th December, is the date fixed for our Social Evening prior to the Christmas Festival. This will be held at Liverpool Museum premises at 7.30 p.m. and the evening's entertainment will include a talk and film on "Morecambe Bay Fishing" presented by J.K.Manning Esq.

To all those members unable to attend owing to distance or other cause, we send our warmest Christmas Greetings and Best Wishes for the New Year.

Editor.