

THE LIVERPOOL NAUTICAL RESEARCH SOCIETY.

NEWS, NOTES AND QUERIES,

VOLUME I.

1951.

LIVERPOOL NAUTICAL RESEARCH SOCIETY.

NEWS, NOTES AND QUERIES.

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THE
LIVERPOOL NAUTICAL
RESEARCH SOCIETY.

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

NEWS, NOTES AND QUERIES.

Vol. I. No. 1-A.

January - ~~February~~ 1951.

INTRODUCTION.

During the last few years, your Council has become increasingly sensitive of the position of country and overseas members who are unable to attend meetings and thus take advantage of the opportunities for free discussion which form, or should form, the backbone of any literary or technical society.

In introducing the first "News, Notes and Queries" your Council hopes that something will have been achieved in the way of recompense and that it will help to retain the interest of all members throughout the calendar year.

"News, Notes and Queries" will give a brief resume of the papers read prior to the circulation of each issue, details of forthcoming business and meetings, and a correspondence section which members are invited to use for the exchange of any questions of research or items of related interest. We invite your particular attention to the latter.

If a member desires that a reply to a query should be made to him privately, he should mention this fact in his letter to us and we shall publish his address. Otherwise replies should be made through the Society for circulation in "News, Notes and Queries". In any case, we feel that it would be of general interest if a member replying privately to another's query would send us a precis of his answer for publication.

We realise that this loosely woven procedure is probably at variance with accepted practice in professional journalism, but it should be emphasised that the venture is not designed as a magazine seeking increased circulation, but as a link restricted to members of an established society. We also realise that our 'Transactions', which will continue to be printed annually, is the proper medium for the furtherance of the scheme outlined, but a correspondence section in a yearly publication is out of the question. We should very much like to produce "Transactions" more frequently and with content additional to the printing of papers read at the Liverpool meetings, but we cannot at present

udget for such expenditure.

A society like our own relies on the fixed subscription of its members for revenue. The call for increased revenue is answered by a la by a larger membership. A cynical accompaniment to this argument could be: "What have we to offer new members?" Your council believes that this vicious circle can be broken with co-operation. The Society is, at present, in a healthy state financially, but the annual revenue brought up to a certain level would enable us to offer much more. We in Liverpool are, possibly, to blame for not having attempted earlier to knit together the wealth of individual scholarship and talent which we know to exist amongst all our members, especially when we ponder on the sceond of our stated objects.

Whilst reviewing our efforts, of which "News, Notes and Queries" is tangible evidence of our awareness of a dificiency, we shall also overhaul our public relations and try to recruit new members, especially from amongst those young people engaged in the ship-ping industry who might wish to know something of the history of the business which is their livelihood. Ship model makers numbered with our members will be interested to know that applic-ation is being made for our Society to be affiliated to the Association of Ship Model Societies.

Material for publication in "News, Notes and Queries" should be sent to

Mr. Keith P. Lewis,
20, Morecroft Road,
Rock Ferry,
Birkenhead,
Cheshire.

It is impossible at present to give a fixed period between issues, Frequency of appearance will largely depend upon the support given by members to the venture, but we hope that YOUR interest will be such that an issue will be circulated at least every two months.

Serially numbered and cumulatively paged to the extent of a volume, issues will be cyclostyled on quarto sized paper for convenience of storing, without folding, on the average sized bookshelf.

So much for the outline plan. We trust that we may count on your assistance for ultimate success, both in the raising of points of interest for publication and the following of lines of research towards true conclusions

p.t.o.

MEETINGS.

At the last meeting held aboard 'Landfall' on Dec. 6th Mr. R.G. Nickson read a paper on William Hutchison. Much careful research had gone towards the piece-by-piece reconstruction of the life of one whose influence was indelibly marked, not only on the history of the port of Liverpool, but also in the wider sphere of maritime text. Mr. Nickson gave extracts from the writings of Hutchison and his paper as a whole presented a graphic picture of 18th century Merseyside. A vote of thanks proposed by Mr. Fletcher and seconded by Mr. Lewis concluded a most enjoyable evening. It is perhaps not out of the way to mention that high water coincided with the period of our meeting and that the maritime atmosphere was sustained by the gentle heaving of 'Landfall' at her moorings as the flood tide surged through the open gates to disturb the usually placid waters of Canning Dock!

Bad weather ashore was doubtless the reason for a meagre attendance. Though every effort is made to reprint the full text of papers in 'Transactions', we cannot reproduce the questions and discussions which divide the end of each paper and the proposal of a vote of thanks. It is a sine qua non that an informative paper kindles interest, whets the appetite for more and calls to mind personal experience or particular lore. Everyone present on Dec. 6th found occasion to address the chair on some point arising from Mr. Nickson's paper. This is as it should be and we make no apology for suggesting that the more we foregather, the greater the pooling of available knowledge.

NEXT MEETING.

FRIDAY, 12th JANUARY, 1951, at 7.15 p.m. on board 'Landfall'.

The Central Office of Information will show a programme of films of maritime interest.

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NEWS, NOTES AND QUERIES

Vol. I. No. 1-A.

January-February, 1951

MEETINGS

As Honorary Secretary, Mr. Alex. M. Fletcher has had to make even more strenuous efforts than usual this session to prepare a syllabus. Most of the papers delivered so far have been the work of non-members, and whilst we value most highly these contributions, vacant dates cause us to regret that we do not hear more from within our own ranks. The discussions which have followed papers indicate clearly that members are not averse to voicing informed opinion on the subject of the evening. Perhaps shyness or modesty prevent many from offering us individually the result of research or experience. The remedy for the former is primarily a personal responsibility, but a friendly and informal atmosphere is always present to help alleviate "stage-fright". Unassuming modesty is a charming quality sometimes, but rather unhelpful in a community devoted to the free exchange of knowledge.

Some members may feel that the presentation of facts in the form of a paper is a task beyond natural aptitude, particularly in view of the subsequent claims of "Transactions". Naturally, we like to have a permanent record of each meeting, and, with a member's permission, the Editors will arrange for publication notes which have formed the basis of a paper read before the Society.

On January 12th, Mr. Fletcher secured for us the services of a Central Office of Information film unit. The films shown dealt with respectively the Denny-Brown stabiliser, Admiralty survey, modern deep-sea diving and the development of radar in the Merchant Navy. Unhappily, the influenza epidemic caused a record low attendance, and the meeting was closed at the end of the film performance without the usual discussion.

The Denny-Brown stabiliser was demonstrated as fitted

to the Southampton-Havre steamer "Falaise". The principle has since been applied to the new P. & O. Liner "Chusan".

Deep-sea diving, except by pearl fishers, is associated with cumbersome dress, flexible pipes and restricted movement. The film showed us how it can now be done "off the leash", the diver wearing a minimum of dress, a mask and portable air-supply. Some excellent underwater shots were given of the Liverpool liner "Breconsaire", lying beneath the Mediterranean where German bombs sent her in 1942 as she endeavoured to carry stores to Malta. The film ended with the hope that the "Breconsaire" might one day sail again. Last autumn, the ship was raised but immediately sold for scrapping in Italy. The "Breconsaire" was built in 1939 at Hong Kong for the Glen Line, a twin-screw version of the 10,000-ton motorships which, single-screw, have been built since the war in such large numbers for Alfred Holt and Company of whom the Glen Line is a subsidiary.

The development of radar provided us with some local scenes. The Captain of the "Manchester City", which figured in the film, closed the story with an eulogy of his own ship's installation and the concluding sentiment that he would be "lost without it". Perhaps he was thinking of the occasion a few years ago when his ship ran ashore and was nearly lost. This, we believe, was prior to the fitment of radar. We wished that better weather and clean bills of health had permitted our master mariner membership to have attended the meeting and given their views on a number of points arising from this particular film.

Details of our next meeting on Friday, February 9th, are given in the Honorary Secretary's circular accompanying this issue of "News, Notes and Queries".

THE PREVIOUS ISSUE

Due to a misunderstanding, the first issue of "News, Notes and Queries" was produced on unpagged foolscap paper, contrary to the promises made in the opening text. The current issue has in consequence been numbered 1-A, is dated January-February and commences the page numbering serial. This is the first to contain contributions and we would ask those members who may wish to keep their copies for consecutive reference to regard this as the first issue.

OF GENERAL INTEREST

FAREWELL TO AN OLD LIGHT-VESSEL

Sometime between 1822 and 1832 a new channel broke through into the main channel across the Mersey estuary and for many years was named the "New Channel". In 1833, owing to the local concern and doubts respecting the actual state of the navigation into Liverpool, Lieutenant H.M. Denham, R.N., on Admiralty orders, came to survey the channels. In 1834, as a result of his initial survey, the Formby southeast landmark was lighted (became a lighthouse) and the first Formby light-vessel was stationed. This light-vessel and the Formby lighthouse in one indicated the "New Channel".

On May 6th, 1840, the first Crosby light-vessel was placed in position and this station was maintained for practically 110 years. The first light-vessel was succeeded in 1866 by the "Comet", built by Potter and Company of Liverpool, and on April 27th, 1950, this craft was replaced by an unmanned boat-beacon, painted with red and white vertical stripes and having the word CROSBY displayed in white on each side of the hull. This beacon exhibits a white occulting light 37 feet above water-level, visible 10 miles in clear weather, and has an automatic fog-bell.

The danger to the crew of a light-vessel stationed in a channel, particularly in a comparatively narrow channel, is by no means negligible. The Crosby light-vessel just replaced was on three occasions at least sunk whilst on station. On another, she broke from her moorings and drifted over the training-wall towards Crosby shore, but was brought under control by letting go her emergency anchors.

In August, 1950, the "Comet" was sold and towed to Morecambe Bay. The light-vessel at the Bar is the only one left in the approaches to the Mersey.

J.S.R.

THE GOOD OLD DAYS !

The following extract from Volume V of the "Naval Chronicle" is dated at Portsmouth, April, 1801, and is of current interest in view of the proposed revised procedure to cover Naval courts martial.

"A Court Martial was held on board His Majesty's Ship 'Gladiator', in this harbour, on John King, (2nd) John

Betham, John Forest, William Byrne, A.M. Scott, Henry Blake, John Parish and John Marsh, belonging to the 'Active', frigate, for writing anonymous letters, endeavouring to make mutinous assemblies, and for uttering seditious and mutinous words.

"Evidence having been examined on the part of the prosecution, and the prisoners heard in their defence, the Court, after a mature and deliberate consideration, passed the following sentence: King to receive 500 lashes; Betham and Forest, 300 each; and Byrne, 50, from ship to ship; Scott and Parish, three dozen each, on board their ship. Marsh was acquitted."

J.S.

AN OLD FRIEND

Members who follow the fortunes of emigre Mersey ferry-steamers will have noted that the Cork Harbour Board has accepted a tender by Messrs. Cammell Laird and Company, Ltd., of Birkenhead, for the supply of two new boilers for the tender "Blarney". (the latter being the sort of tender which floats) The "Blarney" was built by Messrs. R. Stephenson and Company, Ltd., Newcastle-on-Tyne, in 1906, for the Wallasey Local Board of Health, as the ferry-steamer "Iris". She was towed to Liverpool after launching to be engined by Messrs. David Rollo and Son. Her exploits and those of her sister "Daffodil" at Zeebrugge in 1918 are well-known. After the First World War, as the "Royal Iris", she was principally employed as a cruising-steamer on the Mersey until 1931 when she was sold to Messrs. S.R. and F. Palmer of Dublin as a tender and local excursion-steamer, retaining her name. In 1939 she was transferred to Cork and in 1947 sold to the Cork Harbour Board who renamed her "Blarney". The name "Royal Iris" was thereupon bestowed on the ferry-steamer "Royal Iris II" which had been built to replace the old vessel in 1932. The second "Royal Iris" has since been renamed "St. Hilary" to vacate the name "Royal Iris" for the new diesel-electric ferry now fitting-out at Dumbarton for the Wallasey Corporation. Three vessels now afloat have therefore carried the name within the last four years.

K.P.L.

QUERY

THE "DUMBARTON YOUTH"

Can anyone give the date of build, gross tonnage, dimensions and disposal, etc., of the pioneer Blue Funnel steamer "Dumbarton Youth"?

Guy R. Sloman

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

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

NEWS, NOTES AND QUERIES

Vol. I. No. 2.

March, 1951

MEETINGS

On Friday, February 16th, Members were pleased to welcome Captain H.F. Pettit, Cargo Superintendent of Messrs. Houlder Brothers and Company, Limited, who read a paper on the South American meat trade. There is no need to comment on the relation between this side of our commercial history and the effect of state-trading on our appetites, and Captain Pettit began with an apology for his having no illustrative samples! Our guest had arranged his talk to cover in turn the history of the trade, the slaughtering of cattle and processing at the frigorificos, shipment, and delivery to the local butcher, a sequence which we hope may show signs of being resumed by the time this leaflet is in circulation.

Members will have seen press reports of Captain Pettit's paper which will be printed in our "Transactions" to cover the current session.

Amongst the many outstanding facts given to us by Captain Pettit, we were impressed by his drawing our attention to the enterprise of our fellow-countrymen of a bygone day who encouraged the trade, both in the export of pedigree stock for breeding in South America and the provision of high-class refrigerated tonnage to carry the frozen or chilled carcasses. Captain Pettit described these latter categories and the advantages of chilled against frozen meat, emphasising the necessity of even temperature aboard ship and rapid transit. He quoted many figures, some of which, unhappily, are at present inapplicable, although 60 per cent of the world's refrigerated tonnage is British. It was discouraging to learn that one of the ships of Captain Pettit's company spent nine months recently in a South American port awaiting in vain a favourable outcome of British-Argentine trade discussions. Perhaps the most staggering figure of all was Captain Pettit's avowal that the rural Patagonian includes four pounds of meat per day in his normal diet.

At the next meeting on Friday, March 9th, Captain A. Henderson, Dockmaster at Gladstone Dock, Liverpool, will read a paper on "Tugs and Towing". Captain Henderson has sailed as Chief Officer on the "Queen Elizabeth" and in command of other Cunard Line steamers. Your Council would express the wish that as many Members as possible will be aboard the "Landfall" at 7.30 p.m. to support a guest who is an acknowledged authority on his subject.

MISS ANITA LEA

It was with regret that your Council learned of the illness of Miss Anita Lea, and her desire to relinquish membership through inability to support the Society as she has done so faithfully in past years. Members will, we feel sure, join us in our good wishes for Miss Lea's speedy recovery, and approve the Council's unanimous resolution to invite Miss Lea to accept honorary membership. Many of us remember Miss Lea's contributions to local journals, notably the delightful verses from her pen which appeared in "Mersey", the magazine of the Mersey Docks and Harbour Board Staffs' Guild.

MISS E.B. SAXTON

Miss Saxton will be no stranger to those of our Members who have studied in or had occasion to correspond with the Picton Reference Library. We understand that Miss Saxton is soon to retire from her post as Librarian to the Local History section where she has been the best of friends and a tireless helper to all comers. One of our Members, Miss Saxton read the first paper of our current session last October, her subject being "Libraries and Research". Members will join us in an expression of thanks to Miss Saxton for her professional services and best wishes for a long and happy retirement.

THE "LILLA DAN"

The sail-training schooner "Lilla Dan" was launched from Messrs. J. Ring Andersen's yard at Svenberg, Denmark, on December 20th last for Mr. J. Lauritzen (D/S Vesterhavet). Miss Lise Lauritzen christened the new vessel with a bottle of water from the River Ribe. The Liverpool Nautical Research Society has been happy to number Mr. J. Lauritzen amongst its Members for some years. Whilst individually we might have our own ideas on the value of sail-training for the modern potential seafarer, as research-workers we must all feel a degree of interest at Mr.

Lauritzen's practical regard for the past, The "Lilla Dan" will spread 274 metres of canvas and her auxiliary diesel-engine is designed to give her a speed of seven and a half knots under "bare poles". The Lauritzen steamers are frequent visitors to the Mersey and we should be pleased to welcome the "Lilla Dan" if she ever sails in this direction. We are not aware of the dimensions of the "Lilla Dan", but we presume that as she has been built as a complement to the company's apprentices' training-school near Svendborg, her size will not be great and her operations mainly local in character.

OF GENERAL INTEREST

THE COASTING-STEAMER "ELETH"

On February 2nd last, the old Liverpool coasting-steamer "Eleth" foundered with the loss of two lives off the east coast of Northern Ireland whilst on a voyage from Birkenhead to Dundalk. She was built 60 years ago by Messrs. R. Williamson and Son at Workington as the "Black Rock", and was a conventional three-masted coasting-steamer with well deck and machinery aft. Her first owners were Messrs. Alfred Rowland and Company of Water Street, Liverpool, who were the managers of a small fleet of coasting-steamers, most of which were named after rocks beginning with the letter "B".

On April 13th, 1894, she was berthed alongside the east quay of Prince's Dock when fire broke out in the adjacent warehouses. The flames quickly spread and soon engulfed the "Black Rock" which was completely gutted although she remained afloat.

After being refitted, she avoided serious trouble until August 12th, 1913, when she foundered after a collision with the collier "Balneil II" near the Bar Lightship in the Mersey estuary. Two lives were lost in the accident and at the subsequent enquiry the master of the "Black Rock" was found entirely to blame.

She was salvaged and once again refitted but in March, 1915, stranded badly and nearly became a total loss. However, she was eventually refloated and sold to Messrs. W. Thomas and Sons of Amlwch, North Wales, who renamed her "Eleth".

During the late war she was acquired by the Ministry of Transport and became the "Empire Lethe" but reverted to her previous name in 1946 and was owned until her loss by Messrs. W. Thomas and Company of Tower Building, Liverpool.

Guy R. Sloman

AN OLD FRIEND

There is one very slight error on page 4 of "News, Notes and Queries", Number 1-2. The ferry-steamer "Iris" of 1906 was built for the Wallasey Urban District Council which had succeeded the Wallasey Local Board of Health in 1894. A Charter of Incorporation followed in 1910. (Videlicet "The Rise and Progress of Wallasey", 1929, page 99.)

E. Cuthbert Woods

THE GOOD OLD DAYS

Dr. John Masefield, in his book "Sea Life in Nelson's Time", refers to punishments for mutiny on page 211, and referring to the more severe flogging on page 165: "Those who lived through the flogging were washed with brine cured and sent back to duty. But the punishment was so terrible that very few lived through it all." On page 166: "It was said that those who were flogged through the fleet were offered the alternative of the gallows."

E. Cuthbert Woods

QUERY

H.M.S. "HAVANNAH"

The last wooden sailing warship built in Liverpool, she was laid down in the yard of Mr. John ("Frigate") Wilson at Cernhill in March, 1808, and launched on March 26th, 1811. Her subsequent history is of interest as, after the Napoleonic Wars, she served during the middle of the century on the Pacific station and ultimately became a school-ship for destitute boys at Cardiff where she remained until sold in 1904 to be broken up. Although the builder is stated to be Mr. Wilson, as above, another source of information gives her builders as Messrs. Hassal and Company of Cernhill, dates as above. What was the connection between Mr. Wilson and Messrs. Hassal and Company? Did the latter company succeed Mr. Wilson whilst the frigate was building?

John Smart

ANSWER

THE "DUMBARTON YOUTH"

The iron screw-steamer "Dumbarton Youth" was built by Messrs. Denny of Dumbarton in 1847 and had a gross tonnage of 238. Her dimensions were: length, 126 feet, beam 21 feet 10 inches and depth 12 feet. Her engines developed a horse power of 44. She was acquired by Mr. Alfred Holt in 1854 from Mr. Horsfall of Liverpool.

John S. Rees

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

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NEWS, NOTES AND QUERIES

Vol. I. No. 3.

April-May, 1951

MEETINGS

The 1950/51 Winter Session ended on Friday, March 9th, when Members welcomed Captain Alan Henderson of the Harbour Master's Department of the Mersey Docks and Harbour Board, who read a paper on "Tugs and Towing". Captain Henderson gave an outline of the evolution of power-towing, from Jonathan Hulls' craft and the "Charlotte Dundas" to the development of the familiar Mersey tug. The technicalities of the subject were attractively explained and each Member of the audience was given very visible evidence of Captain Henderson's desire to please in the shape of a set of cyclostyled diagrams to illustrate points in his paper.

The evening was a happy blend of the not-too-technical and the historic. We learned, for instance, that balance and the longitudinal centre of gravity can be more decisive than power in assessing the performance of a tug, and were given to understand why. We learned also that the first Liverpool-built ships to serve as tugs were the "Hero" and the "Druid" and that in 1836, an association of Liverpool merchants (as always, the progenitors of useful works) formed the Liverpool Steam Tug Company, the price of a tow being between £3 and £4 to the Rock Light, £11/12 to the Northwest Light vessel and £31 to the Skorries. Such tows as the last-mentioned were common in the heyday of the sailing-ship, but even the modern Mersey tug is something of a compromise design based on the joint requirements of harbour and estuarine duties. Of other points of design, Captain Henderson told us that the average Mersey tug has a length of about 95 feet, a hull of full entrance tapering aft, and is single-screw. Judgement as to the respective desirability of a three or four bladed propeller is divided but, as Captain Henderson concluded, the issue is one, as always, of experience.

At question-time, Captain Henderson proved himself to be not only an expert at the presentation of an ordered paper, but as an entertaining ex tempore speaker in the course of his explanations of the many points raised by an audience whose interest he

had gained. Technical, historical and even legal questions were fired at him, and we all felt the final vote of thanks passed to Captain Henderson to have been well-earned.

No further meetings are planned for the Society aboard the "Landfall" until the Autumn, and Members will be advised of any outside arrangements made for the Summer months.

THE ASSOCIATION OF SHIP MODEL SOCIETIES

As stated in the January "News, Notes and Queries", the Society is to become a Member Society of the Association of Ship Model Societies. Your Council has received a copy of the first issue of the Association's quarterly journal "The Compleat Modellist" (sic) which contains, inter alia, an introduction to the venture by Lieut.-Colonel Howard I. Chapelle, U.S.A.R., and an article "Simple Sail-making to Quarter Inch Scale." Application for the loan of the journal should be made to the Hon. Secretary of our own Society, but your Council intend that sufficient copies shall be purchased in future for circulation to and retention by interested Members. To this end, the Hon. Secretary would be obliged for the names of Members who are interested in ship-modelling, and particularly their feelings on a "club" entry at the annual "Model Engineer" Exhibition in Westminster. Most model-makers will be aware already of this class of competitive entry, but it should be clearly understood that the entry of a model in this fashion in no way prejudices any personal recognition. Models adjudicated suitable are given individual awards and total "club" merit assessed accordingly.

A LIVERPOOL PILOT-SCHOONER MODEL

Through the generosity of Mr. J. Bethell of Moreton, Wirral, the Society will become the possessor of a model Liverpool pilot-schooner. Mr. Bethell is at work on this project and hopes that the model will be ready for "introduction" next session.

MR. B.W. BATHE

We were pleased to hear from Mr. B. W. Bathe, late of Southport and a former Council Member. Now resident in Pinner, Middlesex, Mr. Bathe has taken an appointment in the Sailing Ship section of the Science Museum, South Kensington, and would be pleased to see any Members of the Society visiting the Museum.

CONTRIBUTIONS

May we again remind Members that the pages of "News, Notes and Queries" are available for the raising of points of interest and the circulation of problems. We thank those Members who are contributing and trust that others will find it convenient to follow their example.

OF GENERAL INTEREST

SHIPOWNERS OF THE PAST

In 1890 there were in Liverpool approximately 300 ship-owning companies. By the outbreak of the First World War, this figure had been reduced to little more than 100 whilst to-day it is less than 40. The reasons for this decline are many and varied but whilst the majority of the companies who have gone out of the owning business during the last 60 years have been forgotten by all but the historian, a not inconsiderable number of them are still well-known in other spheres of the shipping industry.

A glance at the list of occupants of Cunard Building will, for instance, call to mind several house flags and funnel colours no longer to be seen on the high seas. Foremost amongst them is the 130 years-old firm of Thomas Royden and Sons, ship-builders until 1893 and shipowners until 1933. Almost as well-known is the old established firm of Edward Bates and Sons, shipowners for almost a century until they disposed of their fleet to Brocklebanks' in 1916. John Glynn and Son, Limited, are still in business although their fleet was incorporated into that of MacAndrews' soon after the First World War. Another office is occupied by Frederick Leyland and Company, Limited, whose ships were so familiar in the Mersey from 1870 until 1934; they are now connected with the Blue Star Line. Charles C. Dunn and Company, Limited, once owned a fine fleet of sailing-vessels and, until quite recently, steamers registered under the name of the Globe Shipping Company, all of which were named after "Halls". (not to be confused with the Ellerman "Halls".) Cunard Building is also the home of two old sailing-ship owners, both of whom disposed of their last vessels before the turn of the century. They are G.H. Fletcher and Company, Limited, (who also owned a solitary steamer) and Duncan, Fox and Company, Limited, now merchants and stevedores.

In Water Street are the offices of Gracie, Beazley and Company and James Dowie and Company, both of whom now play a prominent part in the port's Australasian trade but who were formerly sailing-ship owners. In Martins Bank Building is still to be found the very old firm of Sandbach, Tinno and Company, now

merchants but who in the past were famous as sailing-ship owners in the coolie trade. The name of R. Singlehurst and Company, Limited, is still well-known in Old Hall Street though it is 50 years since they disposed of their Red Cross Line to Booths'. In Castle Street, better-known for its banks than for its shipping interests, are to be found the offices of Greenshields, Cowie and Company who sold their Knight Line to Alfred Holt and Company in 1917, and of Rathbone Brothers and Company whose name has been a household word in Liverpool for generations. They have not been shipowners since 1889 when they disposed of their Star Navigation Company to T. & J. Harrison. Stanley Street is the home of James Chambers and Company who sold their Lancashire Shipping Company, Limited, as recently as 1944 but who are still active in the shipping business.

This list is by no means exhaustive, but it does give some indication of the number of firms who, though their last ship has gone, continue to play a part in the trade of the port. It is perhaps not beyond the bounds of possibility that one or two of them may in the future become shipowners again (Charles G. Dunn and Company built the "Haughton Hall" in 1937 after a period of inactivity in this field) but in view of the extremely high prices and long delivery dates prevailing in the shipbuilding industry to-day, such a happening is very unlikely.

Guy R. Sloman

THE COASTING-STEAMER "ELETH"

On page 7 of the last issue of "News, Notes and Queries" it was stated that the coasting-steamer "Eleth" had foundered with the loss of two lives. Unhappily the loss of life was much heavier. The statement was the result of a typing error during the cutting of the stencil and is not attributable to the contributor, Mr. Sloman.

TUG SALES AND ANOTHER OLD FRIEND

Early in April, the Leith Salvage and Towage Company were stated to have disposed of their most powerful dock tug "E. Nicholson" and the salvage tug "Storcton". The latter is a former Birkenhead ferry-steamer built at Ayr in 1910 by the Ailsa Shipbuilding Company, Limited. Twin-screw and of 342 tons gross, she was principally employed on the Birkenhead Corporation's ferry-services between Liverpool, Rock Ferry and New Ferry. She plied to Rock Ferry only from 1922 when New Ferry pier was severed by a wayward vessel until June 30th, 1939, when the service to Rock Ferry was abandoned. She was bought by the Leith Salvage and towage Company in the following year and it is understood that the Cork Harbour Board have now bought her.

Keith P. Lewis

QUERIES

THE TRIATIC STAY

At a recent meeting of the Society, a Member asked the true meaning of the term "triatic stay". Several other Members present gave descriptions of the feature which approximated to that of a correspondent to the January, 1947, issue of "The Mariner's Mirror":

"I remember that in the Merchant Service when steamships carried masts and yards (and even after the yards had disappeared) a connecting stay ran horizontally between the fore-, main- and mizzen-mastheads, passing directly over the bridge in the fore-and-aft line. This we always called a triatic stay. From it depended the signal halliards above through blocks thereon, immediately over and down to the bridge from where all the flag signalling was done. There may have been other uses for this stay, but I cannot remember them now.

"With the building of longer ships carrying only one or two widely separated masts, this stay disappeared altogether. A small signal yard on the foremast was later introduced for signal purposes, and even nowadays there are many cargo ships that have a horizontal stay rigged between the mast and funnel to carry the signal halliards."

On a point of etymology, no one has yet explained the derivation of the word "triatic" which would, at first sight, indicate an original significance of a triple feature. We should be interested to learn the opinions of a wider circle of Members.

THE EAST-INDIAMAN "MERSEY"

In R. Stewart-Brown's "Liverpool Ships in the Eighteenth Century", facing page 38, a picture by Francis Holman, with the caption "The 'Mersey', Liverpool East-Indiaman, in the Thames, 1776." appears. Can any Member say when she was built, by whom and what were her dimensions?

E. Cuthbert Woods

LAMPART AND HOLT FLAG USAGE

What is the reason for the flying of what appears to be the Liverpool Corporation flag at the jackstaff of Lampart and Holt vessels?

Keith P. Lewis

THE FERRY-STEAMER "FIREFLY"

The iron screw-steamer "Firefly" was built in 1887 by J. Waddington and Company of Seacombe for Mr. R. A. Macfie's

ferry-see between Liverpool (George's Landing-stage) and New Ferry pier, Cheshire. On November 1st of the year of her build, the Mersey was visited by the severest gale within living memory when the reformatory-ship "Akbar" dragged her moorings until only a small gap separated her from the school-ship "Conway". The two wallowing wooden walls were shortly after joined by a third, one of the gunpowder flats which had broken from her anchorage near Eastham and was heading for what space lay between the two training-ships. Had the small explosives-laden flat been crushed between the "Akbar" and "Conway", dire consequences might have ensued, but the "Firefly" managed to get a line aboard the flat and tow her clear.

In 1897 the "Firefly" was purchased by the Corporation of Birkenhead with Mr. Macfie's New Ferry pier and service, and on June 30th, 1899, with other Corporation steamers on the service, began making calls at the newly opened pier at Rock Ferry.

In the early morning of July 26th, 1899, fire was discovered aboard the Mersey reformatory-ship "Clarence" off New Ferry, and "Firefly" was again to the rescue. She took off 235 boys, the Captain-Superintendent, Captain Yonge and Mrs. Yonge, their two children, most of the staff not engaged in fighting the fire, and Bishop Allen.

About the year 1906, Birkenhead Corporation sold the "Firefly", I understand, to South American owners. Can any Member give her subsequent history and disposal?

Keith P. Lewis

ANSWER.

H.M.S. "HAVANNAH"

Mr. John Smart does not say the sources of his information regarding the builders of H.M.S. "Havannah", but that John Wilson built her he possibly found in Mr. Stewart-Brown's "Liverpool Ships in the Eighteenth Century", page 109. For a vessel to take three years to build was not uncommon. According to my information, John Wilson commenced building in 1807. The "Havannah" was the fourth vessel he built, the three previous ones being less than 100 tons each. I have what I believe is a complete list of Liverpool shipbuilders, but it does not contain the name of Hassal and Company, nor is such a concern shown in the 1811 Liverpool Directory.

John S. Ross

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

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

NEWS, NOTES AND QUERIES

Vol. I. No. 4.

November, 1951

APOLOGY

An apology is due to Members for the delayed appearance of this Number 4 of "News, Notes and Queries". The Editor's task is a pleasant one, bringing him into touch with Members, the typing not unduly onerous but the rolling-off of the resultant stencils a job best approached with an open mind. Issues Numbers 1-A and 2 exhausted the first supply of paper and a fresh packet was purchased for Number 3. Of a lighter weight, a not inconsiderable quantity had already been mangled to inky pulp before it dawned upon your Editor that the much-respected brand of rotary duplicator was experiencing acute indigestion resulting from an unsuitable diet, and an expensive one at that. Happily, the retiring Honorary Secretary came to the rescue and arranged for the issue to be produced on a flat duplicator, a monotonous business, as most of our Members will realise. Soon after this embarrassing episode, the services of the rotary duplicator were lost to the Editor and production came to an abrupt stop for the remainder of the summer.

Fortunately, the fount of contributions did not, and Members will be grateful to Mr. Rees for his notes on the Liverpool ship "Buckingham" and early steamships and to Mr. Peacock for his extensive local enquiries into the origin of a certain Lamport and Holt flag usage, the subject of a query in the last issue.

THE SOCIETY

As Members will see from the letter covering this issue, the Society will continue to attempt to continue the functions set out in its Constitution which, it need hardly be remarked, remains unchanged. Mr. Keith Lewis and Mr. Michael Smye have promised papers for future meetings and Members will be advised by circular of the dates and location as these papers are arranged.

TRANSACTIONS

A copy of the current "Transactions" is being circulated with this issue of "News, Notes and Queries". The Society's thanks are due to the Authors of the several papers, to Mr. Fletcher and Mr. Rees for publication and to the Editor of "The Siren and Shipping" for making available the half-tone blocks used for the illustrations on pages 25, 28 and 44.

SUBSCRIPTIONS

Subscriptions for the year 1951/52 are due and those Members who have not yet paid are requested to do so as soon as convenient. The subscription is still 10/-d. per annum and should be remitted to the Honorary Treasurer, Mr. R.B. Summerfield, c/o Messrs. Summerfield and Lang, Limited, 28, Exchange Street East, Liverpool, 2.

MARITIME BOOTLE

As a contribution to the Festival of Britain, the Borough of Bootle, Lancashire, staged the Exhibition "Maritime Bootle" in the town's Art Gallery. Mr. Alex. M. Fletcher gave of his services in co-operation with Mr. A.R. Hardman, the Libraries, Museums and Art Gallery Director, and a seven weeks' show was produced which, having objectivity as its keynote, paid tribute to the Borough's importance as guardian of a major section of the Mersey Port. Four Members of the Society contributed talks to the series given over the exhibition period, and Mr. Malcolm E. Fisk displayed his miniature pageant of Cunard and White Star steamships.

OBITUARY

Death has claimed two Members since the circulation of the last issue of "News, Notes and Queries". Lieutenant-Colonel Sir Henry M. Grayson, Bart., M.B.E., lived only a few weeks to enjoy well-earned retirement from the chairmanship of Grayson, Rollo and Clover Docks, Limited. Born in Liverpool and educated at Winchester, Sir Henry was resident in London and, less frequently, at his Anglesey home, "Ravenspoint", Trearddur Bay. Mr. J. H. Lawson Booth was a regular attendee at the Society's meetings until failing health kept him at home in Southport where he was Curator of the Botanic Gardens Museum. To a wider circle, he will be remembered for his booklet "Sea Casualties on the Southport Coast, 1745-1946", published in 1948.

OF GENERAL INTEREST

A FINE BARQUE FROM A FAMOUS YARD

Over 60 years ago, on Saturday, August 11th, 1888, there was launched from the yard of the eminent shipbuilders Messrs. Thomas Royden and Sons, Queen's Dock, Liverpool, the splendid barque "Buckingham". Some years ago, the idea got about that she had been launched by Queen Victoria. How did this notion start? Was it inspired by the fact that the vessel bore the name of the Royal Palace, or, had her name been confused with that of some other vessel? Basil Lubbock in his "Last of the Windjammers", Volume 2, page 60, writing of the "Buckingham", says: "This four-masted barque is wrongly said to have been the only vessel of the British mercantile marine that was launched by Queen Victoria, and she had a very beautiful figure-head of the Queen holding a rose." Evidently Lubbock believed that Her Majesty had honoured the occasion.

As the belief that she was launched by Queen Victoria is quite inaccurate, our esteemed President, Sir Ernest B. Royden, Bart., whose father's firm built the vessel, wishes the error to be pointed out and the facts stated in the pages of our "News, Notes and Queries". These are the facts: As the vessel left the ways, the usual ceremony was performed by Mrs. White, of Oldham, who cut the rope, and Miss Kennedy broke the traditional bottle against the bows of the vessel. At a luncheon in the moulding-room to celebrate the occasion, appropriate speeches were made by Mr. Gibson, Mr. MacVicar and Mr. T. B. Royden, M.P.

The "Buckingham", 2,613 tons register, was described by a correspondent to the "Liverpool Courier" of September 14th, 1888, as the largest sailing-vessel built in Liverpool. Her dimensions were: length 307.7 feet, breadth 45.1 feet, depth 24.2 feet, carrying capacity estimated at 4,000 tons. Her fore and main lower yards were 90 feet. When all sails were set an area of almost 39,000 square feet of canvas was spread.

When completed, the "Buckingham" under the command of Captain Peter Lyall was to sail for Calcutta with a cargo of salt.

In 1901 she was sold to the Germans and renamed "Bertha". Later, under new owners she became the "Ottawa", and during the 1914-18 war was taken over by the American Shipping Board and christened "Muscoota". In December, 1924, she was hulked at Sydney.

John S. Rees

THE FIRST STEAMSHIP BUILT AT LIVERPOOL

By the kind permission of the City Librarian and Curator of the Public Library and Museums at Lancaster, (G.M. Bland, Esq., F.S.A., F.S.R.A., M.R.S.L.) it has been made possible to give some interesting details relating to the first steamship built at Liverpool.

The information was extracted from a book (now in the Lancaster Library) which originally belonged to H. Humble and Company, Liverpool, and later, in the possession of Matthew Simpson, who shipped as sailmaker in the ship "Robarts", 750 tons, built at Calcutta in 1815, owned by J. & R. Gladstone, Liverpool. She sailed for Calcutta on October 8th, 1816. Matthew Simpson subsequently became a shipbuilder at Glasson Dock, Lancaster.

The following is an exact copy of the entry found in the book mentioned:

"The First Steam Packet built in Liverpool.

Dimensions of the Eastham Packet built by Mr. Morticehead in the summer of 1816.

Length from fore part of Stem to After part of Stern Post aloft 62 ft. Breadth 14 ft. Depth about 8.

Diam^r of the Water Wheel 8'6 with 5 paddles each of which is 3.10 by 1.6 engine of 14 horsepower ("engine of 14 horsepower" is written in lead-pencil) Draught of Water For^d 4 ft. Aft 5.9 the Engine is placed about 6 from Ford which makes her draw much more Water For^d than Aft to remedy which they are obliged to carry Ballast Aft. her draught of water is therefore about 12ⁱⁿ more than was intended."

The first steamship built at Liverpool was, of course, the wooden paddle-ship "Princess Charlotte", so named after the daughter of George IV. Built by Wottershead and Hayes, Tronham Street, she was launched on July 25th, 1816, and was advertised in "Gore's General Advertiser" of the same date, to sail for Eastham the following day. It is therefore obvious that she was complete in practically every respect at the time of launching.

Incidentally, it may be mentioned that the post coach which took passengers from the ferryboat to Chester was also named Princess Charlotte.

John S. Rees

ANSWER

LAMPORF AND HOLT FLAG USAGE

The flying of the flag in question ("News, Notes and Queries", Number 3, page 13) as a jack in Lamporf and Holt vessels was established 19 years ago but the flag itself is not that of the Corporation of Liverpool. Such a piece does not exist which is a curious state of affairs for our City and Port of such character and importance to the nation. But at least one of the Corporation's committees does possess a flag of its own: the Health Committee. This emblem can be seen when it is worn by the Committee's S.H.B. "Delta" as her house flag, as on the recent occasions of the river pageant and firework displays during the Festival. The part is thus ri her than the whole.

The Company's custom dates from July, 1932, when the "Voltaire" set the fashion of cruising which was to become so popular. Evidently about this time there was some flag-consciousness in some quarters and feelings that the void should be filled. Alderman Edwin Thompson when Lord Mayor had such a flag fashioned for use during his official visit to the United States of America in 1931. It was carried by the "Britannic" as she proceeded up the Hudson River and it was flown over the hotel in New York where the Alderman was a guest. (Vide "Liverpool Daily Post", February 3rd, 1947.) Its use does not seem to have been continued, unfortunately, but the incident may have influenced the Lamporf and Holt Line to make application to the Lord Mayor (Alderman J.C. Cross) the following year for authority to wear a similar flag in its ships. This request was granted by the Finance Committee. A minute of June 10th, 1932, gave permission to embody the Coat of Arms of the City of Liverpool in the flag of one of the fleet which was about to commence a series of cruises from Liverpool. Thus was born this exceptional jack of Lamporf and Holt; the City was pleased to associate itself with the venture.

There is no record of the grant having been extended beyond one ship and in the minute the status or type of flag is not defined; but the "Vandyck" soon followed her sister's example and now it is the practice for all vessels of the fleet to display it on special occasions in place of the ordinary jack, a small replica of the familiar "L + H" house flag of the line.

Judging from the illustration of the Alderman's piece which appeared in the "Liverpool Post and Mercury" and "Evening Express" of April 24th, 1931, the Lamporf and Holt version is very similar in colour and design.

It seems that the privilege secured by the originators of the idea (which is reminiscent of the present day usage of some Swedish owners of incorporating the arms of the ports of registry of their ships in flags flown as jacks, the survival of an exceedingly old European observance) aroused the desires of others and it is said that another company attempted, unsuccessfully, to secure a similar concession soon after the introduction of this new form of maritime holiday.

Our former Member, the late respected and well-remembered Arthur C. Wardle, campaigned in favour of the establishing of an official Corporation emblem and it does seem a pity that any enthusiasm shown so far has not been rewarded as it deserves to be.

The "Board" flag, which is of command status, (not the house flag) of the Mersey Docks and Harbour Board embodies the Liver bird of local fame on a blue field and Warley and Miller flew a piece resembling it; otherwise apart from Lampport and Polts' unique jack there does not appear to be anything else well-known flying afloat with Liverpool associations.

A. Peacock

THE FERRY-STEAMER "FIREFLY"

The Birkenhead Corporation ferry-steamer "Firefly" ("News, Notes and Queries", Number 3, page 14) was sold in 1904.

At a special meeting of the Birkenhead Ferries Committee held on April 11th, 1904, it was reported that there had been an offer by Edwin Thomas Browne of London to purchase the "Firefly" for £1,200 and it was recommended that the offer should be accepted. At an ordinary meeting on May 18th following, the Town Clerk reported that the deal had been completed.

Guy R. Sloman

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

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

NEWS, NOTES AND QUERIES

Vol. 1. No. 5.

December, 1951

ADJOURNED ANNUAL MEETING.

At the adjourned Annual General Meeting held on
December 7th, the following Office Bearers and Council for 1951/52
were elected:

PRESIDENT:	Sir Ernest B. Royden, Bart.
VICE PRESIDENT:	John S. Rees.
CHAIRMAN:	John A. Todd, M.A., B.L.
HON. TREASURER:	R. B. Summerfield.
HON. SECRETARY:	(vacant)
HON. ARCHIVIST	Guy R. Sloman
COUNCIL:	Miss E.B. Saxton, Messrs. A.M. Fletcher, K.P. Lewis, J.A. Pugh and A.N. Ryan

The annual subscription was again fixed at 10/-d. and
it was agreed to institute a Junior or Student class of membership
at 5/-d. per annum with an age limit of 21. Subscriptions are
payable to the Honorary Treasurer, c/o Messrs. Summerfield and
Lang, Limited, 28, Exchange Street East, Liverpool, 2.

The following Lecture Meetings have been arranged:

January 11th	"The Shipping and Services of Elder Dempster Lines, 1852-1952" - Mr. Michael H. Smye.
February 8th	"Some Notes on the Port of Holyhead" - Mr. Keith P. Lewis.
March 14th	"The Early Constitutional History of the Liverpool Docks" - Mr. A. S. Mountfield.

All Meetings will, in the absence of advice to the contrary, be held in the Reading Room of the Ocean Club, 17 Lord Street, Liverpool, 2, at 7.30 p.m. on the day arranged.

ERRATA.

Mr. J. S. Rees desires that a correction should be made to the reprint in the current "Transactions" of his paper "The First and Subsequent Cheshire Lighthouses":

Page 19, line 35, and page 20, line 36: For "Binnie", read "Rennie".

Mr. Rees also desires that in his notes "The First Steamship built at Liverpool" on page 18 of the last issue of "News, Notes and Queries", the ratio stated in line 23 of the text should read $\frac{2}{5}$ and not $\frac{2}{6}$.

OF GENERAL INTEREST.

A DAMAGE SURVEY OF 135 YEARS AGO,

Once again by the courtesy of the City Librarian of the Public Library, Lancaster, (G.M. Bland, Esq., F.S.A., M.R.S.L.) it is possible to include in this issue of "News, Notes and Queries" some interesting details of a survey held on the barque "Broderick" at Liverpool over 135 years ago.

SURVEY of Barque Broderick of North Shields.

We the undersigned Surveyors and Master Shipwrights being called upon by Captain Piart to survey and estimate damage sustained by barque Broderick, himself Master, from striking on shoal off Takerof(?)t (?) for particulars of which we refer to the Master's protest did find the treenails all started on the larboard bilge so to require the ceiling to be taken up to examine the timbers but which proved all good, to put down new ceiling caulk and sheath her again we estimate will cost three hundred sixteen pounds seventeen shillings. As witness our hands in Liverpool this fourth day of February 1815.

JOHN MOTTERSHEAD

JAMES RATHBONE

ESTIMATE SHIP BRODERICK

340 feet 4 inch	51.	0.	0
250 feet 3 inch	28.	2.	0
7500 feet sheathing	37.	10.	0
1000 24 inch treenails	15.	0.	0
60 dozen wedges	7.	10.	0
3 cwt oakum	4.	10.	0
2 barrels pitch	6.	5.	0
4 barrels tar	8.	0.	0
Iron work	15.	0.	0
Mops, cartage etc.	5.	0.	0
Carpenters' Wages	113.	0.	0
Dockage	26.	0.	0

£316. 17. 0

John S. Rees

"...AS ITHERS SEE US "

In the year 1831, Mr. Maclellan, an American student of divinity, came over to Edinburgh in order to complete his studies at the University there. Accordingly, he attended the lectures of Dr. Chalmers, Professor Wilson and others, during the session of that and the following year, devoting the intermediate summer to a tour on the Continent. During the whole of his travels he kept a journal of which the following is an extract:

"After a voyage of 20 days, our ship dropped anchor in the Mersey. Green hedges of hawthorn, supplied the place of our wooden fences and stone-walls. The fields are not planted with apple orchards so thickly as in our land; but the regular furrows with which nearly the whole landscape was sketched over, indicated a high state of cultivation. The undulations were soft; and if, therefore, less striking than the steep hillsides, retired valleys, and melting lines of beauty which distinguish our scenery, they at least communicated a spirit of unity and studied proportion to the whole view. The houses in the villages stood side by side, in undeviating lines; and instead of our lovely white cots and villas, a few prominent mansions reigned over the whole scene.

"We were near enough to one of the mansions to see a servant in livery leading up a pair of saddle-horses; on which a gentleman and lady mounted, and rode gracefully off, until we lost sight of them behind a grove of trees. 'I declare,' said a

fellow-countryman on board, 'that lady wears her husband's hat capitably.' I afterwards remarked that this was the usual head-dress of ladies when on horseback. It was singular to my eyes; but it certainly had an air of security.

"In the midst of the transparent air, there was a dense cloud; which rose up among a forest of masts, lines of houses, turrets, and steeples. It was the smoke; which, like an evil spirit, hangs day and night over the great city of Liverpool. A little black steamer now came briskly up to us. It was a custom-house boat. It received our letters, and the cabin passengers; and, in a few minutes, we were running rapidly by the docks; the massive stone-walls of which shut up the shipping of this commercial metropolis. Here and there the large basins communicated, by tide-gates, with the water of the river. The regular character of these docks, and the peculiar slope given to the yards of all the vessels which fill them, have an imposing appearance. Perhaps this unity made its commerce appear to me more extensive than it really is; for my impression was, that the shipping in the harbour, at that time, did not fall much short of that of New York and Boston combined. I was disappointed with the appearances of the stores (warehouses) along the docks. They were built of brick; but the brick was not only irregular in shape, when compared with ours; but its face was rough, and much soiled with dust and coal-smoke. A dark piazza ran along their front; the face of the buildings resting on square pillars. As far as we could see, all was bustle. Heavy drays, and large wagons drawn by huge horses and loaded with cotton, thundered over the pavements.

"A thousand blended sounds assailed our ears as we reached the landing-place. A grim crowd awaited us there. Forty or fifty drivers held up their whip-handles, to engage our attention. "Coach, your honour!" - "Coach, sir!" were reiterated by persons whose dirty hands and faces, and ragged garb, did not promise much for their vehicles. Their claim to our notice was disputed by a hundred or two hundred other persons, ranging far beneath them in personal cleanliness. Such a set of characters were perhaps never collected in our country. A dozen thrust themselves forward, with, - "Shall I carry your baggage, your honour?" - "Shall I show you to the Adelphi, - to the Mersey Hotel!" cried others. Here were women ready to sell the "gemmen" oranges; and here the suspicious children of the wandering nation, ready to buy "old clothes" - in all a motley group. This was not so painful; but the group of ragged, wretched, lame and miserable creatures, that had collected round us, as if we had been the last resource on which their hopes rested, was enough to

break one's heart. Such piteous tones, and such fearful accounts of their famishing condition, I never before heard faltered forth from the tongues of human beings. We succeeded in separating ourselves from nearly all the rabble that at first surrounded us; though one or two of the more professional, or more hungry beggars harrassed our march through several of the shorter streets.

"Three things struck me in particular, as soon as I entered Liverpool; - the large size and powerful appearance of the dray-horses; the vast extent and prison-like aspect of the warehouses; and the convenience and stability of the docks. But while the warehouses were so immense, the streets were narrow and choked up; the side walks by men, women, and children (nearly all of whom were clothed in wretched garments); and the rest of the street by carts loaded with merchandise. A narrow strip of sky, grey with smoke, shone dimly above; lighting up the street, it is true; but not with that transparent brightness which cheers our towns. The shops in these streets had a contracted and indigent air. After breakfast, I walked with my American companion to the upper part of the town. In this direction the city had more of the air of Boston, or New York, than the streets which I had hitherto seen. In general, however, the houses (which were arranged like our own, in connected streets or retired 'courts,) were not so elegant as the ranges which distinguish our cities. They were not so much adorned by beautiful porticoes, piazzas, and blinds, as our habitations. The brick was not so smooth; it was rarely painted white; it was not sustained on granite-bases, as is almost always the case with us; nor were the handles of the doors, and the bell knobs, so often plated with silver as is usual in our cities. Yet if, in general, the houses fell beneath our own in brightness and beauty, nevertheless there were, here and there, houses of uncommon splendour; which would have surpassed our most expensive buildings. I expected this. Wealth is monopolised by the few; hence there is not that beautiful gradation of style which characterises everything at home. You would look, therefore, for shoeless beggars and brilliant equipages; and you find them. The society of Liverpool, so far as I came into contact with it, I found refined and agreeable. An American who goes to Liverpool expecting to find beauty, brilliancy and life impressed on everything, will be disappointed. It undoubtedly possesses a vast amount of wealth; but this must be seen in its costly docks, and extensive warehouses, and the canals which glide into its deep treasure-houses, and its pathway of iron, with its cars laden with precious merchandise. Of its politeness and affability, he must not take the first outward appearance as the measure; for behind the dark and unprepossessing appearance which strike him at first, he will find there all the sweet courtesies which give a charm to life."

The tone of Maclellan's word-picture of Liverpool was mirrored to the letter by another American, 20 years later. Nathaniel Hawthorne, the novelist, served some years as American Consul in the Port and his "English Notebooks" are a masterpiece of detached observation. Both writers contrast at some length an English social schism with a more connected society in America. The Liverpool Docks were extending when Maclellan's ship glided past their walls, and new works at the northern and southern extremities of the "estate" were shortly to replace the bathing-beaches with the Waterloo and Brunswick Docks, respectively.

Keith P. Lewis

LAMPART AND HOLT FLAG USAGE.

It is not correct to state ~~that~~ the "Voltaire" "set the fashion of cruising". ("News, Notes and Queries", Number 4, page 19). She was certainly a pioneer in the "pound a day" cruising business as based on Liverpool, although I think that the first ocean steamship to be so employed was the White Star liner "Adriatic" in the previous year. In "A Hundred Year History of the P. & O." (1937), Boyd Cable gives that company the credit for introducing this form of holiday, though doubtless at a higher passage rate for the period in question, and cites a "Summary of Cruises performed by P. & O. Steam Yacht 'Vectis'" in 1904.

Keith P. Lewis

QUERIES.

THE SEACOMBE SHIPYARDS.

Can any Member supply details concerning the shipyards which flourished on the land immediately south of Seacombe Ferry, on the Mersey, during the latter years of the 19th century?

E. Cuthbert Woods

THE NAME "RAVENSPPOINT".

Has the name "Ravenspoint" (or "Raven's Point") any significance for the Grayson family? The shipbuilding firm in 1918 built a steamer of this name, first appearing in register under the ownership of Sir John Esplen and later, the Glynne Line. With other steamers of the latter company, she passed to the MacAndrew concern for whom she still sails. It occurs to me that as the name is foreign to any of her owners, she might have been built by Graysons' as a speculation. In the 'twenties, Sir Henry Grayson built his house of that name at Trearddur Bay, Anglesey.

Keith P. Lewis