

THE LIVERPOOL NAUTICAL RESEARCH SOCIETY.

NEWS, NOTES AND QUERIES.

VOLUME II

1952.

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

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

NEWS, NOTES AND QUERIES.

Vol. II. No. 1.

January, 1952.

THE JANUARY MEETING.

On Friday, January 11th, our Member, Mr. Michael H. Smye, read a paper: "The Shipping and Services of Elder Dempster Lines". The meeting was exceptionally well-attended by Members and their guests.

Mr. Smye, a member of the staff of Elder Dempster and Company, traced the development of the various companies which are now embodied in the great shipping firm of today. He also included some notes on the Beaver Line, the enterprise sold by the Company early in the present century to open up the North Atlantic to the Canadian Pacific Railway. Some hitherto unrelated anecdotes of the late Sir Alfred Jones enlivened the short biography of this energetic personality of the Edwardian business world and tribute to his direction of the Elder Dempster companies and other ventures under his aegis.

Mr. Smye devoted the second half of his paper to a commentary on the projected display of a selection from his collection of photographs of his Company's vessels.

We know Mr. Smye's paper to have been part of the result of patient research over a long period and in many and various fields. In his opening remarks, the Chairman of the Society had expressed the hope that company histories would figure prominently in programmes of future papers.

NEW MEMBERS.

A. N. Ryan Esq., M.A., Lecturer in Maritime History,
University of Liverpool.

T. Laird Esq., Cunard Steamship Company,
Limited.

Bryan Morgan Esq.

STUDENT MEMBERS.

Gordon Kiddie Esq.,
 John Quinn Esq.
 Peter Searby Esq.

RESIGNATION.

Your Council has accepted with regret the resignation of Mr. Malcolm E. Fiske.

INDEX.

An index covering the five issues forming Volume I is being circulated with this issue of "News, Notes and Queries".

OF GENERAL INTEREST.

A DAMAGE SURVEY OF 135 YEARS AGO.

I find the "Broderick" ("News, Notes and Queries", Volume I, Number 5, page 22) is listed in my copy of the 1816 "Red Book". She is there described as a ship of 316 tons, built at Shields in 1786. Master Peart and owners Nates and Company. Survey port Liverpool; destined voyage, Newfoundland. Having a single deck with beams; doubled and sheathed; thorough repairs 1810 and 1812; large repairs 1815; armament four six-pounders; draught 16 feet. Classification El. in February 1815 and same class in 1816.

She is shewn in the 1841 Lloyds' Register as the snow "Brodrick" (sic); master R. Peart; owner R. Peart, North Shields, survey port Newcastle, voyage Petersburg. Then measured 328 tons, had various repairs and was still El.

She appears in successive Lloyds' Registers up to and including 1866, but is out of the 1868 issue. I cannot say if she is in the 1867 issue. She was apparently a Baltic trader which made voyages elsewhere in the winter. Latterly she was a collier between the Tyne and London in the ownership of Hewson.

Grahame Farr.

LAMPART AND HOLT FLAG USAGE.

In "News, Notes and Queries", Volume I, Number 5, page 26, there is a categorical statement that it was not correct

to describe the "Voltaire" as the ship that set the fashion for cruising. ("News, Notes and Queries, Volume I, Number 4, page 19). Two earlier instances are mentioned, one as far back as 1904.

There is no reason to change or waive the claim of the Lamport and Holt Company. The point that has been overlooked in the challenge is that there is a distinction - a big one - between the type of cruising undertaken for the first time by the "Voltaire" and the sort performed by other claimants of the honour of being the originators. The former kind was a completely new departure: a purely passenger venture with no freight whatever, not even mail, carried by the vessels; with holds empty and with the ship in ballast, to places of scenic or general tourist interest well off its usual run. The latter variety, which undoubtedly preceded the essentially cruising type in this fullest sense of the word, was carried out by ships loaded with cargo running on their normal itineraries.

The Lamport and Holt innovation, which the Corporation of Liverpool recognised as has been shewn as something unique, was quickly followed by the Cunard Company with their "Franconia", and the fashion became well-established. Cruising as the expression is generally understood today was born in the early 'thirties of the big slump of that period - a curious state of affairs considering that it is now so much the rich man's recreation.

It is significant that some of the big companies were not slow to congratulate Lamport and Holt on their courage and foresight, including the P. & O., which Mr. Lewis quotes as the original steamship company, to offer this form of holiday afloat to the public. Incidentally 1904 as an early date can be beaten easily if the contention is that there is no difference between the two classes of cruises from which, as the result of a flag query, this discussion arises.

A. Peacock.

QUERIES.

DATE WANTED.

I have an interesting old photograph of yachts off New Ferry, Cheshire, in the 'eighties. In the somewhat distant background are moored, bow-on and reading from right to left: "Indefatigable", then a gap presumably occupied previously by the "Clarence" and astern of all the training-ships, the "Great Eastern", afloat and bedecked with flags, but rather far from the camera. The first "Clarence" was burned in 1884 and the

second "Clarence" arrived in November, 1885. From the foregoing data and the fact that the "Great Eastern" is depicted as still afloat, can the picture be dated with any degree of accuracy,

John Smart.

A TUG QUERY.

Can any Member supply details concerning the paddle-tug "Toiler" which was in service on the River Mersey about the year 1885, She was a twin-funnelled steamer.

John Smart.

ANSWER.

THE SEACOMBE SHIPYARDS.

A number of Members replied to Mr. E. Cuthbert Woods' enquiry in the last issue of "News, Notes and Queries" regarding the Seacombe shipyards. Most of the replies referred to an article which appeared in the August, 1946, issue of the magazine "Sea Breezes" by the late Mr. James Campbell, J.P., of Wallasey, and to a history of the firm of Bowdler, Chaffer and Company written by Mr. Frank C. Bowen and published in "Shipbuilding and Shipping Record" of September 21st, 1950.

Mr. Campbell's article in "Sea Breezes" was in the nature of a general survey of the companies which rented the land immediately south of Seacombe Ferry for shipbuilding purposes at various times, with an emphasis on the activities of his one-time employers, Alexander Jack and Company. Bowdler, Chaffer and Company opened in 1864 and their most noteworthy product was the auxiliary schooner-yacht "Sunbeam" which they built for Mr. Thomas (later Lord) Brassey, a ship which achieved a place in literature from the pen of her owner's wife. The Company also constructed the cross-river passenger-steamers "Thames", "Mersey" and "Severn" for the London and North Western Railway Company's service to Liverpool from Monks Ferry, Birkenhead. Still in the field of ferry-working, they built a landing-stage for the Mersey River Steamboat Company's New Ferry-Toxteth-Pier Head service which was moored near the site of the present Harrington Dock wall. Some time after the early demise of the venture, the stage was moved to Seacombe for use as a temporary landing during the rebuilding of the ferry premises there. The yard built vessels for T. & J. Harrison and the Leyland Line who took over the slipways in order to finish off steamers on their account left uncompleted after strike action had ruined the Company.

L I V E R P O O L N A U T I C A L
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NEWS, NOTES AND QUERIES

Vol. II. No. 2.

February, 1952

THE FEBRUARY MEETING

I had two very pleasant surprises in connection with Mr. Lewis' paper: "Some Notes on the Port of Holyhead". First came the paper itself, with its graphic description of the rise and partial fall of Holyhead as the Irish port. The effect of land communications on the maritime fortunes of this one time isolated island was something I had not realised before and the long fight between the Railway steamers and the City of Dublin Steam Packet Company was also made real. Shipping journals had previously made me aware of Mr. Lewis' capabilities as a photographer but the excellence of those of his photographs which he used to illustrate his paper was my second surprise and contributed to making this paper one of the most enjoyable I have heard at Society meetings.

One criticism, however. It was a pity that the final portions of the paper had to be rushed. Another ten minutes would have made it still better, but a perforce late start upset the timing of the evening's programme.

(Contributed)

ADDITIONAL LECTURE MEETING

On Friday, April 4th, at 7.30 p.m., Mr. W. B. Hallam will read a paper: "The White Star Line". This will be illustrated.

LLOYDS' REGISTERS

Members will be interested to know that the forty-odd volumes of "Lloyds' Register of British Shipping" bequeathed to the Society by the late Captain E.A. Woods, have now been deposited, on permanent loan, with the Libraries Committee of the Corporation of Liverpool. The earliest volume is dated 1880 and this, with others prior to the year 1889, has been placed on the shelves of

the Commercial Reference Library, Derby House, Liverpool, to be available for inspection upon application as is the case with the volumes for 1889 and subsequent which they supplement. The remainder of the Society's volumes are stored in the Picton Library, William Brown Street, Liverpool.

The Society is indebted to Mrs. E.C. Howard of Aughton who has very kindly granted storage space to these Registers in recent years and to Dr. G.F. Howard, our Member and Honorary Secretary in the years following the war, for his skilled treatment of the volumes after they had been affected by mildew during a period of storage in the cellars of a city office building. Dr. Howard also arranged for the transfer of the Registers to Aughton and the Society owes a real debt of gratitude to him and his mother.

OF GENERAL INTEREST

THE CRUISING LINER

In the last issue of "News, Notes and Queries" Mr. A. Peacock states that the "Voltaire" set the fashion for cruising. ("Lamport and Holt Flag Usage", pages 2 and 3). I agree with him but I do not think Lamport and Holt's enterprise can be called an innovation. They made a success of something which others tried many years before without success.

Mr. Peacock suggests that earlier cruises were all made by ships running on their normal itineraries. This, of course, is not true. Elder Dempster's old Beaver liner "Lake Simcoe" was certainly not on any of Elder Dempster's main services when she made a few cruises to the Norwegian fjords circe 1903. Whether she carried any cargo I cannot certainly say, but I doubt if she did.

Michael H. Smye

I must sustain my challenge to Mr. Peacock's claim that the "Voltaire" set the fashion for cruising. I do not understand his statement: "Cruising as the expression is generally understood to-day was born in the early 'thirties of the big slump of that period - a curious state of affairs considering that it is now so much the rich man's pleasure." The fact remains that the

cruise by a ship carrying neither cargo nor mails and off her routine itinerary is at least 48 years old. The P. & O. steamship "Vectis" to which I referred, visited, inter alia, Spitzbergen and Norwegian harbours which Mr. Peacock will agree are not P. & O. ports of call. These cruises, and those made by the R.M.S.P. liner "Arcadian", were at a high rate of passage, but mention should be made of efforts in the other direction by the Polytechnic using chartered tonnage. The fashion born in the early 'thirties was the cruise by an otherwise unemployed passenger liner carrying (and amusing in diverse ways peculiar to the period) some hundreds per vessel of people paying between £1 and £2 per day. In this angle of the business, the "Voltaire" was certainly a pioneer although the palm for its initial introduction must, I think, be given to the White Star Line.

Mr. Peacock mentions the "Franconia" in connection with this period. I have not access to relevant advertisements but if memory serves, her cruising demanded higher passenger fares on the traditional model. As far as the "Voltaire's" example of the 'thirties being "quickly followed" by the Cunard company, I can produce a postcard of that company's "Carinthia" written on board the vessel whilst sailing through the Skagerak on a cruise in August, 1927, and sent to me.

The Lamport & Holt company played a great part in the moderately-priced cruising business of the 'thirties, and deserve every credit for popularising this form of holiday and easing at the same time what must have been a nadir in their affairs and avoiding what must otherwise have meant dismissal for many of their staff, ashore and afloat. But the "Voltaire" was not the first ship to sail, flags flying and holds empty, on pleasure bent!

Keith P. Lewis

THE POOL OF LIVERPOOL - AN OPPORTUNITY

From the days of the earliest settlement on its banks to the final filling-in of open water in the 18th century, the Pool of Liverpool must have been the receptacle, official or otherwise, for a considerable amount of the town's rubbish. Sealed, first in a layer of waterlogged mud and later overlain by earth, must be a representative collection of pottery, glass, leatherwork, scraps of metal utensils, broken tools, old timber-work connected with the use of the Pool as a harbour and perhaps even the remains of a boat or two.

The destruction of property during the war, and the consequent rebuilding, along the site of the Pool offers an opportunity that will not occur again to study the history of the filling-up of the Pool and to recover interesting evidence and relics of the early life of the community on its banks. Such a study has been successfully made of the mediaeval harbour of Dover, the site of which is now well inside the town's built-up area, and changes taking place in the extent of the harbour from Roman times onward have been determined in outline at least. In addition, many relics of the social and economic life of the town have been recovered.

There is every reason to suppose that equally interesting information could be recovered at Liverpool by the same simple methods. What is needed is a group of enthusiastic "lookers-into-holes" to visit any excavations made along the site of the Pool from the Old Haymarket to Custom House Square. Permission to examine the "diggings" should be obtained in all cases from the foreman-in-charge, and in my experience, if the object of the visit is explained and a promise given not to interfere with the workmen's tasks, no difficulty in obtaining the necessary permission need be expected.

Examination of the sides of the excavation would probably show that the subsoil is made up of layers of different sorts of material and some or all of the layers may contain artefacts. Notes should be made of the number and nature of the layers, their dip (with the angle of slope if possible) and their direction, and also their depth below the present surface. The notes should be as full as possible, for the evidence can only be observed once. Any bits of pottery, metal-work, leather or glass, should be collected (and their find-spot recorded) and any major timber-work measured, sketched or photographed. The site should then be accurately marked on the six-inch, or better still the 25-inch, Ordnance Survey map and a section drawn. As other sites are examined or recorded, it would become possible to link them up into a coherent plan. This procedure would naturally be a slow one and must be done painstakingly; but if it is not done now it probably never will be.

G. F. Howard

QUERY

AN EARLY SUBMARINE

Does any Member recall a "submarine" which was anchored at about half-tide on the shore opposite the Magazines, New Brighton, a little to the south of Holland Road, about 1888? Previous to her being moored on the sand at the Magazines, she was I believe in the Great Float.

E. Cuthbert Woods

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

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NEWS, NOTES AND QUERIES.

Vol. II. No. 3.

March-April, 1952.

THE MARCH AND APRIL MEETINGS.

On Friday, March 14th, Mr. A. S. Mountfield, of the Mersey Docks and Harbour Board addressed a well-attended meeting of the Society, taking as his subject "The History of the Liverpool Dock Estate". To do justice to such a subject in the short time at his disposal was no easy task, but Mr. Mountfield succeeded in presenting a very balanced picture covering the progress of the Estate from mediaeval times to the present day. He described the events leading to the construction of the first dock by Steers in 1711 and traced the expansion of the dock system up to the opening of the Bidston Dock in 1933.

He dealt at some length with the vexed question of the Town Dues and showed how opposition to them by outside interests, and in particular by the Manchester merchants, led to the creation of the Mersey Docks and Harbour Board in 1857. He also discussed the short-sighted policy of the Corporation in disposing of the Birkenhead Dock Estate and how, a few years later, they repurchased it at a cost very greatly in excess of the original price.

The Society is grateful to Mr. Mountfield for a paper which will form a valuable addition to the pages of "Transactions".

The Society's thanks go to another guest speaker, Mr. W. B. Hallam, who, on Friday, April 4th, gave a talk "Steamships of the White Star Line". Mr. Hallam spoke without notes, building his subject around a liberal selection of projected photographs. Many of these views of ships were extremely rare and Mr. Hallam is to be congratulated on his discriminating collection. As one of his audience remarked during the subsequent discussion, it is tragic that a concern at one time so vast in the Port of Liverpool should have been so completely rubbed out of existence in a few years by the vagaries of commerce.

ILLNESS OF THE CHAIRMAN.

Sickness has affected some Members during the past few weeks, including the Chairman of the Society. On medical advice, Mr. Todd is to take a lengthy period of rest which will mean his temporarily relinquishing the Chair and the Secretarial work which he has undertaken with such vigour since last autumn. We are sure that Members will wish him a speedy recovery.

MR. R. A. SMYE.

We noted with sorrow the death in March of Mr. Richard Arthur Smye, former Chairman and Managing Director of Elder Dempster and Company, Limited, friend of our Society and father of our Member, Mr. Michael Smye, to whom we extend our sympathy.

ADMIRAL DENHAM.

On Thursday, April 17th, Mr. A. S. Mountfield read a paper "Admiral Denham, Marine Surveyor to the Port of Liverpool" before a meeting of the Historic Society of Lancashire and Cheshire. Members of our Society received an invitation to attend and were welcomed by the Chairman of the Historic Society in his introductory remarks. Mr. Mountfield gave a very full account of the work of Lieutenant Denham (as his Naval rank then was) in the Port from his appointment, through subsequent difficulties and accomplishments, until the termination of his tenure of office and the rather unhappy circumstances leading thereto. Mr. Mountfield's suggestion that the air of opprobrium which surrounded this brilliant and outspoken young officer was accountable to parochial jealousy towards the "southerner" by the Liverpool commercial-leaders of the day, provoked some discussion during question-time.

VISIT TO RADAR STATION.

The Society's first summer excursion of 1952 will, as Members have already been advised, be a visit to the Mersey Docks and Harbour Board Radar Station at Gladstone Dock on the afternoon of Saturday, May 17th. Those Members who have signified their intention of participating will find a slip giving assembly point and time, enclosed with this issue of "News, Notes and Queries."

ENQUIRIES.

Enquiries of a general nature should continue to be addressed to the Chairman and Honorary Secretary, Mr. John A. Todd, M.A., B.L., 28-B, Rock Park, Rock Ferry, Birkenhead, who will arrange for their attention. Subscriptions and financial matters are dealt with by Mr. R. B. Summerfield, c/o Messrs. Summerfield and Lang, Limited, 28, Exchange Street East, Liverpool, 2. The Society's Archivist is Mr. G. R. Sloman, 21, Thornton Avenue, Bebington, and material for "News, Notes and Queries" should be forwarded to Mr. K. P. Lewis, 20, Morecroft Road, Rock Ferry, Birkenhead.

NEW MEMBERS.

J.H. Hodson, Esq. } Local History Department, Picton
Miss E.K. Wilson } Reference Library, Liverpool.

K. Hopkins, Esq. Commercial Reference Library,
Liverpool.

OF GENERAL INTEREST.

EARLY WEST AFRICAN STEAMERS.

A problem which has beset our Member Mr. M. H. Smye in his researches covering early fleets of companies now part of Elder Dempster and Company, Limited, has concerned the mode of propulsion of some of the steamers. A short list of early screw steamers supplied by the builders includes the "Faith" (1852) and "Hope" (1853), of 894 and 736 tons net respectively, but a small reproduction of what purports to be a painting of the "Faith" facing page 12 of A. H. Milne's biography of Sir Alfred Lewis Jones, clearly shows this vessel as a schooner-rigged paddle-steamer. Quite recently, further conflicting evidence came to light when our Chairman produced a copy of a popular illustrated booklet produced some 15 years ago: "The Story of Hanoverian and Modern Britain told in Pictures", by C. W. Airne. This contains a small sketch "Early West African Mail Steamer 'Hope'", the vessel depicted being a brigantine-rigged paddle-steamer. On a point of authenticity, many of the sketches are based on contemporary illustrations recognisable from publication elsewhere.

That the two steamers were built as screw-propelled craft is undoubted, but it would be of interest to know if they were later converted to paddle-vessels, or are the two

illustrations of other ships? Conversion of paddle-steamers to screw-propulsion was in fact accomplished on some occasions but, if such was the case, the reverse procedure in respect of the "Faith" and "Hope" must be very unusual.

THE CRUISING LINER.

A lengthy reply to a query regarding Lamport and Holt flag usage that was handled satisfactorily presumably, inasmuch as no criticism or argument has developed so far as a consequence, has become a contentious subject under another heading: The Cruising Liner.

The only object in continuing the debate this far is to bring it to a close. Whatever operative words have been used: innovation, pioneer, etc., surely the chief point is that, using those expressions in a broad sense, Lamport and Holt popularised the cheap cruise in a way no others succeeded in doing or even attempted as a regular feature. The "Voltaire" and "Vandyck" became known as the "White Sisters" and apart from their winter periods when laid-up ran continuously for eight years from July, 1932 to August, 1939. That must be a record; and only the war brought their activities to an end. Even to-day they must be the best remembered among a large section of the public which became cruise-minded through them.

The Corporation of Liverpool was convinced evidently that the Lamport and Holt plan was something out of the ordinary otherwise the right to fly the Arms of the City in a flag as a jack would not have been granted; and the further fact remains that among others the P. & O. congratulated Lamports' on their initiative and success.

A. Peacock.

ANSWERS.

A TUG QUERY.

The paddle-tug "Toiler" ("News, Notes and Queries", Volume II, Number 1) was built and owned by the Liverpool Steam Tug Company, in 1874. She was of 224 tons gross, 50 tons net and of 100 h.p. Dimensions: 136.0 x 22.2 x 11.3.

John S. Rees.

DATE WANTED.

I refer to the photograph of yachts off New Ferry, mentioned by Mr. John Smart in "News, Notes and Queries", Volume II, Number 1. According to my information, the "Great Eastern" was used by Lewis's as a floating advertisement on the Mersey for about two years from 1886. She then left Liverpool and returned again in November, 1888, to be broken up. It seems reasonably certain that after she had been condemned to the scrapheap, she would not be displaying flags in profusion. If my information is correct, it is odd that the "Clarence" is not in the picture.

John S. Rees.

AN EARLY SUBMARINE.

In answer to Mr. E. Cuthbert Woods who asks if any Member recalls a submarine anchored opposite the Magazines, New Brighton, about 1888, ("News, Notes and Queries", Volume II, Number 2) the following is an extract from an article "One Hundred Years of Iron Shipbuilding" which appeared in a Liverpool newspaper of November 14th, 1929:

"The firm of J. F. Waddington and Company, of Seacombe, built a number of small iron vessels ... They achieved their widest distinction, however, with a submarine named 'Porpoise', which carried out various trials at Liverpool and Birkenhead in 1885 and 1886. This curious little craft - she was only 37 feet long and six feet in diameter, and propelled by an electric motor of about eight h.p. - was described in a paper before the Liverpool Engineering Society in 1887, but for some reason the paper was never printed in the Transactions.

"Waddingtons' submarine, despite the alleged success of its trials, did little actual cruising either under or above water. For years it lay forlornly on Tranmere foreshore, or tucked away in corners of docks, until at length the new shops of the Tranmere Bay Development Company, spreading upstream over the former mudbanks, hid it from the public gaze. Securely padlocked against the prying apprentice, it remained intact for over 30 years, and in the end "did its bit" to win the war - as scrap iron.

"Two earlier submarines had been built in the district, to the designs of Mr. Garratt, a clergyman who was afterwards associated with Nordenfolt in the construction of

the two boats built for him by the Barrow Shipbuilding Company in the late 'eighties. Garratt's first attempt was in 1876, and was a failure. In 1879 he built a second boat, which, after successful trials in the Birkenhead Float, ventured to sea and was wrecked on the Welsh coast. She had been named 'Resurgam', but as this event proved, with undue optimism, for she did not 'rise again'."

As a "follow-up" to the foregoing, a correspondent to the newspaper submitted a plan of the 'Porpoise' on which appeared, in manuscript, the following estimate of cost:-
20 frames at 7/6d. - £2.10.0d.; 36 plates at 7/-d. - £13.0.0d.; rivetting and caulking £10.0.0d.; plating conning tower £5.0.0d.; painting and cementing £5.0.0d.; end castings £3.0.0d.; 3 tons steel £30.0.0d.; sundries £10.0.0d.; total £78.10.0d.

The article by the late Mr. James Campbell, J.P., of Wallasey which appeared in the August, 1946, issue of the magazine "Sea Breezes" has already been referred to in "News, Notes and Queries". Concerning the Seacombe shipyards, Mr. Campbell stated: "Mr. Waddington was the builder of one of the earliest submarines, but not at the Seacombe yard. This submarine was kept for a long time in the East Float, Birkenhead, and had experimental runs from Duke Street Bridge, surfacing near the Hydraulic Tower. Unfortunately, Mr. Waddington was unable to come to an agreement with the Government regarding his submarine, which was eventually broken up on the beach at the Magazines near New Brighton."

Keith P. Lewis.

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. II. No. 4.

May-July, 1952

SUMMER MEETING

On the afternoon of Saturday, 17th May, a party of Members visited the Port Radar Station, Gladstone Dock, Liverpool. The party divided into two "watches" for respective inspections of the Display and Communications rooms. The Operating Staff spared no effort to explain the general working of the service and to answer the many questions posed by Members. It might not be inappropriate to mention that their task was not made lighter by the sweltering heat which visited Merseyside that particular week-end.

BACK NUMBERS

On joining the Society, a Member is entitled to a copy of each of the available issues of earlier "Transactions" and "News, Notes and Queries" to cover the Society's year during which he has joined. Any Member who has not received his "entitlement" is asked to communicate with Mr. Keith Lewis, 20 Morecroft Road, Rock Ferry, Birkenhead.

OF GENERAL INTEREST

BLACK ROCK PERCH

It has been noticed that the Black Rock Perch which stood on the rock where the New Brighton Lighthouse now stands, is, at times, referred to in print as the Rock Perch. Many rocks are marked by perches, so to properly identify this particular one it would seem necessary that it should be described as the Black Rock Perch. It was erected in 1683. As a daylight mark it served its purpose, but the time came when it was decided to erect a lighthouse on the Black Rock, so that navigation could be carried on at night time, when the perch would no longer be necessary.

The Black Rock Lighthouse (New Brighton Lighthouse) commenced to function on 1st March, 1830.

John S. Rees.

SQUARE-RIG AGAIN IN THE MERSEY?

Shortly after mid-day on Saturday, 15th October, 1938, the four-masted "bald-headed" barque "Lawhill" was towed out of the Alfred Dock entrance at Birkenhead and down the Mersey to sea. Since that day, no square-rigged vessel trading in deep waters has entered the Port of Liverpool, and only once has deep-water square-rig of any sort been into the River; that of the Polish training-ship "Dar Pomorza" in August, 1948.

Before the late war, such visits were seldom more frequent than annually, and one may be forgiven for the hope that the nucleus of a deep-water trading fleet now being built up by the German shipowner, Hans Schliewen, may be given discharging orders for Birkenhead in respect of an occasional vessel. Succeeding Gustav Erikson as the world's premier sailing-ship operator, his purchases include the former Erikson four-masted barques "Moshulu", "Pamir" and "Passat" and the oddly-rigged five-masted topsail-schooner "Carl Vinnen" which has for many years been laid-up at Gibraltar.

Herr Schliewen intends to use his fleet for training purposes as well as for trading, and even the value of the former may be questioned. However, two points emerge from the venture; the undoubted interest, even if only academic, that the art of deep-water square-rig is being continued on a trade-route, and the opportunity which may arise for many local young folk to see a square-rigged deep-water trader for the first time in their lives. Such a visitor to the Mersey would be under bare-poles long before she passes New Brighton, but the interest which would be caused by the sight of one of the "Schliewen Fleet" under tow in the Mersey would in turn be worth observation.

Keith Lewis.

QUERY

AN EARLY SUBMARINE

On page 14 of "News, Notes and Queries", Volume II, Number 3, appears the statement: "Mr. Waddington was the builder of one of the earliest submarines, but not at the Seacombe yard". Can any Member state the location of this other yard? I cannot find any trace of it in Gores' Directories, so do not think that it could have been in the Liverpool area.

F. Cuthbert Woods

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

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NEWS, NOTES AND QUERIES

Vol. II. No. 5.

August-September, 1952.

ANNUAL GENERAL MEETING.

The Annual General Meeting of the Society will be held in the Reading Room of the "Ocean Club", 17-19 Lord Street, Liverpool, 2, on Friday, 17th October, 1952, at 7.30 p.m. when the Chair will be taken by the Vice-President, Mr. John S. Rees.

OF GENERAL INTEREST

THE WADDINGTON SUBMARINE

If an old friend's memory can be relied upon, the Waddington submarine was built at Cochran's (or Cochrane's?) yard at Duke Street, Birkenhead, or was it at Beaufort Road?

It was brought to the East Float by a special carriage, and one of the trials began at the Tower Quay. After submerging for a while the submarine surfaced, whereupon an attendant crew in a dinghy ran alongside and knocked on the hull with a spanner. The hatch was opened, and one of the four passengers was a lady!

My friend feels sure though not certain that the inventor was a clergyman, A Rev. ... Barrett. It was thought at the time that although the submarine was successful, it was rejected because the lifting gear of naval ships was insufficient for the purpose.

After lying at the Magazines for a while she was towed away. The tale ends with a rumour that the towing vessel and submarine put into Rhyl, the crew of the submarine spending the night ashore, but by next morning she had disappeared.

As a point of interest does anyone know the fate of this vessel ?

E. A. Worthy.

There is a milestone between Chester and Queensferry which indicates "2 miles to the Ferry". "The Ferry" ceased to operate in June, 1897, the tollbridge which replaced it being opened by that famous Liverpolitan, Mr. W.E. Gladstone. This tollbridge, which many Members will doubtless remember, was replaced by the toll-free bridge in 1926.

Our late King and the Queen Mother travelled to Canada and the U.S.A. in 1939 aboard the "Empress of Australia" which completed her final voyage at Liverpool on 24th April this year. The Royal voyage furnished two unique occasions in that the signal "Splice the Mainbrace" was given from a vessel, not a naval vessel, first by the King, and on another day, by the Queen.

The weathervane, a ship, emblem of St. Nicholas, on the lantern tower of the "Sailor's Church" near Liverpool Pier Head, is made of copper, weighs two cwt. and is five feet two inches from bow to stern. This ship has been a landmark for sailors ever since 1815, the year not only of Waterloo, but also the year the first steamship, the "Elizabeth", arrived in the Mersey from the Clyde on 28th June.

Beneath the floor of the "Sailor's Church", near Liverpool Pier Head, is the vault of Captain Bryan Blundell, a Liverpool master mariner who, in 1708, founded the Blue Coat Hospital which stands at the back of Church Street. The 1940/41 air raids not only damaged both the Church and the Hospital, but uncovered, for the first time in 150 years, the vault.

R. B. Summerfield.

QUERY

NINETEENTH CENTURY SHIPOWNERS

The Federal Line whose ships are regular visitors to Liverpool are the inheritors of a houseflag flown by nineteenth century shipowners variously styled "Money, Wigram and Company" ("A Hundred Year History of the P. & O.", Boyd Cable, 1937, page 222) or "Money Wigram and Sons". ("Sea Breezes", old series, Volume XXIII, page 355). The first would indicate that "Money" was the surname of a partner but the second shews it as a Christian name. In support of the latter, D.R. MacGregor in "The Tea Clippers", (1952) page 19, writes the passage: "A year or two before 1849, Money Wigram assessed the expenses that his East India trader ... would incur ..." I have seen references to a Robert Wigram but not to a Money Wigram other than the above. Can any Member give the correct title of the firm?

Keith Lewis.

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

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NEWS, NOTES AND QUERIES

Vol. II. No.6.

October-November, 1952

ANNUAL GENERAL MEETING

At the Annual General Meeting held on Friday, 17th
October, the following Office Bearers and Council were elected:

CHAIRMAN:	Mr. Ronald B. Summerfield
HON. SECRETARY:	Mr. Anthony N. Ryan, M.A.
HON. ARCHIVIST:	Mr. Guy R. Sloman
ASSISTANT TREASURER:	Miss E. Hope (Hon.Member)
COUNCIL:	Miss Eveline B. Saxton, M.A., Messrs. Alex M. Fletcher, B.Sc., J.H.Hodson, B.A., Keith P.Lewis, E.Cuthbert Woods, L.D.S., R.C.S. Eng., F.R.Hist.Soc.

The Report and Accounts were adopted for 1952/53 and
Members should now be in possession of copies.

NOVEMBER MEETING

On Friday, 14th November, the Society's Vice-President,
Mr. John S. Rees, read a paper "Gill's Channel". Well versed in
lore of the Mersey approaches, Mr. Rees gave a very full set of
evidences for and against the often accepted view that Captain
William Gill of the Isle of Man Steam Packet Company was respons-
ible for the discovery of what later became known as the Crosby and
Queen's Channels.

Captain William Gill was born in 1795 and was the most
noteworthy of the pioneering company of Isle of Man packet masters.
He was brought up in Ramsey to the trade of ship's carpenter but
took to the navigating side of seafaring and before engagement
with the Isle of Man Steam Packet Company, had commanded the sailing
packets "Duchess of Atholl" and "Douglas". For his services to the
Port of Liverpool in respect of his considered discoveries in
Liverpool Bay, he was presented with a service of plate by local
shipowners and dock proprietors. He died in 1858 and was buried in
Braddan Churchyard, near Douglas, Isle of Man.

Mr. Rees afforded his audience the opportunity to inspect a number of maps and charts which he had brought to the meeting, the first of the current syllabus. Mr. R.B. Summerfield was in the Chair and thanked the speaker for an interesting paper.

NEW MEMBERS:

Captain G. Ayre, A.I.N.A., F.R.G.S.
Mr. J. W. Foley
Mr. H. R. Hill
Miss E. M. Hope (Honorary)
Mr. K. Penny, B.A.
Mr. N. R. Pugh
Mr. T. D. Tozer

RESIGNATION:

Your Council has accepted with regret the resignation of Mr. G. B. McGraw.

THE LATE CAPTAIN A.O.M. COOPER

Many Members will have heard with regret of the death of Captain A.O.M. Cooper, since 1950 President of the Mercantile Marine Service Association and one of the dwindling company of master mariners who had served their apprenticeships in sail. During the last ten years he had been a member of the Council of the Officers' (Merchant Navy) Federation and had served with the General Steam Navigation Company, Glen, Strick and Ellermans' Hall Lines. On 15th November, 1950, he gave a talk to our Society on "Sailing Ship Days", aboard the "Landfall" in Canning Dock where our meetings were then being held.

A MODEL ENQUIRY

At the last meeting the Chairman reported an enquiry of the Society for the re-rigging of a model sailing-ship. If any Member is interested in undertaking such a commission, would he please communicate with Mr. R. B. Summerfield, Messrs. Summerfield and Lang, Limited, 28 Exchange Street East, Liverpool 2.

19TH CENTURY EMIGRATION

The Honorary Secretary would welcome a communication from any Member of the Society who possesses, or knows the whereabouts of, any public bills or posters advertising passages for emigrants from Liverpool during the last century or earlier.

OF GENERAL INTEREST

THE WADDINGTON SUBMARINE

I am obliged to Mr. E.A. Worthy for replying to my enquiries about the submarine built by Waddingtons' about 1877 or 1878.

His recollections are evidently of the "Resurgam" designed by Rev. John Garrett, a Manchester curate. She was built at Mr. J.T. Cochrane's works, Duke Street, Birkenhead, in 1879. She left Alfred Dock, Birkenhead, on 10th December on her trial trip. On board were Rev. John Garrett, Captain Jackson, Master Mariner, and Alfred Price as engineer. Next morning they found themselves near the North West Ship in a thick fog. They decided to head for Voryd and anchor in the river there. As sleeping aboard was not as comfortable as they could wish, they got accommodation in Rhyl. However, one evening when they returned from having a meal ashore, she was missing. Whether she broke her moorings or drifted out to sea, or was sunk by collision was never known, but she was never seen again.

A photograph of her with her crew appeared in an issue of the "Liverpool Echo" during November, 1925. Waddington built his submarine round about 1888, as I remember her on the shore at the Magazines about that date, and am told she was finally broken up there.

E. Cuthbert Woods

MODEL SHIPS IN TOWN

The Society is interested in the possibilities of permanent exhibition of at least some of the surviving models formerly housed in the Shipping Gallery of the Liverpool Museum in William Brown Street. The models have frequently emerged from storage to enhance displays around Merseyside but have been returned to obscurity at the close of the various "savings weeks", "festivals" and so forth which have prompted their appearance.

Whilst we can only be patient, it is perhaps not known amongst those unfamiliar with the Pier Head area that a score or so models in the private collections of shipping companies can be seen in hallways and on landings with no further qualification than apparently honest intentions. Most of these models, on display for publicity purposes, are of course of modern ships but craftsmanship knows no barrier of period.

The arcade through India Buildings is a public thoroughfare and is graced by models of the post-war Blue Funnel liners "Anchises" and "Peleus" and the latest Elder Dempster passenger liner "Aureol". The "Peleus" is a particularly fine specimen of the large-scale model-shipbuilder's art and comes from the Caledon Shipbuilding and Engineering Company, although the prototype was built at Birkenhead. A model of the modern Mediterranean trader "Venetian" is encased on the landing outside the Ellerman Lines offices in Tower Building, Water Street.

But Cunard Building offers the greatest selection. A most imposing model of the 1907 "Mauretania" is situated in the ground floor hall. Outside the offices of T. & J. Brocklebank on the first floor are models of the "Malakand" (1905) and "Malancha" (1918) the latter shewing a brassy assortment of stern armament. Two of the heavier pieces are mounted on light decking in such a position that the absence of any support beneath is very evident. If this was truly representative of the state of affairs aboard the prototype, the result when the guns were fired must have been quite spectacular! The Cunarder "Scotia" of 1862 is on the second floor landing with the Booth liner "Lanfranc" (1884) to the right. On the next floor is the "Andania" of 1913, one of a series of short-lived intermediate Cunarders of the pre-1914 period. The famous "Umbria" (1884) is on the fourth floor and the "Gallia" (1879) and "Russia" (1867) on the fifth.

The favourite place, however, for the display of a company's models is within the offices facing a counter where they are under a closer supervision than is possible in a public corridor. A request to examine models so displayed is invariably granted.

Across the Mersey models of the Corporation ferry-steamers are exhibited in the Williamson Art Gallery, Slatey Road, Birkenhead and those of Wallasey Corporation in the inward booking hall at Seacombe Ferry.