

THE LIVERPOOL NAUTICAL RESEARCH SOCIETY.

NEWS, NOTES AND QUERIES,

VOLUME III.

1953.

LIVERPOOL NAUTICAL RESEARCH SOCIETY

NEWS, NOTES AND QUERIES

INDEX

TO

VOLUME THREE

1 9 5 3

"Anchises"	4, 6	Gibson, J.F.	7
"Angell"	12	Gillison & Chadwick	2
Annual General Meeting	7, 9	Gladstone, W.E.	1
"Aureol"	4, 6	Glasson Dock	5
		Great Exhibition, 1851	8
"Bartholomew"	12		
Bates, Colonel Denis H.	7	Hemans, Mrs.	1
Bedouin Steam Navigation Company	1	"Henrie"	12
"Beechwood"	10	Historical Account of the Isle of Man Steam Packet Company	12
"Belle of England"	2	Hoult, Joseph	1
"Belle of France"	2	Houston, R.P.	1
"Bennet"	12		
"Bloody Forty" Gang	1		
Blue Funnel Line	6	"John"	12
Bostock, Robert	3		
Brocklebanks, 1770-1950	7	"Kapprino"	2
		"Key-ying"	8, 12
Chadwick, Joseph & Sons	2		
Crow, Rudolf & Company	2	Lancaster, Port of	5
		"Landfall"	9, 11
Darwen & Mostyn Iron Company	6	"Leasowe"	6
Donnelly, Ivone	8	"Lightning"	1
Douglas, Isle of Man	7	"Liverpool, warships named	3
Doyle, Paddy	1	London & Overseas Freighters	10
"Drumcondra"	2	Looking Back, paper	9
"Drumeldrie"	2	"Lubeck"	2
"Ellen"	12	"Maiorese"	10
Ellesmere & Chester Canal	11	"Manchester Division"	10
		Manchester Liners	9, 10
"Fairy Queen"	7-8, 12	"Marco Polo"	1
"Falls of Halladale"	10	"Merry Johnes"	12
"Flying Falcon"	6	Model Ships in Town	4
Forbes, Captain J.N.	1	Mona Steamship Company	7-8
		Money Wigram & Sons	2

Mostyn "Ferry"	6, 11	San Francisco Exhibition	8
		"Schomberg"	1
Navy League	5	Some Aspects of the Liverpool	
New Members	2, 4, 10	Slave Trade, paper	3
Nineteenth Century		Some lesser-known Liverpool	
Shipowners	2	Steamship Companies, paper	1
		Some North Lancashire	
F. & O.	2	Seaports, paper	5
"Patrick"	12	Strong, Reid & Page	1
"Peetar"	12	Summer Excursion	7
"Peleus"	4, 6	"Swiftsure"	6, 11
Piel Pier	5		
"Pole Star"	9	Three Liverpool Worthies,	
		paper	1
Resignations	10	Tonnage Measurement	12
"Rigel"	2	"Trinitie"	12
"Rise of the Port of		Turret Deck Steamer	2
Liverpool", book	12		
Roscoe, William	1	Ulverston, Port of	5
"Roxburgh"	2		
		West India & Pacific	
"St. Winifred"	6	Steamship Company	1
Samuels, Captain	1	West, Paddy	1
		Wood, J.M.	10

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. III. No.1.

December, 1952 - January, 1953

DECEMBER AND JANUARY MEETINGS.

Our Member, Mr. J.W. Foley, presented his first paper to the Society on 12th December, 1952. After mentioning the local distinction of Messrs. Gladstone and Roscoe and Mrs. Hemans, Mr. Foley suggested that "Three Liverpool Worthies" better-known to the nineteenth-century Liverpool mariner were Paddy West, Paddy Doyle and Captain James Nicol Forbes, and proceeded to give entertaining and characteristic biographies of each from such records as are available. The first two "worthies" were Liverpool sailors' boarding-house keepers whose backgrounds are somewhat vague. Paddy West was famed for arranging sea service not only for adventurous youths but also for those of mature years whose continued presence in the United Kingdom might become a matter of personal embarrassment, and thus gave the name "Paddy West" to posterity as a derisive term for a very amateur sailor. The memory of Paddy Doyle's cash and clothing advances have been perpetuated in song, whilst Captain Forbes and the "Lightning", "Schomberg" and "Marco Polo" are legion. Mr. Foley rounded off his paper with the story of Captain Samuels and his taming of the notorious Liverpool "Bloody Forty" gang.

The Society's Archivist, Mr. G.R. Sloman, read his first paper on 9th January. "Some lesser-known Liverpool Steamship Companies" comprised the Bedouin Steam Navigation Company, Joseph Hault, the West India and Pacific Steamship Company, Strong, Reid and Page and R.P.Houston. The companies were formed in times of individual commercial adventure when, as two master mariner Members confirmed at the close of the paper, the strongly competitive nature of shipowning was reflected down to the lowest ratings in conditions very different from those obtaining to-day. An encyclopaedic reference to the vessels owned was supported with details of the office premises whence these companies conducted their businesses, biographies of the founders and stories of the stately Victorian homes around Merseyside which they occupied during their scant sleeping and leisure hours.

NEW MEMBERS:

Mr. D. Jones
Mr. J.H. Sephton

OF GENERAL INTEREST

THE TURRET DECK STEAMER

The once ubiquitous turret deck steamer has now almost become a thing of the past. A few, however, are still in service and during the past few years two of them have visited the Mersey. They are the Norwegian "Kapprino" of 1907 which distinguished herself by grounding off the new Otterspool Promenade, and the Swedish "Rigel" built in 1905.

Liverpool owners do not seem to have been impressed with this type of vessel since of more than two hundred built only four were registered at this port. Two, the "Belle of England" and the "Belle of France", were built by Doxfords' in 1905 for Crow, Rudolf and Company. They were sister ships of 3,880 tons gross. Both were torpedoed and sunk during the First World War, the former in July, 1917, (after having been sold to Newcastle owners) and the latter in February, 1916. The other two, the "Drumcondra" and the "Drumeldrie", were built in the following year, also by Doxfords', for Joseph Chadwick and Sons, successors to Gillison and Chadwick the famous sailing-ship owners. They were slightly larger being of 4,650 tons. Both were sold shortly before the war, the "Drumcondra" becoming the "Lubeck" and the "Drumeldrie", the "Roxburgh". The "Drumcondra" survived until 1950 when she was scuttled to form part of a breakwater in Australia.

ANSWER

NINETEENTH CENTURY SHIPOWNERS

Whilst I can find no conclusive evidence that the company referred to by Mr. Keith P. Lewis ("News, Notes and Queries", Volume II, Number 5, page 18) was called Money Wigram and Sons, I have consulted many references and all are in agreement that there is no comma dividing the two names. The late Mr. A.C. Wardle, in an article which appeared in the "Journal of Commerce" during the late war, refers to a ship "built and owned by Money Wigram, the famous Blackwall shipbuilder". I suggest that the comma appearing in "A Hundred Years History of the P. & O." is a printers' error occasioned by the most unusual christian name.

Guy R. Sloman

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. III. No. 2.

February-March, 1953.

FEBRUARY AND MARCH MEETINGS.

The Society has held informal meetings in the past but the open soiree on 13th February was the first on these lines for a few years. Short papers were read by: Mr. R.B. Summerfield on warships which have been named "Liverpool", Mr. J. Smart, giving extracts from a late 18th century correspondence, and by Mr. A.M. Fletcher on behalf of Mr. E.C. Woods concerning a lively sidelight on the origins of some of Liverpool's cobblestones. Members had been invited to bring models or other possessions of maritime interest for discussion, and many responded. Mr. N.R. Pugh's well executed models of coastal and harbour craft made a colourful and familiar display and his water colour sketches were much admired. Miss E.B. Saxton brought two ornamental miniatures and Mr. J.S. Rees some documents relating to Liverpool privateers. Amongst other Members who contributed books, prints or photographs were Captain Ayre, Messrs. Foley, Hill, Hodson, Lewis, McManus, Ryan, Sephton, Sloman, Smart, Summerfield, Tozer and Worthy.

On 13th March our Member Mr. J.H. Hodson read a paper "Some Aspects of the Liverpool Slave Trade". Mr. Hodson gave a general survey of the trade, its influence on later commercial development and a review of some recently published literature. He then proceeded to the correspondence of Robert Bostock, one of the smaller Liverpool traders in the latter part of the 18th century. The correspondence covers a period of what would now be called recession and Bostock being by no means reserved, his expressions of anxiety give an insight into his difficulties. The meeting closed with many questions and comments, both on the Liverpool trade and its prosecution in other parts of the world until comparatively recent times.

NEWS, NOTES AND QUERIES.

NEW MEMBERS:

Mr. R.F. Cooke.
Mr. J.W. Hornby.

OF GENERAL INTEREST.

MODEL SHIPS IN TOWN.

Under the above heading, a note on page 22 of "News, Notes and Queries", Volume III, Number 1, included reference to models of the liners "Anchises", "Peleus" and "Aureol" to be seen in the arcade of India Buildings, Liverpool. By the time the issue had been circulated, one of the models had been removed and at the present time there are none to be seen there. The writer endeavoured to ease his conscience in the belief that they had been loaned for temporary exhibition elsewhere, but after three months it would seem that the models have found permanent berths away from the arcade. No doubt the opening of rebuilt office premises for their owning companies has provided an opportunity for display in less public but possibly safer surroundings.

QUERY.

CAPTAIN BIBBY OF THE "JULIANA".

In Somer Williams' "History of the Liverpool Privateers" there is a reference to a Captain Bibby of the "Juliana" writing to his brother in Liverpool in 1808, and a full extract of the letter is given with reference to a French prize, the "Johanna".

Does any Member know the Christian names of Captain Bibby and his brother?

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. III. No.3.

April-May, 1953

APRIL MEETING

The 1952/53 winter syllabus closed on 11th April with a paper read by Mr. D. B. Cochrane, "Some North Lancashire Seaports".

A Member of the Society who lives near Preston, Mr. Cochrane has made a study of the smaller trading ports, and traced their histories from early times, inheritance through leading families and the local industries which opened the ports and their decline in many instances through industrial concentration elsewhere. Many were passed over by improved communications and the opening-up of larger outlets for seaborne trade.

Ulverston, Piel Pier, Glasson Dock and Lancaster were points of special interest and Mr. Cochrane answered many questions. He would, we feel sure, have answered many more but for the dictate of communications in South Lancashire which do not cater for comfortable late-evening travel between Liverpool and Mr.Cochrane's home at Preston.

The Society is especially grateful to Mr. Cochrane for having journeyed to Liverpool to deliver his paper in person.

MR. E. CUTHBERT WOODS

At the last meeting of the Society, Mr. E. Cuthbert Woods, L.D.S., R.C.S.Eng., F.R.Hist.Soc., was elected a Vice-President.

NAVY LEAGUE

The Liverpool branch of the Navy League has recently resumed its activities. Members who are interested in the aims and activities of the League may contact the Secretary, J. V. Woollam, Esq., 3, Windsor Buildings, George Street, Liverpool, 3.

OF GENERAL INTEREST

THE MOSTYN "FERRY"

Memories were revived amongst the old and conversation stirred between young people by the excursion arranged by our friends in the Merseyside Civic Society for the evening of 12th May

This took the form of a trip from Liverpool Landing Stage to Mostyn aboard the Wallasey Corporation Ferries' motor-vessel "Leasowe" chartered for the purpose. Outward she proceeded via the Queen's Channel, southwest towards Hilbre and amongst the channels north and south of Hilbre Swash to within half a mile of the entrance to Mostyn port where the ferry put back, unfortunately without entering the harbour. The return voyage was made in darkness via the Rock Channel after leaving the Dee estuary, the flood tide in the meantime having made this possible.

The Liverpool-Mostyn service was popular until about 50 years ago, operated by the Darwen and Mostyn Iron Company's paddle steamer "Swiftsure", built in 1861 and commanded latterly by one Robert Lowe. Other vessels said to have been on the service were the tug "Flying Falcon" and a steamer called "St. Winifred".

The subject of the Mostyn "ferry" aroused some interest amongst correspondents to the "Liverpool Echo" a year or two ago, but little information was placed on record of the ships themselves and their careers although many personal anecdotes, not unnaturally achieved the dignity of print. Perhaps some of our Members who have records of the steamers employed would care to submit them for publication in a future "News, Notes and Queries".

MODEL SHIPS IN TOWN

The models in the arcade of India Buildings seem sensitive to our mention. In the last "News, Notes and Queries" an apology was made for the absence therefrom of the models of the "Anchises", "Peleus" and "Aureol" to which Members attention had been invited in an earlier issue. Within the last few weeks, however, the "Anchises" has reappeared after what would seem to have been a refurbishing of masts and derricks. Previously chromium-plated, these and a number of other similarly-treated fittings have been painted in standard Blue Funnel Line colours, with a resulting enhancement of the model as a whole which, as an example of modern craftsmanship, is worthy of inspection.

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. III. No. 4.

October 1953.

1953/54.

Notice of the Annual General Meeting on 13th October is being circulated to Members. The syllabus of papers will also be circulated shortly and it is hoped that the 1952/53 Transactions will be ready for distribution within the next week or so.

SUMMER EXCURSION

Members were circulated early in the summer regarding a proposed motor-coach excursion to Glasson Dock with calls at Lancaster and Morecambe. Unfortunately the response did not justify proceeding with the arrangements, and those Members who had intimated a desire to participate were advised individually of the cancellation of the excursion. However, it is proposed that the matter should be reopened next year under modified arrangements to cater for a small number of members.

BROCKLEBANKS, 1770-1950

The Society acknowledges with grateful thanks to Messrs. T. & J. Brocklebank a copy of the above recently published book. The history of the firm has been written by Mr. John Frederic Gibson and is of particular interest to our Society in view of the research undertaken by the late Mr. W. Stewart Rees, a Vice-President and former Chairman of the Society, which has formed the basis for much of the material and is acknowledged in a preface by Colonel Denis H. Bates, the present Chairman of "Brocklebanks".

QUERIES

THE STEAMER "FAIRY QUEEN"

In 1891 a twin-screw steamer was built at Rutherglen called "Fairy Queen", (not the Mersey ferry-steamer) and employed in local service from Douglas, Isle of Man, by the Mona Steamship

Company. Ten years later she was sold and sailed thereafter for various Indian owners, still as the "Fairy Queen", until about 1923 when she goes out of register. She was 170 feet long, of graceful yacht-like appearance with two well-spaced funnels of a light colour with black tops. I should be interested to know whether or not she was in fact built for the Mona Steamship Company and any details of the enterprise and the circumstances leading to its abandonment.

K.P. Lewis

THE JUNK "KEY-YING"

In the Williamson Art Gallery, Birkenhead, there is a small medallion with on the obverse a picture of the junk "Key-Ying" and on the reverse the following inscription:

"This remarkable vessel is a junk of the largest class, and is the first ship constructed by the Chinese which has reached Europe, or even rounded the Cape of Good Hope. This junk was purchased August, 1846, at Canton by a few enterprising Englishmen. She sailed from Hong Kong 6th December, 1846, rounded the Cape 31st March, 1847, arrived in England 27th March, 1848."

According to Ivone Donnelly's book on Chinese Junks (Edition destroyed in Shanghai by Japanese) only two long-distance voyages have been made in recent times by Chinese junks: A Foo Chow ship was sailed to England for the Great Exhibition, 1851, and an Anoy ship was sailed across the Pacific to the San Francisco Exhibition, 1923. These exploits received generous publicity but are regarded rather dubiously, are they not? But this earlier voyage sounds interesting. I wonder if Members of the Society could throw any further light on it?

R. F. Cooke.

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. III. No. 5.

December, 1953.

ANNUAL GENERAL MEETING

The Annual General Meeting held on 13th October has previously been referred to in a circular from the Honorary Secretary, and Members have already received copies of the Annual Report and Statement of Accounts, 1952/53. For reference, the names of the Office-bearers and Council Members for 1953/54 then elected or re-elected are repeated:

CHAIRMAN:	R. B. Summerfield.
HON. SECRETARY:	A.N. Ryan, M.A.
HON. TREASURER:	Miss E.M. Hope
HON. ARCHIVIST:	G.R. Sloman
COUNCIL:	Captain G. Ayre, A.I.N.A., F.R.G.S.
	A.M. Fletcher, B.Sc.
	J.H. Hodson, B.A.
	K.P. Lewis
	K. Penny, B.A.

THE NOVEMBER MEETING

The first paper of the syllabus was read on 10th November by Captain E.W.C. Beggs.

In "Looking Back", Captain Beggs gave a resumé of his fifty-odd years at sea, from the day he commenced his apprenticeship aboard the 625-ton barque "Pole Star" which sailed from the berth in Canning Dock at which the "Landfall" now lies, until he retired as Commodore Master from Manchester Liners Limited in 1929. The "Pole Star" loaded general cargo for Valparaiso and was towed as far as the Tuskar. Off the River Plate a pampero struck the ship which was prepared for the assault and safely rode out the gale. Captain Beggs recalls that many insects were blown out to sea and settled on the ship whose masts were coated with fine sand.

On his fourth voyage on the "Pole Star", some unpleasantness aboard after an affray induced young Beggs to jump ship and

eventually join a wooden ship from Saint John, New Brunswick, on a voyage to Lobos-de-Fuera for guano and thence to Falmouth for orders.

His next ship was the "Falls of Halladale", a new ship bound from Birkenhead for Calcutta with salt. The voyage was a long one, during which Beggs was stricken with fever from which he only just recovered. He recalls with amusement the revelation made on his regaining health that a canvas shroud was already sewn for him.

Passing for second mate, he joined the "Beechwood" for Valparaiso where she was badly damaged through collision with another ship in that port during a "norther".

As first mate, he joined John Glynn and Sons' ship "Maiorese", built at Seacombe, and was also with the Liverpool shipowner, James Marke Wood. After gaining his master's certificate, Captain Beggs joined Manchester Liners and it was during the 1914/18 war whilst in command of the "Manchester Division" that his ship ran over a German submarine in the North Sea. After being struck, the U-boat fell under the bows of the ship, bumped along her bottom and was cut open and sunk by the screw.

Captain Beggs is philosophical about changed conditions. Whilst approving of the great improvements in watchkeeping, crew comfort, food, pay and general security, he points out that the dangers and difficulties of life under sail combined to make a ship's crew more of a team than is the case with the technicians of to-day. At the same time, he sees no real necessity for the introduction of sail-training in this country. The outcome of the Second World War shews that the steam-trained seaman lacks none of the personal qualities of his counterpart under sail when faced with real emergency.

The sea has been in the blood of the Beggs family for many generations and we understand that Captain Beggs' son, a master mariner, is in command of one of the tankers built within the last few years for London & Overseas Freighters.

NEW MEMBERS: We extend a hearty welcome to the following:

Mr. G. Gibson of Eastham.

Capt. B.L. Johnson, C.B.E., D.S.O.,
of North Vancouver, Canada.

RESIGNATIONS:

Your Council has accepted with regret the resignations of Messrs. H. Hukin, H. Pooley and N.R. Pugh.

THE "LANDFALL"

As Members have already been advised, the Society is to hold meetings aboard "Landfall" in Canning Dock this winter. Those who attended the Annual General Meeting and Captain Beggs' paper have expressed their appreciation of the accommodation for which the Society would again express its thanks to the Merseyside Master Mariners' Club.

The change has necessitated meetings being held on Tuesday evenings which it is understood are not convenient to all, but such was the case when Friday was adopted vice Thursday some years ago. It seems impossible to please everybody in this matter, and we can only offer our regrets and good wishes to those whom we shall not see, and trust that the change may at least mean the reappearance of old friends who had to suffer self-banishment on Fridays.

OF GENERAL INTEREST

THE MOSTYN "FERRY"

The following is an extract from a note which appeared in the "Liverpool Daily Post" of 14th August, 1942:

"Prominent among them, because she also carried passengers, and regularly advertised the fact on a page in Bensons' Railway Guide, was the paddle-steamer "Swiftsure", Captain Robert Lowe, master, which, wind and weather permitting, plied for many years between Liverpool and Mostyn".

My own knowledge of the boat is nil, as my last journey on it took place at the age of five, and I retain only a vague feeling of discomfort, as it generally seemed to be very rough, and the incidence of seasickness among the passengers was high; we must have been unfortunate in the times we chose.

Eveline B. Saxton

QUERIES

THE ELLESMERE-CHESTER CANAL

I should be obliged if any Member could supply information concerning the Ellesmere-Chester Canal. This was completed in 1806 by Thomas Telford, and at one period provided a passenger service to Chester, connecting with packets from Liverpool.

Keith Penny

TONNAGE MEASUREMENT

Several writers have stated that at one time Formby was a port; that troops embarked there to go to quell the rebellion in Scotland, "the '15", that there was a great discussion whether the docks should be built at Formby or at Liverpool. In view of these beliefs it is interesting to find that in 1626 there were nine vessels belonging to Formby and three to Altcar. This is stated in "The Rise of the Port of Liverpool", Parkinson, and he gives these particulars:

FORMBY:	"Bennet" 60 tons (5 owners)	"Ellen" 25 tons	
	"Peetar" 36 tons	"Merry Johnes" 20 tons	
	"Angell" 16 tons	----- 16 tons) Richard Blundell
	"John" 10 tons	"Patrick" 8 tons	
	"Henrie" 22 tons		

ALTCAR:	"Bartholomew" 8 tons	
	"Trinitie" 20 tons)	John Blundell
	"Trinitie" 12 tons)	4 owners.

Query: How was the tonnage measured?

ANSWERS:

THE JUNK "KEY-YING"

The junk "Key-ying" was purchased at Canton by one John Kellett and a syndicate of Englishmen in defiance of the local laws prohibiting the export from China of such craft. A crew was got together and as stated on the reverse of the medallion to which Mr. R.F. Cooke refers, left Chinese waters and rounded the Cape of Good Hope. She also called at St. Helena and was driven out of her course and put into New York and later Boston at which places she was "on show". She crossed the Atlantic and was exhibited on the Thames and at various ports before being broken up on Tranmere beach. The medallions were amongst souvenirs sold on board.

Articles on the "Key-ying" and her voyage appeared in "The P.L.A. Monthly", January, 1939, pages 59-62, "Sea Breezes" (new series) Volume I, pages 44-47 and "Sea Breezes" (old series) Vol. II, pages 131-2.

G. Gibson and K.P. Lewis

THE STEAMER "FAIRY QUEEN"

I made several trips on the "Fairy Queen" with my father when I would be about 8-10 years old, '97 to '99. She had white funnels with black tops. The trips were from Douglas to Ramsey. I never remember her decks being crowded nor do I remember that she ever made other trips. I have often wondered why there was no mention of this steamer in the Historical Account of the Isle of Man Steam Packet Company. (published 1904)

J.H. Craine (Lt.-Comd., R.N.R.(Ret.))