

Liverpool
Nautical Research Society

TRANSACTIONS



1945

LIVERPOOL NAUTICAL RESEARCH SOCIETY

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

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EDITORIAL

THE present economic stress handicaps learned Societies in two ways: directly, by increasing the costs of stationery and printing, and the rent of the meeting place; indirectly, by reducing the value of the funds and by compelling members to stop their subscriptions, and these conditions affect the small Societies the most severely. To increase the annual subscription is no remedy for a declining income unless the Society can offer some compensating attraction, and the nett result is a decrease in membership and probably in total income.

The Society faces such a crisis now. Printing costs have increased so much that the Society's income is insufficient to pay for the printing of Transactions of the standard contemplated when it was founded in 1938. To cease publication until conditions improve would mean the loss of the "country members" who cannot attend meetings, and of the patronage of cognate Societies and libraries whose membership is so valuable to a young Society for the prestige they confer and the new members that they can attract. There are, of course, certain advantages in such a course; the subscription could be reduced and this might well lead to increased local membership and perhaps to a greater nett income. But the whole purpose of collecting and studying historical data is to make it and the conclusions drawn from it available to the general public, and this cannot be done solely by reading papers at meetings however well attended they may be. The papers must be published, and publication must be sufficiently regular to attract those fellow-enthusiasts who are unable to attend meetings—the "country" members.

Members of the Society have discovered and correlated a great deal of information about the past history of Liverpool (and Lancashire) shipping that had been forgotten, but their work will be wasted if their discoveries are not made available for study by other research workers.

The Society's difficulties could be resolved by quite a small increase in membership. The present nominal membership is 80 ; if this could be raised to 100 regular subscribers, it would be possible to publish (at present costs) an annual volume larger than this one, or one of the same size but with illustrations. Merseyside and its dormitory towns contain about 1,500,000 people. Surely 100 people can be found who will subscribe 10s. a year towards the elucidation of the maritime history of their River and its ships. Small societies cannot afford to advertise and must rely mainly on the enthusiasm of their members to attract newcomers. If members will lend these Transactions to friends who are interested in maritime history, and draw their attention to the objects of this Society, the Society can confidently expect the desired increase in membership. If this is achieved, the Council will see that the quality of the Transactions is kept as high as funds will allow, and desirable additions, such as a Notes and Queries Section, and a Correspondence Column, will be added as soon as possible.

SOME INTERESTING NAUTICAL DOCUMENTS AND PAMPHLETS

B. W. BATHE

THE documents that form the basis of this paper were all written in the 18th century and I propose to describe something of the political and economic conditions that gave rise to them and to trace their connection with the important events of the time in order to show the potential value of a source of historical data that might be overlooked. This paper does not pretend to be a piece of original research and I obtained most of my information from such books as "The Royal Navy : a history," by Laird Clowes ; "The Sea Kings of Britain," by Sir Geoffrey Callender ; "The British Trident," by A. Duncan ; "The Company of Scotland," by G. Pratt Insh ; "The Whig Supremacy," by Basil Williams ; "British Seamen," by David Mathew ; and other books, some of which I shall refer to later.

THE "NEPTUNE GALLEY" AND THE COMPANY OF SCOTLAND.

My first document is a single sheet that reads as follows :—

The information of William Rylands, Purser of the *Neptune* Gally, merchantman, taken on oath before me this 17th day of October, ANNO DOM. 1706.

Who sayth that the above mentioned gally lying in the Downs about three weeks last past this Informant was then on board the Said gally and one Joseph Matthews and John Wyatt being mariners on board the Said with five other persons Run away with the long boat or yawl belonging to the Said gally and Sayth that as soon as the Said Matthews and Wyatt with the other persons were gone away with the boat Several of the Seamen that were on board said that their Chests were broke open and several of their Cloathes and other goods were stolen.

Wm. Rylands.

Jurat dio et ANNO DOM. 1706

Robt. Constable.

What the result of this information was and what was the fate of Matthews, Wyatt and the others, I do not know : the evidence is probably lost.

The interest of the document lies in a statement in G. Pratt Insh's book, "Historian's Odyssey," that the Company of Scotland granted a licence in 1707 for the *Neptune* Galley ("of about 200 tons burden ; mounting 20 great guns ; to be navigated by 50 sailors commanded by Capt. James Miller ") to trade from the Port of Leith to the East Indies.

There is very little accurate contemporary information about the appearance and design of merchantmen of this date, but the " Papers of Thomas Bowrey," published by the Hakyluyt Society, contain specifications of the *Mary* Galley built in 1704. The word Galley in the names *Neptune* Galley and *Mary* Galley, although written as part of the vessel's name, describes the build or rig ; compare the *Endeavour* Bark of Capt. Cook. The *Mary* Galley, a vessel of about 160 tons burden had an overall length of 80 ft., a beam of 21 ft. 6 in., and a depth in hold of 9 ft. 9 in. She had a pointed stern with no transom and was flush decked with a raise of only 2 ft. from the waist to the forecastle and poop. There was provision for eight oars. The rig was simple ; it consisted of three masts and six sails, i.e., spritsail, foresail, fore-topsail, mainsail, main-topsail, and lateen mizzen. Six guns were mounted in the waist and four swivels on the quarter deck. Manned by a crew of 26, this ship made a successful voyage to the East Indies. This type of craft was popular with the merchants of the period and the Royal Navy, too, possessed several of the same general design but a little larger, and the *Neptune* Galley may have been of this type.

The English East India Company has been the subject of innumerable books, but the Company of Scotland is, by comparison, almost unknown. It began in 1695 when the Scottish Parliament passed an Act for a Company trading to Africa and the Indies, which received the Royal Assent and thus established the Company of Scotland. The management was to be given to twenty directors, ten of whom were London merchants and ten Scottish. Half the capital was to be reserved for Scots living north of the Tweed. The Company was to have the monopoly of trade between Scotland and America for a period of 31 years and a perpetual monopoly of trade with Africa and Asia. It was to arm and equip its ships as it thought fit, and all ships and goods belonging to the Company were to enjoy in Scotland complete freedom from all Custom duties for a period of 21 years. The Act aroused bitter opposition from the trading interests of England, especially the East India Company, and the English Parliament opposed the whole scheme. William III was persuaded

to view it with disfavour and this led to the withdrawal of the English directors and investors. The Company's books were then taken to Edinburgh and nearly all the capital of £400,000 was raised in Scotland. The first call of 25 per cent in June 1696 raised £98,223 17s. 2d.

The Company financed two expeditions with the purpose of starting a Scottish Colony on the Isthmus of Panama, but because of the unhealthy climate, the opposition of the Spanish and the lack of any help or encouragement from the English, the Colony was eventually abandoned.

Only one of the trading voyages made by ships sailing under the Company's Commissions was completely successful, that of the vessel *African Merchant*, a craft of 170 tons burden and twelve guns, with a crew of 30. The *African Merchant* sailed from Leith in September, 1699, with a cargo of trade goods, linen, iron, beads, knives, muskets and powder, bound for the Grain, Ivory and Gold Coasts of Africa and returned to Scotland in July, 1700, with a cargo of gold, rice and ivory. After paying wages and other expenses, there was a clear profit of £46,668 Scots, or about £4,000 English.

The gold was coined by the Scottish Mint into £12 and £6 gold pieces known as Darien pistoles. These coins bear on the obverse, beneath the bust of William III, the Crest of the Company of Scotland, a Sun rising out of the sea. The idea of marking coin with the source of its metal was first adopted with the Welsh silver of Charles I, which was marked with a plume. With the growth of trading companies, the custom became more common: the elephant, changed in 1695 to the elephant and castle, marks gold and silver brought by the African Company from Guinea; the rose was the mark of the West of England mines, and when the Welsh and English silver was mixed in the crucibles, roses and plumes were associated on the coins. In 1702 and 1703, bullion was available from the Spanish ships captured at Vigo Bay in October, 1702, and the coins made from the Spanish gold were marked with the name Vigo under the Queen's bust. Similarly, Lima denotes coins struck from the treasure of £500,000 specie brought back by Anson on his return in 1744 from his voyage round the world. Other company marks were SSC for the South Sea Company on silver of 1723, and EIC on gold of the East India Company, coined in 1729 and 1739.

Other ships were commissioned by the Company of Scotland. The *Margaret* took a cargo of salt to Danzig and returned with a cargo of cannon which were used to arm the *Rising Sun*. The *Speedy Return* and the *Consent* were sent on a trading voyage to Madagascar, where they were both captured by pirates. The *Speedwell*, sent with a cargo of plate to the East Indies, was wrecked at Malacca. The Company came to an end in 1707 with the Union of England and Scotland. It seemed to have had little but ill-fortune and its flag was flown for a few years.

I have no proof that the *Neptune* Galley of my document is the ship licensed by the Company of Scotland, but the dates are close and the identity of the two ships is quite possible (see Note 1).

POLITICAL PAMPHLETS.

A major factor in rousing public opinion in the 18th century was the political pamphlet, and a typical example of such propaganda is the 70-page booklet, "Hireling Artifice Detected, or the Profit and Loss of Great Britain in the Present War with Spain," published in 1742 by T. Cooper at the Globe in Paternoster Row.

The war with Spain started in 1739, the details of the "Jenkin's Ear" affair coming as the final insult after many British merchant vessels had been seized and plundered by the Spanish. It is said that the Prime Minister, Sir Robert Walpole, could have come to an equitable agreement with Spain but for the popular clamour of the Pamphleteers. After the war had broken out, the stream of pamphlets continued to attack Walpole and in 1742 he was forced to resign.

This particular pamphlet was written as a reply to a pro-Government article and calls for a "Parliamentary Enquiry into the Conduct of the War both by land and Sea." The author (who remains anonymous) balances the value of the booty, etc., taken by the British at Porto Bello, Carthagenia, La Plata and in other actions against the loss by capture in 1739 to 1741 of 314 British merchant vessels, and attempts to show that the enemy is far from beaten. He also enquires whether the war has been conducted in a blundering manner, or in such a manner as it might and ought to have been.

The list of ships captured (Note 2) gives the date when news of the capture was received in London, the ship's name,

master's name and voyage. Eight vessels bound to or from Liverpool were reported:—

- 1740, May 5th, *Unity*. Master : Henen. Jamaica to Liverpool.
- 1740, July 2nd, *Margaret and Mary*. Master : Wilcox. Virginia to Liverpool.
- 1741, Feb. 16th, *Thomas*. Master : Murray. Liverpool to Oporto.
- 1741, May 6th, *Endeavour*. Master : Whaley. Liverpool to Lisbon.
- 1741, June 8th, *Priscilla*. Master : Cullen. Liverpool to Antego.
- 1741, May 19th, *Dove*. Master : Lee. Liverpool to Africa.
- 1741, Oct. 24th, *Hannah*. Master : Holmes. Virginia to Liverpool.
- 1741, Nov. 10th, *Three Sisters*. Master : Cardwell. Jamaica to Liverpool.

Whaley, the master of the *Endeavour*, was perhaps a Liverpool man. A. C. Wardle ("American Neptune," Vol. 1) states, in a note on Liverpool-owned American-built vessels, that in 1744 William Whaley, a Liverpool merchant, was part-owner of the ship *Charlton*, built at Newburyport, Massachusetts.

During the Spanish war the port of Liverpool is thought to have benefited greatly from the comparative safety of the route to and from Liverpool by the Irish Sea, and this is borne out by the fact that out of 314 ships captured, only eight were trading with Liverpool.

One result of this and similar pamphlets was a public demand for better Naval protection, and consequently for a bigger navy. At this period, most of the Naval vessels were built in the Royal dockyards and there was great opposition by the Naval shipwrights to contract building by merchant yards, in spite of the volume of work exceeding the capacity of the Royal dockyards. In times of emergency, however, Admiralty policy had to bow to public opinion and in 1738 contract building was revived. Liverpool builders received several contracts and one firm alone, John Okill & Co., between 1740 and 1745 launched four 5th rates of 44 guns and one 6th rate of 26 guns, so such pamphlets as this played some small part in the development of Liverpool ship-building.

The writing of pamphlets was not confined to one political party or to unknown persons ; even serving officers wrote them Admiral Vernon, for example, in 1746 wrote, " Some Seasonable Advice from an Honest Sailor," dealing with the operations of Privateers, Naval movements in the West Indies and the Louisbourg expedition. This pamphlet was so critical of the Administration that it could not fail to offend, and Vernon, on refusing to deny its authorship, was dismissed the Service.

My next Pamphlet was printed in London in 1746 and is entitled " The Sentence on Vice-Admiral Lestock." It is one of many published about that time relating to the indecisive naval engagement fought near Toulon in 1744.

The British policy at this period was to support Maria Theresa in what has become known as the War of Austrian Succession. In February, 1744, an English fleet, under the command of Admiral Mathews, was cruising off Toulon to guard against a junction of the French Brest and Toulon fleets, and to prevent the French, with their Spanish allies (some of whose ships were sheltering in Toulon) from sending troops to fight against Maria Theresa in Italy. On February 9th the combined French and Spanish fleet put to sea and, on sighting the English fleet, formed a line-of-battle. On February 11th the action, in which the enemy succeeded in breaking through the blockading English fleet, took place. As a result of the battle, the blockade was broken and reinforcements and supplies could be sent to the Spanish Army in Italy. It is possible too that the action made conditions more favourable for the landing of Charles Stuart in Scotland.

Owing to political differences between Mathews and his second-in-command, Lestock, the latter's division, which was to the rear of the fleet, failed to take its proper place in the battle. Lestock had seemed determined to do nothing to help Mathews, whose orders and signals were confused and faulty. On the night of the 10th, the Rear Division was a long way astern and to windward of its station. When Mathews made the signal to bring-to for the night, Lestock, ignoring the signal for line-of-battle, at once brought-to and at daybreak on the 11th was some five to six miles astern. Repeated signals were made to him to close the line but he could not, or would not, obey them and remained astern throughout the day. Despite the spirited attack of several of our ships, notably

Mathews' flagship the *Namur*, and the *Berwick*, 70, under Captain Hawke, the action was one of the most unsatisfactory in the annals of the Navy.

After the battle, Admiral Mathews arrested Lestock and this led to a series of Courts Martial. Lestock's friends in Parliament forced an enquiry and Mathews himself was tried, found unfit for his command and dismissed the Service. Lestock argued at his trial that, as the signal for the line was still flying when Mathews made the signal to engage, he (Lestock) was bound primarily to keep in the line and to engage only when he could do so in the line. When battle was joined, it was the duty of every ship to be alongside one of the enemy; nevertheless the Court, considering the regulations in force at the time, could only decide on the technical as distinct from the moral question and the pamphlet ends: "Therefore the Court do unanimously acquit the Prisoner of the Whole and every Part of the Charge brought against him, and he is hereby honourably acquitted." The findings have often been called a gross miscarriage of justice. The court-martial was held aboard H.M.S. *Prince of Orange* at Deptford on June 3rd, 1746, and it is interesting to note that one of the members was that Rear-Admiral John Byng who was shot a few years later for his behaviour in the action off Minorca. The purpose of the Fighting Instructions of this period was to keep the fleet together in face of an enemy of approximately equal strength and to prevent individual ships attempting to break through the opposing line and so weakening the general mass attack. The ideal was good but the result was a slackening of initiative and a wooden conformity to regulations, and there seems to be little doubt that the indecisive actions that were so characteristic of the naval wars of the first half of the 18th century were due to the practice of the fleets engaging on roughly parallel courses whilst carefully preserving the line of battle.

Fortunately men like Vernon, Anson, Hawke and Boscawen were not afraid to use bolder methods: an anecdote of Boscawen shows this spirit:—When called on deck one night by an officer telling him, "Sir, there are two large ships, which look like Frenchmen, bearing down on us. What shall we do?" Boscawen replied, "Do? Damn 'em! Fight 'em!"

RICE AS PART OF NAVY RATIONS.

A manuscript order in my possession reads as follows :—

By Sir John Strachan, Bart.

Commander of H.M.S. *Orford*.

Pursuant to an Order (a copy of which is on the other side) from Sir Robert Harland, Bart., Rear Admiral of the Blue and Commander-in-Chief of His Majesty's ships and vessels employed and to be employed in the East Indies :— You are hereby required and directed to issue Four days bread and three days rice as bread alternately to the company of His Majesty's Ship under my command, until the Agent Victualler can procure the necessary supplies of bread for the use of the Squadron. Given under my hand on board His Majesty's Ship *Orford* in Madrass Road the 6th of October 1771.

Signed John Strachan.

To Mr. Henry Sloggett

Purser of His Majesty's Ship *Orford*.

I have no other definite reference to the use of rice in place of bread in the Navy (a query in the "Mariners' Mirror" for 1944 has up to now failed to bring any information), but rice was sometimes issued as part of the general ration in the 18th century. For instance the "Seaman's Vade Mecum" by William Mountaine (1756 Edition) under the heading of "Provisions," states that in foreign voyages half a pound of rice may be issued in the place of a pint of oatmeal but I do not think that it was to be used instead of bread. Also, after the *Pandora*, 24, Capt. Edward Edwards, had been lost in the Torres Straits, some of the *Bounty* mutineers, who were being brought to England in that vessel, were sent in Dutch ships to the Cape and Capt. Edwards gave orders that their provisions were to be :—Each man to have three pounds of bad meat, one and a half pounds of stockfish, one and a half pounds of tamarinds and sugar, half a pound of ghee and rancid oil, and one pint of vinegar a fortnight, with two drams of arrack, and a scanty allowance of the very worst rice a day. Bread was not mentioned so perhaps the rice was in its stead.

Sir John Strachan, whose signature is on the document, was promoted Lieutenant in 1746. Whilst cruising in the Mediterranean in 1752 in command of the *Experiment*, 20, he captured a large French privateer, the *Telemaque*. Strachan's report to Admiral Osborn, at that time Commander-in-Chief

in the Mediterranean, is such a graphic account of a single ship action of the period that it deserves quotation :—

“ On the 19th ult., about noon, we came up with and engaged the *Telemaque* commanded by Capt. Beapet de Contrepont, mounting 20 guns, 12 and 9 pounders, which ship had by the Quarter Bill on board a crew of 460 men. The enemy clapped us on board on the starboard chesstree, but could not enter the men only from the forecastle : we killed most of those who boarded, but some were left wounded on our decks. Seeing the French were confused, and their officers not being able to rally them, we entered our men, who being brisker than theirs, they struck about three leagues from Fort Morero. The people in the tops of the French ship, however, continued firing for sometime afterwards nor would they desist till their Captain, who was wounded, was brought on deck and commanded them to surrender.

“As the wind at that time was North East and the enemy’s ship aboard us we were under the necessity of coming to anchor near a Spanish Fort, between Mount Carpi and Capo de Lanau. My Lieutenant and Master behaved so bravely on this occasion that I cannot omit making particular mention of it, and indeed my people in general behaved extremely well. We had 14 men killed and 40 wounded, the French 110 killed, the number wounded not ascertained. The *Experiment* mounted 20 guns, fourteen 9-pounders, two 6-, and four 4-pounders, and had on board when the action commenced a crew of 142 men.”

After the action, Strachan was appointed to the *Sapphire* of 32 guns, in which he continued till 1762. In 1770, he was given command of the *Orford*, 66, and went to the East Indies but because of ill health he returned to England in 1772. He had no further service and died in 1777.

H.M.S. *Orford* was built in 1749 as a 70-gun ship (afterwards a 66) : she took part in the expedition to Quebec in 1759 and Havana in 1762, and is last mentioned in about 1790

A PRIVATEER’S RECEIPT.

The last document is rather different. It is a receipt given to a French Privateer Captain on his handing over to the Port Authorities 798 slaves taken from two English prizes. The document (translated) states :—I declare that the Citizen Pierre Olangier, commander of the Corsair *Le Regulas* has

handed over to me 798 Africans, from the two English prizes, and has requested me to transfer them at once to the General of the Camp of Liberty, on the 19th of Frimaire in the fourth year of the French Republic, One and Indivisible.

Signed Partiguinare.

I have failed to find any reference to Pierre Olanger, but C. B. Norman, in his book "Corsairs of France," gives a list of the French privateers captured in 1805, which includes a *Regulas* of 14 guns and 84 men, captured by H.M.S. *Princess Charlotte* in the West Indies.

The document is dated according to the French Revolutionary Calendar. Frimaire was the third month of the Republican year and was the period November 20th to December 20th. The use of this calendar lasted till 1805 when Napoleon restored the normal system.

Many aspects of maritime affairs have been dealt with in pamphlets and there is no doubt that the collection and collation of all the information about ships and the seas, scattered through the numerous pamphlets, would afford a considerable body of very interesting and valuable data.

Notes : (1) Sir Richard Temple in "The Tragedy of the Worcester" p. 322 quotes from the Diary of Henry Smith, dated Edinburgh, September 8th, 1707 : Capt. Miller (late) of Well Close Square (London) is Captain of the *Shoram* Vessale, and Burgis (Burgess) is gonnn his Chief Mate, bound to Madagascar to traide with the Pirats. They carried from hence about 30 Tonns of French brandy, severall chests of Sir John Parsons beer and other liquors, and are to touch at Madeira for wine. Yet these people are afraide, if the pirats like the ship, they will keep her, but flatter themselves they will give a good price and another vessel to bring home the effects, because she was sent to trade with them. Her name is now the *Neptune* Galley of Edinburgh."

(2) These details are also given in the Supplement to the "Gentleman's Magazine" 1741, p. 689, together with a list of vessels, ports, etc. captured or plundered by the British and their colonists.

SMUGGLING—AND THE REVENUE CRUISERS

B. J. HERRINGTON

Smuggling tales rank high in the list of Best-Sellers : there is something in the mental makeup of the ordinary person that is touched by any account of evasion of payment of Customs duties, and successive historians have commented on the strange fact that people of very high standards of conduct in all the ordinary affairs of life, find no difficulty in pacifying any conscientious scruples they may have of cheating the Revenue—in fact—let us all confess it—we enjoy reading of the triumphs of the “wily smuggler” over his enemy, the “Lynx-eyed Customs Officer.”

In one brief talk it will only be possible to sketch rapidly the story of smuggling of contraband and it will be understood that in different ages the enterprise took different forms. Strictly, the early activities were in the nature of Free Trading as opposed to controlled trading ; it was so styled by its operators, and smuggling was a later development. The word Smuggle derives from the Saxon word *Smuga* = the hidey hole, and before concealment of contraband was resorted to, evasion on a large scale—free from all Government control or payment of tax of any kind was engaged in, the whole cargo of a vessel being run to selected parts of the coast and rushed inland. Each form of evasion could occupy one of our evening talks and this evening I will refer to them in passing, leaving you to fill in the blanks. Adopting the system in operation in Rome the early English Kings “farmed” the collection of the Kings Custom—that is a person or a company of persons could collect the duties for a period—usually of three years—in consideration for which the King would be paid a fixed sum in advance. This obviously was a gamble. If war or other circumstance seriously affected seaborne trade, the farmer would be at a loss to recoup himself, if on the other hand trade flourished, the speculator would enrich himself by collecting sums far in excess of the relatively small figure paid to the King. The story of farming of Customs is not a happy one, but probably the unsatisfactory features were in line with other systems then operating ; prerogative privilege and grossly inequitable practices were commonplace. The last farm contract terminated 29th September, 1671, but two days earlier Commissioners of Customs took over the collection and management of the Customs.

It was when the seatrading merchants felt the restrictions of proper control that violent opposition was shown. Control was regarded by them as arbitrary, harsh, even against the law of God and sad to say, the intelligent members of society, as well as those working for their own financial gains, were either passively or actively in sympathy with the opponents of Government control.

Probably, most of you here are aware of the main methods of control: they remain with us—and to-day are accepted as fair and reasonable. These comprise Report of the Ship's arrival by the Master, with a declaration as to the whole of the cargo carried and of the ship's surplus dutiable stores and an "Entry" by the importers, declaring the nature, quantity and value of all goods consigned to them. Certain ports only were "approved" for the handling of dutiable cargoes, and particular parts of those ports were approved as legal quays. The size of vessels carrying spirits and tobacco was regulated so that craft of very shallow draft, and capable of being run ashore on beaches to unload or to sail in shallow waters were not allowed to be employed. Similarly the unit of cargo was of a minimum quantity, 80 lbs. in the case of tobacco, and 20 galls. of spirits, so that the goods could be readily seen on board. Regulations required that cargoes from foreign ports could only be landed with the consent of, and in the presence of Officers of Customs. By these and other measures legitimate trade was handled in an orderly manner.

For instance, an official clearance from this country was required before a Master could sail to ports beyond the seas, and on arrival back he was required to bring-to, at an appointed place, known as a Boarding Station, at which Customs officials were put on board, there to remain until the officials appointed to assess the duty on the cargo had been satisfied. Vessels engaged in illicit trading were subject to forfeiture and the whole of the contraband became the property of the Crown, while heavy penalty was inflicted if any quantity of dutiable cargo was found on board a legitimate trader that had not been declared, and had also been concealed. By the 13 and 14 Acts Charles II (1673) the penalty for concealment of contraband was £100.

Gradually the seaborne trader was brought under some measure of control, but the long period of continental warfare which followed worked against the Authorities until at the close of the Napoleonic wars in 1815 the Customs Revenue was in a deplorable state. During the period of hostilities the

Government had other and more pressing demands on their attention and resources, so that wholesale evasion of Customs duties was rife. Not only so, but other anti-social and even treacherous activities occupied the Free trading or smuggling adventurers. Napoleon frankly encouraged and assisted them, they were a source of information as to the disposal of the British forces in the Kingdom, they brought over currency and prohibited exports, making a golden harvest. With serious reflection the glamour of the smuggler disappears and in its place is seen the sordid and unworthy business of making profit from the needs of the country.

When circumstances allowed the government to attend properly to Home affairs, the desperate condition of the Customs Revenue was realised. Then came the ready and active co-operation of the Royal Navy with the Customs. It is the fact that the Revenue forces in Britain have always had close association with the Naval arm. Maybe the old Customs taxes of Tonnage and Poundage had served to connect the two departments in the administrative mind. It was under Richard II (1388-1399) that these duties were imposed solely for the protection of maritime trade and so that no doubt as to their purpose could be entertained the act written in the Norman-French, then generally in use, reads "Soient entirement appliez sur la salve garde de la mer." So close has been the association of the Navy and Revenue Service that occasionally Revenue Cutters have performed Naval Service and Navy ships have been Customs Cruisers. So then in 1815 the Navy came to the assistance of their colleagues. Two old warships—*Ramillies* and *Hyperion* were assigned for Blockade duty, the former stationed in the Downs—the latter at Newhaven. From these vessels patrols fanned out and effected a virtual blockade of the South and South-East Coasts. In addition a rowboat patrol of the coastal waters was set up, operating during night hours and 4,200 officers and men were landed and posted in the Martello Towers that had been built for troops to resist the expected invasion by Napoleon.

This force formed the nucleus of the Coast Guard which later patrolled the whole of the coastline, in fact, that maintained a Revenue Guard for the Customs up till 1923, when the existing Customs Waterguard Service took over the Revenue duties. The story of the conflict between the Free Traders and Smugglers and the Customs Waterguard Service is colourful and exciting, but such is the peculiar nature of the Briton, the authentic story has remained untold, and most of what

has appeared in print has come from longshore gossip, family traditions, and the lurid imagination of the fiction writer. The wisdom of centralization of control of forces took a long time to impress the mind of authority and we find no fewer than six separately controlled fleets of Cruisers engaged in circumventing the Free Traders. The Excise department had their cutters and Scotland had its own Customs as well as Excise, separate Revenue fleets and Ireland had yet others, while some of the craft had joint Navy and Customs personnel for crew—others entirely Naval and some Customs crews only.

If and when a full history of the contest between the Free Traders and smugglers on the one hand and of the Government Revenue forces on the other is published, readers will thrill to the accounts of exploits of audacity and ingenuity by smugglers, countered by masterly and courageous measures by the Revenue men. Here is one true story. An Officer stationed at Christchurch near Bournemouth—one Richard Newman—learned that despite all the secrecy he could devise, smugglers appeared to be aware of the disposal of his patrols. He at last feared treachery or carelessness on the part of members of his staff, so to safeguard leakage on one goodly occasion, he marched his men to the coastline and there on the whole stretch between Christchurch and Hengestbury Head he buried them—fully armed—in the troughs of shingle leaving only their heads uncovered. These he protected by trails of seaweed and so the whole of the local Customs force disappeared from sight. No signals of their whereabouts could be sent to the hovering craft. At 1 o'clock in the morning a bright moonlit night, sure enough in came the smugglers' craft fully laden and landed their contraband. When it was all carefully stacked in readiness for the wagons to cart it inland, Richard Newman blew the prearranged signal on his whistle, and to the horror and amazement of the band of smugglers there were Customs Officers resurrecting from their shingly graves—fully armed. This was too much for the smugglers, with yells of fright they rushed off leaving Richard and his men with the stuff. The official record closes with characteristic laconic wording, "Richard Newman died from the exposure."

When closely examined, the smugglers' exploits and methods lose most if not all of their attractive colour. One of their customs was to remove the whitepainted stones that were placed at the side of the cliff paths patrolled by the Officers, and as the paths—which may still be seen on many stretches of cliff—usually were close to the edge, the few

feet nearer the cliff face that the stones were moved to by the smugglers resulted in many poor men being dashed to their deaths. Then, during the Napoleonic war it is notorious that not only were prohibited exports of valuable wool, clothing, etc., taken out, but currency also at enormous profit and in the smugglers favoured and actively encouraged by Napoleon, he had up-to-date information of the disposal of the British forces along many miles of coast. To-day, of course, the bloodthirsty features are missing, but members of the travelling public, and the maritime communities should realise that evasion of Customs duties imposed by Government and passed in open Parliament is an unsocial and disloyal act. The officials who interpret their duties as honest servants—Civil Servants in both senses of the term—are hard put to it to deal with millions of travellers from overseas with the maximum of speed and the minimum of unpleasant fussiness, because when it is remembered that the *Ad Valorem* system of taxation in force means that articles of greatest value are frequently those of smallest compass and therefore most easy of concealment, much has to be left to the law-abiding character of the traveller. To provide sure safeguard the Customs officials would have to become an insufferable nuisance, and so the request of the Authorities may be said to be a slight alteration of Nelson's famous signal "England expects that every man will pay his duty."

SOME NOTES ON CONTEMPORARY AND OTHER RECORDS OF THE EARLY BRITISH STEAMERS

NIGEL W. KENNEDY

If the results of research into the history of any subject are to be worth publishing it is essential that the veracity and authenticity of the sources of information should be beyond question, or if this is impossible, there must be some general method for comparing the relative value of the data. The first step is to discover what sources, actual or potential, of such information are available, and where they may be consulted, and the purpose of this paper is to offer such guidance as is suggested by personal experience. For the general history of shipping there is no lack of accessible detailed information, nor for the history of sailing vessels of most periods or of modern ships of all kinds, but certain classes of vessels are well off the usual research "track" and early steamships are a case in point. Although there is still in existence plenty of material about these vessels much of it has been lost, hidden away, or scattered, and it is not easy to start a thorough search without any indication of where to look for help. Even when the information has been discovered, it must be sorted and checked.

My original object was to discover the origins of our pioneer steamships but after a while this expanded into an ambition to catalogue the data relating to all British built steamers constructed before 1840. After this date the available information is both more extensive and more reliable. It was clear that a comparison of the earliest contemporary lists of steam vessels would be most interesting but I had at first no idea if such lists existed or where to find them. As time passed I discovered more and more "pointers" and I believe that it will now be useful to classify the chief sources of information under four main categories. This method of classification may be useful to other students of the same or similar periods of mercantile development. At the end of the paper I have summarised the most important of the documents I have investigated and from which I have extracted most of my information. This list alone should be a valuable contribution to shipping history because the works referred to are the most important of the literature that I have located and surveyed. Much remains to be done but the general line of approach is now fairly clear. My method is, whenever I find

any new information, which may be verbatim or a resume, to make an extract and put it in an appropriate file. This enables me to quote the reference and to give extracts in extenso when necessary. For example, I have copies of a large number of complete lists of steamships, and these are, of course, at the disposal of all research workers.

It will be appropriate at this point to refer to the location and accessibility of various documentary sources of information. Some books and documents are so rare that they may only be examined at the place where they are stored, whether in a library or the office of some firm, and during the War it was necessary to give several days notice to the librarian so that the book might be available; the British Museum required four days' notice. Unusual books may be borrowed from the National Central Library; application to do so must usually be made through one's local librarian, to whom the required books are sent, and the borrower usually has to pay the postage at least one way, but this is a trifling outlay for the service rendered. I am indebted to the Secretary of the National Central Library, Colonel Newcombe, for many such books, some of which, because of the interest of my work, have been sent direct to me. My contacts with librarians have been most cordial, and my files contain much information willingly contributed by them or through their agency, and I am sure that any student would meet with the same unfailing courtesy and assistance.

The various sources of information may be conveniently classified as follows :—

Official State Records. (Authenticity and accuracy usually unquestionable).

1. Customs' Returns of Vessels Registered at Ports.
2. Customs' Clearances for Vessels entering or leaving Ports.
3. Admiralty Returns and Records.
4. Parliamentary Papers, Reports and Bills, etc.
5. Records of the Patent Office.

Official. (Authentic and usually accurate).

1. Lloyd's Register of Shipping (Red and Green Books)
Liverpool Underwriters' Register.
2. Scottish Underwriters' Register.

Private Documents, etc. (Authentic and usually accurate).

1. Shipbuilders' and Engineers' private records of vessels built and engined by them.
2. Lists of steamships compiled by contemporary writers.
3. Diaries, Letters, Autobiographies, and Biographies of celebrated marine engineers and shipbuilders.
4. Log-books of contemporary vessels.
5. Books and topical articles giving descriptions of vessels, etc., by reputable contemporary writers.

Publications, etc., for the General Public. (Corroborative but not infallible).

1. Contemporary Press accounts of vessels, etc.
2. Directories and Guide Books.
3. Local records, prints and pictures.
4. Models and relics in Museums, exhibitions and private collections.

The value of each class of record will be explained by the following notes.

Customs' Records and Registration of Shipping.

Although the registration of all vessels has long been compulsory in this country it does not appear to have been strictly enforced before 1840 in the case of steam vessels, particularly river craft, because it is now established that many steam vessels were never registered and are now untraceable.

The Certificates of Registration are bound in folio size volumes of about 100 pages and they are (or were) stored at the Customs House at the Port of Registration, where they may be inspected on request and on payment of a fee. Many of these records, unfortunately, have been lost through carelessness and vandalism, and more of them destroyed recently by enemy air raids. These documents give the name, registration number (which remains unchanged even after a change of name or ownership), tonnage, owner, port of registration and other data. It is a remarkable fact, however, that there is usually no mention of the vessel being propelled by steam though a careful search may reveal at the lower right-hand side a postscript in small hand, "Steam Vessel." There is still plenty of scope for research work among these records.

Customs' Clearances.

These are similar in many respects to Registration Certificates and the general description above covers them. Both Certificates are the subject of interesting reports in the Parliamentary Papers in which their details are summarised.

Admiralty Returns and Records.

The Admiralty Library in London contains many unique and authoritative records and documents bearing upon early steamship history, especially the history of the pioneer steamships of the Royal Navy and, in particular, of the Admiralty and Post Office Packets. The information is readily available to any bona-fide student who applies to the Librarian. Up to the present I have been obliged to neglect this section through lack of opportunity and cannot, in consequence, give any advice from personal experience. It is useful to remember that there are many Reports and Records relating to Admiralty and Post Office Packets in the Parliamentary Papers.

Parliamentary Papers.

Unless one has browsed through this crystallised chronological record of our national life and history one can have no conception of the amazing interest of this wonderful storehouse of knowledge. The general heading of Parliamentary Papers includes Reports, Returns, Accounts, Bills, etc., submitted to, and by, various Committees of both Houses of Parliament. For my purposes I am interested only in those published between 1811 and 1850, which consist of some 1,470 volumes, and although I have spent considerable time in examining them I have only touched the fringes of this huge mass of historical literature. Even though the student is aware of the possibilities of this source of information, he may not know how to tap it. Before the war both Liverpool and Birmingham possessed nearly complete sets of Parliamentary Papers and, in addition, the Picton Reference Library at Liverpool had one of the very rare sets of Indices. The entire Liverpool collection of the Papers was destroyed in an air-raid in 1941, but by a very lucky chance the Indices are still intact because they were kept in a different department from the Papers. Attempts are being made to replace the lost Papers as quickly as possible, but this will take years.

The method of indexing the Papers is peculiar and unsatisfactory although it is difficult to suggest a better scheme. It is sometimes difficult to know what to look for, and I have

occasionally been unable to locate information that is clearly indexed. Some "years" have their own separate index to the volumes published for that year, the number of which varies considerably. When one realises that the smallest number of volumes published in a year during this period was 13, and the largest was 74, the importance of the indexing becomes obvious. Furthermore, one volume may be devoted to only one subject and if the matter is extensive there may be two half-volumes separately bound. Conversely, two volumes may be bound up in one cover. A volume usually contains a number of complete Returns or Reports that may vary in length from a few pages to perhaps hundreds, and there are sometimes many appendices. The Returns are usually numbered separately and a volume may contain up to thirty or more Reports on a variety of subjects. At first glance it appears as though the Reports were collected and bound as rendered; that is, in chronological order, but generally there seems to have been some attempt to segregate all relevant reports submitted at about the same time.

In spite of its many difficulties one becomes accustomed to the system employed and, as a rule, the item sought can be located with little delay although the speed with which this can be done depends to some extent, perhaps, upon luck and intuition. Intuition is undoubtedly a valuable asset in research and has helped me many times to discover what other methods would have overlooked.

Extensive research has located most of the nominal lists of steamships published before 1860, as well as numerous Reports on kindred subjects, but, although I have classified State Returns as authentic and generally unquestionable, a careful analysis reveals that some figures and information may only be comparative with those of similar Returns and not absolutely correct in detail. For example, most lists of steam vessels *refer only to those that have been officially registered* or have been entered in Customs' Records as having been cleared in or out of a port. In many cases vessels that neither entered nor left a port during the period covered by a particular Return, or were not registered, do not appear in such a Return and have left no trace of their identity there. Even as late as 1839 it was stated that there were 35 unregistered vessels on the Mersey besides the 37 registered ones, and that the same was true of other ports.

Patent Office Records.

Royal Letters Patent were granted to inventors from about 1600 and it is interesting to note that No. 9, issued on January 9th, 1608, to David Rumsey and T. Wildgoose, related to a proposal for steam navigation. For over two centuries patents were filed under a serial number but with the rapid increase in the number of Patents issued in the 19th century this system was found to be unsatisfactory. Under the new system, inaugurated in 1852, the patents issued in each year are grouped together and numbered serially for that year only. In the early years of this century this system was abandoned and a simple serial number adopted again.

The task of searching through this mass of patents (well over half a million in number) has been greatly simplified by the efficient abstracting and indexing done by the Patent Office. For the early patents, Bennett Woodcrofts' "Index of Subject Matter to Patents of Inventions," relating to all patents issued between March 2nd, 1617, and October 1st, 1852, is invaluable despite the fact that only titles are given. The subject matter of these early patents is classified, indexed and abstracted in a series of "Abridgements of Specifications" of all patents issued between 1617 and 1852. Patents issued since 1852 are similarly classified and abstracted, and as a result of this work a review of all the known British Patents of Invention is a comparatively simple matter. Copies of the "Abridgements" are kept in the Patents Departments of most large public Libraries.

Official Records.

These are documents, etc., that rank with the State Records, but which consist of data collected by private undertakings. I have noted only a few, but the details may be interesting.

Lloyd's Register of Shipping.

Although this is beyond doubt one of the most valuable assets to the student of shipping history, very few people know the romantic story which underlies the beginning of this famous publication. Lloyd's Register as we know it dates back only to 1834 when two rival concerns were amalgamated. The whole story is related in the little book that was published to celebrate the Centenary of the Register in 1934, but a summary of its history will not be out of place here. Lloyd's Register is now an official record of vessels surveyed by underwriters. It gives details of tonnage, power, construction,

ownership, date and locality of building, and the date of the last survey, together with any other information that may be relevant. The method of presenting this information has been modified from time to time but it is believed to have its origin about 1668 in lists compiled at Lloyd's Coffee House and placed on view there for the benefit of customers. Later, a list was issued to subscribers and from about 1734 it was known as "Lloyd's Register" (and subsequently as the Underwriters Register, or Old Register, or Green Book), and continued until the amalgamation of 1834. From 1798 a rival New Register, or Merchants' Register, also known as the Red Book, was published and continued until both were combined in 1834. This period in shipping history is confusing because these rival publications had different contents. Both are very rare and Lloyd's Head Office Library has the most complete set, dating back to 1764. Their Liverpool Branch in Tower Building has a complete set from 1834 together with a few earlier volumes. Odd volumes of the Green and Red Registers exist in shipping and private libraries. The Liverpool Shipping Underwriters issued their own Registers in 1835, 1842, 1844, and 1845. Only one steam vessel, the *Innisfail*, is mentioned as such in these catalogues, and in 1845 this body was incorporated with Lloyd's and ceased publication. The first steam vessel to be mentioned in Lloyd's Register is said to be the *James Watt* in the Register for 1822. The Green Book for 1827 lists 81 steamers, and another 100 are given in the 1832 volume. No steam vessels seem to be listed in the Register for 1834 but 11 are given in 1835 (mixed up with sailing vessels), and in 1838 the first separate Register of steam vessels was published in which details of 110 vessels are given. This Register is also published in detail in Parliamentary Papers 1839, Vol. XLVII, p. 134, in a "Report on Accidents to Steam Vessels." From 1840 the Register included appendices giving lists of Admiralty and Post Office Steam Packets.

The Scottish Underwriters' Register of Shipping.

This gives information similar to that found in Lloyd's Register but the vessels mentioned are mainly Scottish. Odd volumes are to be found in some provincial libraries.

Private Documents, etc.

Valuable information might be obtained by the historian if all shipbuilders, marine and other engineers had made careful notes of their work, and if such memoranda had been preserved. Few of us realise however that in our humble way we are all making history, and it is a lamentable fact that

much information of the greatest interest and value has been lost because no care has been taken to preserve it for the use of future generations. It was, in fact, the realisation of this which inspired me to undertake the apparently hopeless task of unravelling the tangle of over a hundred years history. It seemed impossible to hope for success with such a disadvantage to overcome, but the fact is, that *because of* the great lapse of time between the events and my efforts to piece together the fragments of their history and not *in spite of it*, I find myself in a much better position to judge between one set of facts and another. I am now in the possession of facts unknown to contemporary writers, and can even question the accuracy of their statements because other facts have since come to light.

It is impossible to devote much time to a detailed discussion of the different classes of documents, but two are of great interest. These are the Boiler Order Books belonging respectively to Boulton and Watt, Soho Foundry, Birmingham (from which I have extracts relating to transactions between 1807 and 1820) and to Fawcett and Littledale, Phoenix Foundry, Liverpool, from 1813 to 1840. The former is now in Birmingham Library, and the extracts refer to 36 boilers and engines. The latter book is still in the possession of Messrs. Fawcett and Preston Ltd., Bromborough Pool, Cheshire, and contains entries referring to 88 engines and boilers for vessels in the United Kingdom ; 54 for the Continent ; 29 for America, and 3 for unnamed places. A curious omission from the Boulton and Watt extract is Fultons' *Clermont* for which they made a boiler in 1807. The boiler for Molson's *Accommodation*, of Montreal, is given under date of November, 1813.

PUBLIC DOCUMENTS, ETC.

Contemporary Press.

It is surely too much to expect that journalists of the distant past should have been better able to describe and record current events of apparent interest and historic importance with greater accuracy and colour than their successors of the present time, but one must admit in all fairness, so far as our national Press is concerned, that on historical grounds alone the job has been well done. If one feels that meagre references to some interesting event have not done justice to its importance one should compare them with similar descriptions in our current Press and it will be admitted that in spite of the newspaper tax of 9d. or 1s. in force a century ago, the editor of those days probably gave proportionately more space to items of

interest than his successors do. For some time steam-vessels were "news" just as aeroplanes, helicopters and atom bombs are to-day, and when the mass of seemingly small individual items has been collected and correlated, its contribution to history is far from insignificant.

Newspaper reporters and editors, like ourselves, are not omniscient and are prone to human failings, and it is unreasonable therefore to expect their work to be free from errors. This should be remembered always and newspaper accounts of events not looked upon as being strictly accurate, but rather as an official and unbiassed confirmation of facts already known or assumed. One very useful service of the Press is to indicate other approaches to a subject, or other sources of information. Letters to the Press, for example, are very useful but they are usually written with an unconscious personal bias and are liable to stress opinions as though they were facts. One should remember, too, that during the most vital and interesting period of steamship evolution, between 1811 and 1820, much of the available space in the Press was overcrowded with news of the Napoleonic Wars, and it is remarkable that so much of value for steamship history was printed in such times when newspapers were in fact quite small news-sheets produced under conditions of great economic stress.

Local Guide Books, Directories, etc., frequently preserve references not to be found elsewhere, and pictures and prints in Art Galleries and Museums are useful, too, though the accuracy of their details cannot always be trusted.

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Submitted by Sir Joshua Field, who stated that it was not complete and that he was unable to obtain information respecting several vessels.

Gives Date Built ; Name and Tonnage ; H.P. ; Where Plying ; Builder and Where Built ; Engined where and by whom.

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First official Return by the Registrar General, England and Scotland (Ireland omitted).

Port of Registration ; Name ; Tonnage ; How employed.

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First official return for Ireland.

Port of Registration ; Name ; Tonnage ; Crew ; How Employed.

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Port of Registration ; Date ; Name ; Tonnage ; Where Built. (Does not include Ireland.)

Return of 1839. (Vol. XLVII, 1839, App. 12 ; p.1)
Over 500 *Steamers*.

First Return for the whole of the United Kingdom.

Port of Registration ; Name ; Date Built ; Where Built ; Tonnage.

Return of 1839. (Vol. XLVII, p. 134 et seq.) 110 *Steam Vessels*.

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Date Built ; Name ; Where Built ; Tonnage, etc.

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Port of Registration ; Name ; Date Built ; Where Built ; Tonnage ; H.P. ; Length ; Breadth ; Draft ; Number of guns capable of mounting.

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Name ; Where Registered ; Date of Registration ; Registered Owner ; Length ; Breadth ; Tonnage (Gross and Nett) ; If hull is of *Iron* and if driven by *screw*.

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A TRANS-ATLANTIC TOW

Capt. A. T. POPE, D.S.O.

About the year 1900 I was master of the Booth Steamship Company's ship *Huascar*, a vessel of 875 tons, specially built by the Sunderland Shipbuilding Co., for the Liverpool Iquitos trade. The *Huascar* was of rather hybrid design with some of the features of a river steamer. Above her maindeck there was a deck that ran flush from the stern to the after part of the main hatch and forming, with the forecastle head, a short well deck. The shell plating was carried up to this upper deck, although only the midship section was rivetted as in an ordinary vessel. Aft the main, or after, mast the plating was fastened with nuts and bolts so that it could be removed and the after part of the main deck converted into a well ventilated space affording sleeping quarters (hammocks) for passengers voyaging between Iquitos and Para.

The *Huascar* left Liverpool in August, 1900, loaded with coal and with two lighters in tow, one carrying a small steam launch and the other ballasted with coal. Because of a revolution in Peru at the time, the usual Iquitos voyage was abandoned and the ship sent to Para only. The Booth Line had considerable experience in towing lighters and the usual way of doing this was to take the anchor chain off the anchor, pass it over the bows and back along the full length of the deck, and to tow with the chain shackled to a 4- or 5-inch towing wire that was, I believe, about 90 fathoms long. The cable chain was carried across the well-deck in a trough suitably supported and braced, and the 15-fathom shackle was kept just inside the towing or mooring chocks, so that it could be slipped in an emergency. The usual way of springing the cable was to zigzag the chain with 4-inch coir lines, with which all the river steamers trading between Para and Manaus were well provided. The lighters were, of course, towed in line astern.

The *Huascar* and her cargo and lighters arrived safely at Para, and I expected to return home straight away.

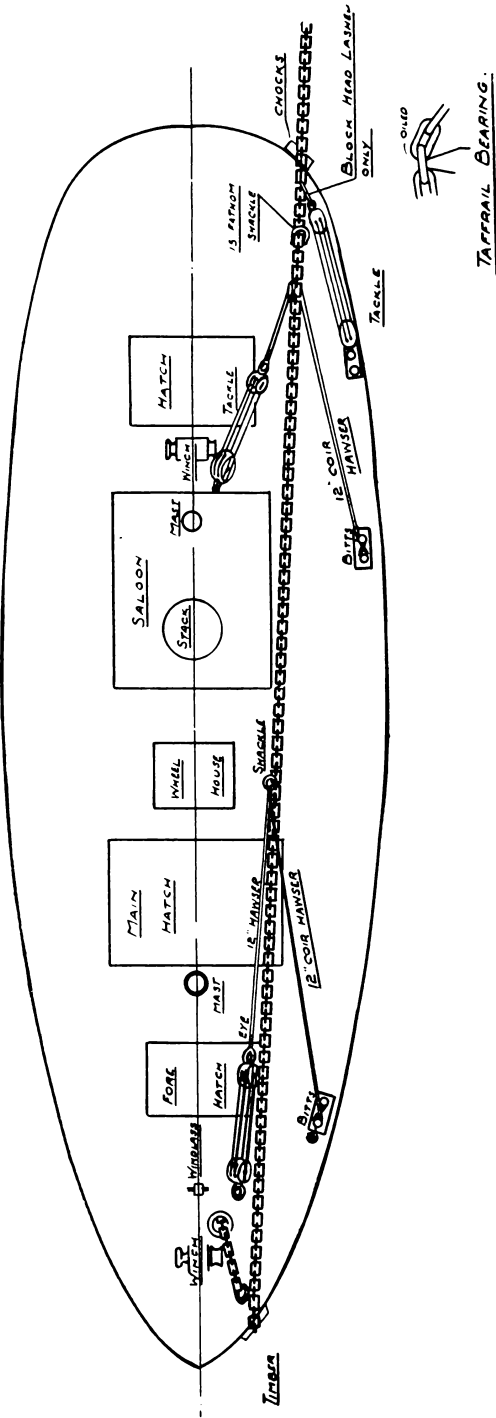
But it was to be otherwise ! The *Horatio*, a ship of 3,212 tons and belonging to the same Company as the *Huascar*, had grounded on a bank outside Maranhham and had strained herself so badly that the propellor shaft had been set up and

her engines were, of course, useless. The Company decided that the *Huascar* should go down to Maranham and tow the *Horatio* home ; so, with my cargo intact, I proceeded there, picked up the *Horatio* and the next day left with her in tow.

The arrangements of the towing hawser (shown in the sketch) was an adaptation of that used for towing the lighters. The anchor chain was brought over the bows and where it came aboard I bolted blocks of wood protected with iron strips and suitably shaped to afford the chain a smooth, curved surface so as not to strain the links at the bend. Where the chain led up to the chocks on the taffrail, there was a pitchpine block that made a steadily sloping bed for the chain. In heavy weather there was naturally considerable wear on the links at this chock so the bearing was kept well oiled, special attention being paid to the link just outside the chock bearing, which even in ordinary weather worked on the link in the chock. After towing for some time, we slacked out a link in the chain to distribute the wear.

Springs were attached to the towing cable as follows : a length of 12 in. coir hawser that I found in the Company's yard whilst searching for suitable towing gear, was cut up into handy lengths and attached to the chain by means of a shackle in the bight of the hawser. The standing end of each piece of hawser was secured at a suitable point and a strong luff-tackle of 3½-inch rope attached to the other end. The hauling part of the forward luff-tackle was permanently attached to the barrel of the windlass and the end of the after one was taken to the steam winch. Both tackles were constantly watched and kept at the right degree of tension to afford the maximum spring. Before starting to tow, the 15-fathom tackle, positioned well inside the taffrail, had its pin backed out, well cleaned and replaced, so that if we were obliged to slip there would be no trouble unshackling. Just abaft the 15-fathom shackle, a heavy tackle was set up, ready to take some of the weight off the shackle whilst the pin was being driven out in order to slip. The tackle was *lashed* to the chain so that it could easily be cut away when the shackle was removed. This was of course, an important point.

I had no trouble to the Equator nor in running through the N.E. Trades, where we kept her full and by with every stitch of fore and aft canvas set on the two ships. I steered for the Azores, to signal, which I did on September 3rd.



That night the barometer started to drop and on the morning of the 4th, it was blowing strong and the wind increasing. The sea got up and we slowed down to ease the towing. By the afternoon it was blowing a full gale, with a nasty sea, and a little later the *Horatio's* cable parted. I had to keep the *Huascar* hove to and during the night we lost sight of the *Horatio* nor could she be seen next morning. The weather changed quickly and by the afternoon of the 5th I was able to hunt for the tow. But it was not until the third night that I found the *Horatio* with a deeply loaded steamer standing by to take her in tow next morning. Of course, the steamer left when I arrived and I took the *Horatio* in tow again. To give the tow a little more play, I connected the *Horatio's* towing wire between the two ships' chains.

From this point home I had a splendid trip. I signalled at Kinsale expecting that a tow-boat would tow the *Horatio* past the Bar and up the Mersey, but the Company miscalculated my speed so there was no tow-boat at the Bar. The tide was ebbing and the weather was perfect, so we carried on and took the tow up the river and both anchored in the Sloyne. I don't remember the length of the homeward passage, but the whole voyage out with the lighters and back with the *Horatio* took 47 days.

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It is unlikely that this list is free from errors and the Secretary would appreciate his attention being drawn to them.

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