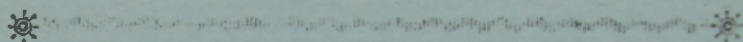


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NAUTICAL RESEARCH SOCIETY



THE BULLETIN

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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

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B U L L E T I N

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Merseyside County Museum  
William Brown Street  
Liverpool, L3 8EN

Hon. Secretary - M.K. Stammers, B.A.  
Editor - N. R. Pugh

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Wind from the west: the mighty wave  
Of ocean bounds o'er rock and sand;  
The foaming surges roar and rave  
Against the bulwarks of the land:  
When waves are rough, and winds are high,  
Good is the land that's high and dry.

Thomas Love Peacock (1829)

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THE IRISH REPUBLICAN NAVAL SERVICE

Within the last few years, the coastal patrol and fishery protection flotilla has been built up to four vessels. The Irish Naval force comprises 500 officers and men (says Janes "Fighting Ships") and whilst it is administered from Dublin, its base and dockyard are at Haulbowline, near Cork.

The flagship is DEIRDRE FP20 which is the first ship built for naval service in Eire, having been completed at the Verolme yard, Rushbrooke, Cork in 1972. Her tonnage is 972, length 184ft., beam 34ft., Speed is 18 knots. Crew 42 officers and men.

The other three ships are ex-British coastal minesweepers:-

BANBA	CM11	ex HMS ALVERTON
FOLA	CM12	ex HMS BLAXTON
GRAINNE	CM10	ex HMS OULSTON

They are of 360 tons, 140ft x 29ft, speed 15 knots. Crew 30 officers and crew. These ships were built between 1954 and 1959 - they have double mahogany hulls with some aluminium alloy. Since their purchase in 1971, they have all been fitted with covered bridges.

The Naval Service also have a tender JOHN ADAMS, 94 tons, built by Dunstons, Doncaster in 1934.

The former flotilla, disposed of, consisted of CLIONA ex HMS BELLWORT, MAEV ex HMS OXLIP and MACHA ex HMS BORAGE.

In the matter of armament for fishery protection duties, DEIRDRE carries one 40 mms Bofors gun, whilst the smaller craft have one 40 mms AA gun, and two 20 mm AA guns. The force appears none too large for the long coastline and the number of trawlers working. The arrest of foreign trawlers for illegal fishing is fairly frequent, and if proven, penalties severe.

N.R.P.

#### SEPTEMBER MEETING

"Ships and Seamen of North Wales" was the title of a talk given to the Society by Mr.A.Eames M.A. - a Warden of the University College of North Wales, Bangor. Our meeting was on 22nd September 1975 - the first meeting of the new season.

For centuries the inhabitants of North Wales, the maritime counties of Anglesey, Caernarvonshire and Merioneth had looked to the sea not only as a means of communication but also as a source of danger and invasion. By the nineteenth century a maritime community had emerged from the mariners, merchants, smugglers, pressed men and peaceful traders of earlier eras. New confidence in naval protection from pirates and enemies, the growth of the great port of Liverpool, the development of the local slate and copper industries, and the South Wales and Lancashire coalfields, all led to prolific shipbuilding on open beaches, in fields and sheltered coves, as well as small ports from the Mawddach to the Conway estuaries.

In his talk, Mr.Eames showed slides to illustrate both the development of the coastal trade of the North Wales ports, and the growth of the sailing ship companies. At Menai Bridge, the Davies family were so successful that between 1843 and 1877 they acquired a fleet of over fifty wooden ships and barques built in New Brunswick, Nova Scotia and Quebec to transport slate and emigrants from North Wales to North America, returning with cargoes of timber much in demand from quarries, the rapidly growing seaside resorts like Llandudno, and the busy local shipbuilders. So successful were these ventures that soon the Davies vessels were sailing in the Cape Horn and Far East trades, and many young seamen made careers for themselves aboard Davies ships, almost invariably commanded by local men.

In the seventies, most of the wooden ships were replaced by a fleet of iron ships built by Roydens of Liverpool, to very similar design. All were named after the North Wales counties. It was in one of these vessels, MERIONETH, that Capt. Robert Thomas (whose grandson Mr.Reg. Froom was present at our meeting) made the record passage with coal from Cardiff to San Francisco of 96 days and a homeward voyage of 94 days with a cargo of wheat in 1888.

The success of the Davies family had encouraged many other people of North Wales to invest in the oceanic trades. William Thomas, formerly a pupil teacher at an Anglesey village school, was probably the most successful and persuaded many Welshmen to join him in investing in a fleet of iron ships and barques built by Doxfords, and R.J.Evans of Liverpool, again named after the North Wales counties. They were County of Anglesey, County of Merioneth, etc.

In later years William Thomas took over the Cambrian fleet of Capt. Thomas Williams of Criccieth and Liverpool, and many North Wales seamen served in CAMBRIAN HILLS, CAMBRIAN CHIEFTAIN, etc. Quarrymen, shopkeepers and innkeepers of Gwynedd, the recent name given to this coastline and its hinterland joined together to form the Arvon, Eryri, Gwynedd and North Wales Shipping Companies, and vessels like GLAN DINORWIC, MOEL RILLIAN and MOEL TRYFAN were built. Robert Thomas, a former schoolmaster at Nevin, bought a number of vessels belonging to these companies, and added to his fleet the vessels named after Welsh Castles - POWYS CASTLE, CRICCIETH CASTLE etc.

It was largely believed that large iron ships would bring higher profits than the locally-built vessels in which the community had traditionally invested. This heavy involvement in "foreign ships" and the recession in both the slate quarrying and shipping industries led to the cessation of local shipbuilding. The last vessels were built at Pwllheli in 1878, Bangor 1879, Nevin in 1880 and Caernarvon in 1884. The exception was Portmadoc.

Mr. Eames traced the development of Portmadoc from its early years in the 1820's to the very busy period of shipbuilding from 1860 to 1878, when over eighty vessels left the yards at Portmadoc and Borth-y-Gest. Slides showed the masters and crews of representative vessels such as the brig EVELYN, which sailed in Atlantic trades for over thirty years. These slides illustrated the family involvements in Portmadoc ships. Finally we saw examples of the beautiful Western Ocean Yachts, as the later Portmadoc schooners were known to contemporaries.

N.R.P.

#### MARINE ART QUERY

Dr. Reginald A. Yorke, of "Briardale", 3 Wicks Lane, Formby, Near Liverpool writes:- "I am endeavouring to trace as many as possible of the paintings - usually ships portraits - by Wm.York and William H.Yorke. These were two nineteenth century marine artists, and I am hoping to compile a comprehensive catalogue of their work, in a monograph upon which I am now working."

"It is known that pictures by them are to be found in collections in Europe, America and Canada, and I would be very grateful for any help your members may be able to give me in tracing further specimens, either in their own or other collections. This help will, of course, be fully acknowledged, and I shall in due course be able to let your Society have a copy of my findings."

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Look when the clouds are blowing  
And all the winds are free:  
In fury of their going  
They fall upon the sea.  
But though the blast is frantic,  
And though the tempest raves,  
The deep immense Atlantic  
Is still, beneath the waves.

F.W.H.Myers

NEW NAMES FOR OLD

ALTAIF	ex CAMBRIA (Sealink)
ALEX G	ex QUIESCENCE
ARKLOW BRIDGE	ex TIMBER SKIPPER ex JORGEN PRIESS (1963)
ARRAN FIRTH	ex BEN VOOR
BALMERINO	ex ARDGARVEL (1965)
BALTICA	ex BALLYMORE ex BEEDING (1950)
BEN AIN	ex GRETCHEN WESTON ex DEBEN (1966)
BENALBANACH	ex PANDO GULF ex WOODARRA
BENLEDI	ex PANDO CAPE ex BALLARAT
B.P.SPRINGER	ex DUBLIN
B.P.WARRIOR	ex GRANGEMOUTH
B.P.BATTLER	ex INVERNESS
B.P.SCORCHER	ex KILLINGHOLME
B.P.JOUSTER	ex SWANSEA
CARGO ZEAL	ex MANCHESTER ZEAL
CAPETAN NICOLAS	ex CANOPIC (1954)
COSMIC	ex HARTING ex THOMAS LIVESEY (1953)
CARNIVALE	ex QUEEN ANNA MARIA ex EMPRESS OF BRITAIN
CAM AZOBE	ex FULANI
CAM AYOUS	ex FORCADOS
DOMINICA	ex DOMINIC ex MAKATI ex JONNA DAN (1953)
DYNAMIC	ex SOLWAY FIRTH ex G.R.VELIE ex CARNISSESINGEL
ESPERO	ex KING JAJA ex TYRIA
EMMANUEL MARCON	ex WILLOWPOOL (1960)
EPIC	ex BIRLING ex THOMAS HARDY (1950)
GARDEN SATURN	ex CLYDE ORE
GULF ANCHOR	ex ASPHALION ex POLYPHEMUS ex ASPHALION ex ACHILLES (1948)
GOLDEN MADONNA	ex MONTEVIDEO STAR ex NEWCASTLE STAR (1956)
GLENROSA	ex WILKS
KALLIPOLIS	ex TEXACO DURHAM ex REGENT FALCON
LAPU LAPU	ex CAMITIA
LADY MARIA	ex SAINT ANGUS ex MILO (1953)
LAURA	ex ROTHESAY CASTLE
MALDIVE ADVENTURE	ex FRISTON
MANAURE	ex ARION ex BEAVERFIR
NIKOLAOS MALEFAKIS	ex MABEL WARWICK
NAVARINA	ex GRIPSHOLM
NEWTON	ex TEAKBANK
POLAR LIGHT	ex WIGGS (m/puffer)

RUBENS (Belg)	ex CITY OF CANTERBURY	ex CAP CLEVELAND
		ex CITY OF ADELAIDE
SCHWAGO	ex ARGYLLSHIRE (1956)	
SAUCON	ex LAURELWOOD	
STYLIANOS	ex OLNA FIRTH	
SEA FORTUNE	ex ROTHERWICK CASTLE	
STAR ANN	ex CAREBEKA II	
TITIKA	ex KEYNES	ex ACCUM
TEMPESTA	ex CENTURITY	
TURQUOISE	ex KYLEBANK (1961)	
YELLOW RIVER	ex MALDIVE PILOT	ex PURIRI (1948)

#### NOVEMBER MEETING

Fortyfive years ago, our speaker took part in the DISCOVERY expedition to Antartica, which took possession of previously uncharted territory by proclamation. It was done as in the days of Empire by warrant in the name of King George V, and it was called MacRobertson Land.

Capt. W.R. Colbeck, R.N.R., was navigator of DISCOVERY for the two voyages made to Antartica in 1929/31. In Liverpool, we have known him as Marine Surveyor and Water Bailiff for the Mersey Docks and Harbour Board for the period 1948 to 1971. Alas, under the new regime this post no longer exists. Capt. Colbeck was, amongst his many activities in the port, involved with the THETIS salvage, and much later, with the removal of EMPRESS OF CANADA from Gladstone Dock, after the disastrous fire.

But on this occasion, he had come to speak to us about the antarctic, and though the weather outside was decidedly cold, our Museum lecture room was sufficiently warm for pleasant consideration of such things as icebergs, penguins and seals.

"Terra incognita australis" was the name given to the large suspected land mass at the south pole. Capt. Cook's expeditions of the 1770's did much to inspire many expeditions in the 1820's for whales and seals. These fishermen did little to add to the knowledge of the polar continent, but between 1819 and 1843, there were four expeditions by Britain, the United States, Russia and France. Then there was a lapse of about fifty years, after which numerous expeditions went out between 1897 and 1914.

In 1898/1900 SOUTHERN CROSS, in which Capt. Colbeck's father

served, was the first group to land a party to remain over the winter in huts. Except for one man who died, the party survived.

Sir Douglas Mawson's Expedition in 1929/31, was largely financed by Australia, and DISCOVERY was fitted out to explore the coastline in the high southern latitudes and from 45 degrees to 160 degrees east longitude. J.W.S.Marr was in charge of oceanography.

DISCOVERY was built in 1900 for one of Scott's expeditions. She was built to the design of successful whaling vessels, and was the sixth of her name. Length 172ft, beam 34ft, she had a loaded draught of 17'6". Her beams were of 11/12" oak, with an inner lining of 4" pitch pine, and outer linings of 6" Canadian elm and 5" greenheart. She had steel bulkheads fore and aft of her boilers. The masts were square rigged for sail and she had a single screw. Both screw and rudder were ingeniously retractable, and our speaker demonstrated how the screw could be detached from the shaft, and drawn up into the hull. It was only ever done once, and on that occasion the crew was hopeful that it would never have to happen again!

The ship had no portholes, and the largest hatch was 3ft x 2'10" which often meant the re-packing of equipment. In 1904 she was sold to the Hudson Bay Company and worked in the arctic. Later, she worked in the Falkland Islands for the Crown agents.

DISCOVERY was taken over in St.Katherines Dock, London in 1929, and went round to Cardiff for bunkers. She left there on 7th August and called at Cape Verde for provisions, reaching Cape Town on 5th October. Here, she completed with her crew of seven officers, ten scientists, 2 airmen, and there were twenty in the focsl.

She left Cape Town in mid October (springtime) and arrived Kerguelen in four to five days for bunkers.

Throughout the voyage, soundings were taken on a machine which would measure to 4,500 fathoms, and water samples were taken at a depth of 3,000 metres. After passing Heard Island, pack ice was met in sixty-one degrees south, much sooner than



expected. Then after another 300 miles a landfall was made where the chart showed a blank. This new land was discovered on 26th December 1929, and was christened MacRobertson Land in honour of an Australian who had donated £25,000 to the project.

DISCOVERY carried a Moth aircraft for scouting in calm weather conditions. As radio operator, the ship carried a Royal Navy Chief P.O. Telegraphist, and when the plane was airborne it carried rather an elementary transmitter on which he kept a radio DF bearing. As regards radio contact with land, a great deal of sophistication has occurred in radio since 1929, so that if signals were exchanged with Australia once each week, they were lucky.

They had much bad weather and in March 1930, arrived in Adelaide and Melbourne to great acclaim. Capt. Colbeck then spent a good deal of time at the Hydrographic Office writing charts. In a few months, they were off again to Hobart, whose people had also supported the venture. Thence to the Ross Sea and MacQuarie Land, south of New Zealand. In these waters, they met the whale factory ship SIR JAMES CLARKE ROSS for bunkers, and were able to discharge one crew member for both physical and mental reasons.

Thence to Cape Denison, the "home of the blizzard" which has the reputation of an average wind strength of 51.3 mph, with only 10% of the time calm. There, the wind blows incredibly steady, so that one can lean on it. It does not blow in puffs as in these latitudes.

A hut was still standing, from an expedition in 1914 and provisions remaining were still edible. This was Mawson's previous expedition, and one surprising fact was the erosion of the timber in that biting wind. Weathering meant that the soft wood had gone, and left the hard grain.

Some of the icebergs were up to 70 miles long and might take a whole day to traverse their edge, with perhaps an average height of 150 ft. Princess Elizabeth Land was reached and 1000 miles of new coastline had been mapped in two seasons, with a real wealth of scientific data collected on geology, magnetism,

parasites etc. In February 1931, DISCOVERY returned to Melbourne and made ready for the passage home. She left there on 18th April for Wellington which had also helped the expedition. Scientific specimens were landed there and she sailed on 6th May, calling at Montevideo and reaching the Thames on 1st August 1931.

Of the 86 days spent on the voyage, 20 were on steam alone. There were numerous interesting facets of life in the antarctic described to us by Capt.Colbeck. For instance, on Kerguelen, the flies, equivalent to our house flies, have no wings and have to hop, this being a consequence over the centuries of the appalling winds. There are wild dogs on Kerguelen, descendants of dogs left there by an expedition in 1870. DISCOVERY had ice tanks on deck, where after a short time, the top five inches could be drained off into the fresh water tanks as completely salt-free. The salt content in the lower depths of the ice tanks was very much increased.

This was a most fascinating lecture, added to by a number of interesting slides. Captain Colbeck is indeed fortunate to have achieved adventures in exploration, to which must be added his most valuable work for the Port of Liverpool. And now, at around three-score-years-and-ten, he enjoys retirement, and we were delighted to have him with us. The vote of thanks was offered by Wilfred Raine, seconded by Peter Welsh, and carried with acclamation.

N.R.P.

#### ROYAL NAVY POST-WAR DISPOSALS

In addition to the warships mentioned in our last Bulletin, the aircraft carriers HMS MAGNIFICENT and POWERFUL went to the Royal Canadian Navy, the latter being renamed BONAVENTURE. She is known to have been scrapped. HMS MAJESTIC was taken over by the Royal Australian Navy and renamed MELBOURNE - she is still afloat. Australia also took HMS TERRIBLE which became SYDNEY, and was listed for disposal in 1973.

HMS VENERABLE only assumed her Argentinian name 25 DE MAYO after a spell in the Netherlands Navy as KAREL DOORMAN. HMS COLOSSUS became the French ARROMANCHES.

## SURVEY OF HISTORIC VESSELS

Many old ships and boats have disappeared from the Mersey in the last few years, and I feel it is time we should try and make a record of those that still survive before it is too late.

To take one example of how old ships have vanished - until a year ago there were the well-preserved hulks of several old Mersey sailing flats in West Dock, Widnes. These have now been buried under rubble and waste concrete. Fortunately Dr. Frank Howard was able to take the measurements of one - SIR ROBERT PEEL - and a few fragments are preserved in the Maritime History Department. But there are many old hulks and indeed vessels afloat that we ought to know about.

In the first instance I think it would be useful if we could compile a card index of boats or hulks and their sites, and perhaps from there go on to take photographs, and make drawings of them. I have it in mind that we should cover all kinds of vessels from rowing boats upwards on the Mersey and in the Northwest generally.

Do any of the Mersey gig boats still exist? How many hulks of flats are there? How many steam powered vessels are left?

If anyone is interested in helping, please contact me at the next meeting.

M.K.S.

### DECEMBER MEETING

Thursday 11th December was the date of our annual Social evening, but prior to this, in the early evening, a Council meeting was held at Merseyside County Museums.

Those present were the President, Mr.R.B.Summerfield, two Vice-Presidents, Messrs. W.P.Raine and N.R.Pugh, the Chairman Dr.P.N.Davies, the Hon.Treasurer Mr.T.D.Tozer, the Hon.Secretary Mr.M.K.Stammers, and members of the Council, Messrs. D.W.Boyes, E.P.McManus, K.Stuttard, P.J.Welsh and Miss Susan Welsh.

The purpose of the meeting was to discuss the financial

position of the Society. The Treasurer outlined the situation. He pointed out that the Society could only balance its books if all outstanding subscriptions were paid. The principal cause of the Society's problem was the rise in postal costs. Various suggestions were made for economizing on postages, such as reducing the number of reminder cards, stamped addressed cards, and also a proposal was made that subscriptions should become due at the time of the A.G.M. in May.

Mr. McManus pointed out that the Society should provide its services at their proper cost, and members should be prepared to pay for what they wanted. The Chairman said that the situation in which the Society found itself, was one of liquidity rather than lack of funds, because of the gap between the payment of bills in the summer, and the arrival of new subscriptions in September. He proposed that £100 should be temporarily transferred from the reserve fund to cover any bills during this period.

Mr. N.R. Pugh pointed out the difficulties of older members, especially the increased cost of public transport. Miss Susan Welsh suggested that tea should be substituted for coffee, because of the increased cost of the latter. But a majority of the committee agreed that it was preferable to retain the coffee and increase the cost to 10p. It was also agreed not to take any action on the financial situation at the moment, but to lay it before the members at the Annual General Meeting this Spring.

By this time, members were flocking in to one of the large education rooms, where ship models and pictures from the Museum's collection had been installed. We soon settled down to a very tasty repast in the atmosphere of what used to be called a "conversazione".

Later, our Chairman Dr. Peter Davies gave us a talk on his visit to Thailand in the autumn of 1974. His colour slides depicted beautiful scenery with the River Kwai as its main setting. There were crowded river launches driven by powerful lorry engines, with long propeller shafts projecting over the stern. We saw the relics of the ill famed railway, brought to the public eye in the film "Bridge over the River Kwai", and also

the cemetery of the many thousands of Allied prisoners who died in Japanese captivity just over thirty years ago.

The last part of our Social Evening was spent in the Shipperies Gallery, where to the tinkling of sherry glasses, Christmas greetings were exchanged. We thank all our lady members for their great assistance with the refreshments.

M.K.S.

#### TO THE BREAKERS

BRITISH HUSSAR (1962)	LLANGORSE (1960)
MAID OF ORLEANS (Sealink)	BIDFORD PRIORY (1960)
ZAPHON (1957)	HASTULA ex SAN FABIAN
PETROLA V ex BRITISH ENGINEER	MALDIVE EXPRESS ex BITTERN
WINDTIDES ex WINDJAMMER ex ESSO	WESTMINSTER (Vickers 1954)
MANCHESTER QUEST ex MANCHESTER MILLER	(1959)

#### LOSS OF PRINCESS VICTORIA - 1953

The five day working week had not been introduced in January 1953, when on Saturday 31st a violent northwesterly gale with hail showers swept a wide area of Britain. On Mersey-side, when going to work, it was a struggle to cross the Dock Road opposite Bibby's Mill, and get some lee in Oil Street. The thought occurred "pity help anyone at sea in these conditions".

The time was 8.45 a.m., and up north was beginning a tragedy which still lingers in the memory. For just one hour previously, the British Transport Commission's motor ship PRINCESS VICTORIA had left Stranraer for Larne, with 127 passengers and 49 crew. She was built by Denny's, Dumbarton in 1947, of 2694 tons. Her length was 310ft, beam 48ft and normal loaded draught 11'6".

Meeting the full force of the gale in leaving Loch Ryan, sea water entered the car deck through the stern doors. At 9.46 a.m. she reported to Port Patrick Radio that she was hove-to, at the mouth of Loch Ryan, and "not under command". The amount of water on the car deck gradually increased and it was not found possible to clear it by pumping.

Distress procedure was put into operation and the destroyer HMS CONTEST left Greenock, expecting to arrive by 1 p.m. The salvage tug SALVEDA was also sent but was not mentioned in the subsequent happenings. The situation deteriorated, PRINCESS VICTORIA wallowing in very heavy seas with the starboard list increasing. At 1032, she reported that the stern doors were stove in, and by noon the list was thirty-five degrees.

Ships were sheltering in Belfast Lough and in the Clyde estuary, but anchors were weighed to give what help they could. Sloan's ORCHY, Burns Laird's LAIRDSMOOR, the coastal tanker PASS OF DRUMOCHTER and Eagle Oil's SAN CASTO made their best speed to the scene.

HMS CONTEST was delayed by the gale, receiving some structural damage and injury to crew after losing the lee of Arran. Her efforts were also hampered because the position broadcast by PRINCESS VICTORIA was at variance with directional bearings taken by radio at Port Patrick. As CONTEST approached the area she was prevented from using her radar, by violent yawing at high speed in heavy seas. PRINCESS VICTORIA fired rockets, but from the sloping decks, these did not reach effective height and were not seen.

At 4 miles NE of Mew Island, the casualty was much further west than was thought possible. Her last message was at 1.58 p.m. to the effect that PRINCESS VICTORIA was on her beam ends, the engine room was flooded and she was being abandoned. All women and children were shepherded to the lee side of the boatdeck by the stewardess. Very soon after this, the ship turned over and sank.

One or two lifeboats and numerous rafts got away in the numbing blast of northerly wind, snow and hail. It was 3 p.m. when PASS OF DRUMOCHTER reported two lifeboats, one full of people, four miles from the Copelands Lighthouse. LAIRDSMOOR was in sight, and ORCHY, seeing the Donaghadee and Port Patrick Lifeboats coming from the false position, called to them by radio, to make for her, indicating the distinctive funnel colours. Aircraft were now circling the scene.

The three coastal ships made valiant efforts towards rescue, and on the "trawler frequency" there were poignant remarks on the helplessness felt in trying to embark survivors, as the ships' own belting threatened lifeboats alongside. From PASS OF DRUMOCHTER - "I will do my best, my brother-in-law is in her".

At 3.25 p.m. the trawler EASTCOATES came on the scene asking "What has happened to PRINCESS VICTORIA?"

LAIRDSMOOR sighted a raft at 3.35 p.m. but there was nobody on it. He reported as being amongst wreckage. ORCHY reported people in the water and called "We are helpless - lifeboat, can you make for us?"

The Dongahadee boat then managed to save life. The PASS was pumping oil on the water. HMS CONTEST arrived on the scene about 3.45 p.m.

At 3.52 p.m. ORCHY said "there are people in the water here - each time we have tried they are washed away. PASS OF DRUMOCHTER said "We got hold, but they were so excited, we had to let go. Cannot do a thing. There are twenty to thirty in one boat - one man fell overboard but was rescued. The lifeboat has got one boatfull; I am making a lee for him to get the other boat with one man in".

Trawler WILLIAM CALE arrived on scene, and two aircraft circled above. The destroyer picked up two survivors.

By 4 p.m. - "there are lots of rafts but no signs of life and nothing could survive in it. Also many lifejackets; we inspected one with a light on it".

At 4.33 p.m. LAIRDSMOOR and the PASS said they would hang on till totally dark, and remarked that it was strange that there were no women or children amongst survivors, so far as they saw. LAIRDSMOOR had a lot of cattle aboard bound to the Mersey.

At 4.45 p.m. an aircraft dropped two flares ahead of the PASS who went to investigate, but it was only wreckage and empty rafts. Donaghadee lifeboat said they had thirty or forty survivors, but they were too cramped to count accurately.

The mate of the PASS OF DRUMOCHTER said he had fuel oil all over him. They were in ballast and pumped bunker oil. He was disappointed that "the whole lot in the boat we got hold of would not do what we told them - but the lifeboat got them all".

At 5.5 p.m. ORCHY returned to Belfast Lough. EASTCOATES reported that she had four dead, and one alive who might live. So ended this terrible drama in the North Channel, which gave rise to a searching inquiry. All that was humanly possible was done to save lives, but sad to report, of the 176 persons on board, 134 were lost, including all the women and children. In the design of vehicle loading devices and openings, much has since been learned and put into practice.

Of the ships mentioned, LAIRDSMOOR was lengthened in 1962 and became COLEBROOKE for a time. PASS OF DRUMOCHTER was sold, SAN CASTO, ORCHY etc. have long since ended their days.

N.R.P.

#### JANUARY MEETING

On Thursday 8th January, members of the Society heard a very interesting talk on "Marine Paintings" by Stephen M. Riley, an Assistant in the Maritime History department of Merseyside Museums.

Our speaker divided the subject into two parts - classical marine art which form took shape in Holland in the 17th century - and ship portraits. Merseyside Museum's collection of five hundred or so pictures and prints is very fine, and we had a selection exhibited around the lecture room.

Classical marine art in the Dutch idiom, soon took fashion in England and became centred here. Painters practiced dramatic effect and were not deeply interested in ship design. They painted vigorous seas, spray and sunlight on water, and Turner's pictures will be remembered for their atmospheric effects. There was no lack of wealthy people willing to buy these art treasures.

At the beginning of the nineteenth century, the vogue in ship portraiture began. Patronage was humbler and often arose from pride in a ship. Owners wanted pictures of their ships,



officers would say "paint my ship!" and there was a plethora of paintings. Artists were serving a trade in all ports and all nations, for now ships were voyaging to far-away India and China etc.

At this point in the lecture, Mr. Riley showed a fine selection of slides. There was the water colour of the barque ESTHER painted by Guiseppe Fedi in 1819. This work was probably done in Leghorn, and as the artist had never been to the Mersey, the seafarer who ordered it, described Bidston Hill Signal Station, and this the artist has included.

We saw the Brocklebank brig DASH painted by the Danish artist Jacob Petersen, 1774 to 1855. Another Brocklebank ship was MAIDEN QUEEN painted by a Chinese artist in 1860.

That ship portraiture became a business was shown by a slide of ORELLANA painted by Woolston and Barrett, of Newcastle, N.S.W. They made four identical pictures of this ship. They would advertise their craft, and ships not being in port for very long, would have to execute orders promptly. It is interesting to note that three of these paintings went to members of the ORELLANA's crew and that the remaining one hangs in Dunedin Town Hall, New Zealand, for she was the only ship ever to enter that port under sail.

An artist named Jacobsen was turning out pictures almost by mass-production between 1870 and 1890. He not only inscribed his name in the bottom corner, but his address also! He also was Danish, being born in Copenhagen in 1851 and having the full name of Antonio Nicolo Gasparo Jacobsen. He emigrated to New York in 1871 and died 1921.

There were no more discerning customers than seamen and Ruben Chapel was a successful ship portrait painter who lived at Goole and removed to Par. He painted topsail schooners and small coastwise craft, and his output was prodigious. To make an adequate living, he painted five hundred pictures in a year and his total between 1890 and 1930 was around 12,000. Quite a small picture of his which sold for twelve shillings and sixpence now brings £100.

But like the writer of this report, Mr. Riley has a deep respect for the work of Samuel Walters - biased though we may be. Oh that we could see again the wonderful exhibition of his work staged at Bootle Art Gallery some fifteen years or so ago, when sadly your scribe had the whole gallery to himself, and treasures the catalogue still. Walters made a good living in Bootle and died in 1882 leaving the substantial sum of £3,300 for those days.

One picture shown by Mr. Riley was an unusual subject for Samuel Walters - the fire at the Non-Conformist Chapel, at the corner of Great Georges Street and Nelson Street. This was his church in 1840, before he moved to the more salubrious Bootle. The church was completely destroyed. He sold many prints of this picture, the proceeds of which went to the rebuilding fund.

Then we saw a slide of SCOTTISH MOORS (1890) and this illustrated why paintings died, and photography, rapid and true, took their place. Crews of ships posed for their photographs and we saw examples of such groupings. Since the last war, colour photography has come within the scope of all.

The Wallasey photographer Priestley was taking photographs of ships in the early 1900's, and there were many amateurs, not forgetting our own lamented Ted Jones, and others.

The distinctive style of Wallasey's Sam J.M. Brown is remembered, and we were shown an example of Walter Thomas's advertising work in the colourful VOLTAIRE. Our speaker also mentioned John Stobart, and those we are fortunate to have with us on Merseyside, Keith Griffin and Gordon Ellis.

After coffee, we had a lively question session, and learned that although the Museum possesses 500 paintings it is not possible because of financial outlay, to put on sale copies of these works in the Museum shop.

The vote of thanks was proposed by Ken Stuttard, seconded by Gordon Ditchfield and acclaimed.

Through an oversight, reminder cards were not sent out before this meeting, but we were pleased to see that so many members had referred to the programme card. It is much regretted if anyone did miss the meeting through lack of the usual post-card.

N.R.P.

#### GENERAL NEWS ITEMS

The "Tall Ships' Race" will start from Plymouth on 2nd May 1976 and the sail training ships involved will complete their cruising on 14th August. Yacht GREAT BRITAIN II is being sponsored by F.W.Woolworth Ltd. One crew of fifteen youths will sail the yacht to Teneriffe, where a second crew will take over, a third crew at Bermuda and a fourth at Boston.

Shell's METULA has achieved the doubtful fame of being the largest ship ever to be sold to shipbreakers, being 210,035 tons and built in Japan 1968/69. Early in 1975, after several VLCC's had negotiated Magellan Straits with crude oil for Chile, METULA with her deep draught touched rock at the western end of the Strait. A great deal of her cargo leaked out and spread in the South Atlantic. She was refloated and towed to Rio de Janeiro, and first suggestions were that she would be towed to Japan for repairs. Such is the depressed state of the tanker market however, that she is going to Spanish shipbreakers.

The coaster TIMBER SKIPPER ex JORGEN PRIESS which was blown ashore on the Blackwater Bank in a January 1974 gale and later refloated by JACOB VAN HEEMSKERCK, has been bought by an Irish owner and renamed ARKLOW BRIDGE.

The 63,000 ton tanker KRITI SUN (Greek), only recently completed in Japan, was lying at anchor off Singapore in November last. In a violent thunderstorm, she was struck by lightning, there was an explosion which caused her total loss. The crew was saved.

The famous Southampton to Capetown mail service, which at one time employed eight passenger liners, is to be ended. EDINBURGH CASTLE and PENDENNIS CASTLE are to be withdrawn in 1976, leaving S.A.VAAL and WINDSOR CASTLE to be withdrawn late in 1977.

Harrison Line vessels have been bringing oil rig material into Aberdeen for some time, and it was just before Christmas that their TRADER was diverted to Halifax, whilst on passage from Vera Cruz to Aberdeen. Four hundred tons of steel piping had shifted in heavy weather, and needed re-stowing.

At about 9 p.m. on Christmas Day whilst most people were enjoying the festivities, the British yacht SOUTH HILL of Southampton was dismasted off the Portuguese coast, and incapacitated by a rope round the propeller. The Polish ship ZIEMIA LUBUSKA took one man off the yacht and later, a man, a woman and the skipper were rescued by BRISTOL CLIPPER to be landed at Gibraltar.

In October 1975, CHRISTIAN RADICH suffered the failure of her auxiliary engine when half way home across the Atlantic. The Bristol tug SEA CHALLENGE met her off Lands End, intending to tow her to Falmouth, but finally delivered her to Trondheim. The quantity of shipping in the English Channel, and maybe also the quality of its navigation these days, would militate towards the latter course.

The Isles of Scilly S.S.Co. is to order a replacement for SCILLONIAN, built by Thorneycrofts, Southampton in 1956. There is to be substantial Government aid.

It was announced in the New Year that the Ocean Trading group, having disposed of TITAN, TROILUS, DUKESEARTH and KNIGHTSEARTH plan to spend £23 millions on new building.

The London tug VANQUISHER sank in the Thames in January. She was assisting JERVIS BAY to enter Tilbury Lock, when she capsized in 38ft. of water. The crew was rescued unharmed by SUN XXVI. But in 48 hours, thanks to P.L.A. divers and the availability of the four lifting ships BROADNESS, CROSSNESS, HOOKNESS and STONENESS, VANQUISHER was raised and returned to her owners almost as good as new. They put her on the slip for a check up.

## ROYAL NAVAL PATROL SERVICE ASSOCIATION

The formation of this Association has been announced in the press. John McGee, ex R.N.R. Retd. considers that the men who served in the small ships in the last War have since been forgotten. There are other Service Associations who hold reunions etc. and this one is for those who served aboard Trawlers, Rescue ships, Yachts, Minesweepers, and includes Merchant Navy personnel.

There is a subscription of £1 per year (50p for O.A.P.'s) and the address to apply to is Mr. J. McGee, 29 Victoria Road North, Southsea, Portsmouth, Hants. Two members of our Society have already become members.

## MERSEY NOTES

In October, ANTILOCHUS discharged 7,000 tons of general cargo at Sandon Dock which she had failed to land at Lobito, owing to port congestion. Arriving at that port on 8th June, she was still waiting there on 3rd October, and it was decided to bring the ship home, as she was wanted for other duties. During that time, a replacement crew had been flown out. This was typical of the pattern of things in West Africa, where over 200 ships lay at anchor outside Lagos, with crews running into thousands of men.

The New Year 1976 was notable for both its rainfall and for the severe westerly gale on the evening of 2nd January. The Japanese tanker TONEGAWA MARU, recently berthed at Trammere, broke her stern lines and it took five tugs to secure her. Meantime the German flag supertanker MYRINA went ashore on a sandy bottom, blocking the entrance to Garston Channel. She was refloated at noon next day undamaged, by the mighty exertions of HOLLYGARTH, BRACKENGARTH, and other tugs including Alexandra's largest. MYRINA also used her own engine. She was then towed to the Bar anchorage, and later to Point Lynas. But for the prompt action of pilots, tugboat crews, and not least, for the helpful co-ordination of the officers on watch at Port Radar, things could have been very much worse that night.

In late January, AUTOLYCUS in Bromborough Dock assumed the green and black funnel of Nigerian Marine, without change of name.

The November Casualty List shows that ALECOS ex SILVERSLID recently went aground on passage from Melilla to Poland and became a total loss. She used to be a regular visitor to the Bidston Dock ore berth. Then THEOSKEPASTI ex KNIGHTSGARTH was aground on Skhiza Island for three days in December, but later lay at Kynosoura down by the head. Thus do our old ships suffer, when after leading almost blameless lives, they have a foreign flag at the gaff.

The Panamanian cattle ship INDUS was in trouble again on 30th December when, after a fire in the engine room, she anchored in the Mersey estuary. The New Brighton Inshore Rescue Boat, and tugs WAPPING and BEECHGARTH stood by. She was soon able to resume her passage from Woodside to Dublin.

The Bootle Barge Co. have a small vessel in our docks named WATER WITCH whose job it is to remove accumulations of flotsam. She uses a grab to load oily timber, old fenders etc. into the barge BARMERE. An attendant vessel FRANCIS SEA is an ex-R.N. pinnace. The hoppers used by the firm are clearly marked B.B.C. - no, perish the thought, that is not where some of the TV programmes come from!

Although the Port Radar Tower at Seaforth escaped serious damage in the gale on 2nd January, there was damage in a later blow, the Decca radar scanner being dislodged a week later. Roof damage was also caused.

The heavy lift ship STELLA NOVA left Birkenhead on Sunday 11th January for Apapa with four Mersey grain barges and a tug on deck. These are to be used to ferry cargo ashore (mostly cement), from the anchored vessels for which berths are unavailable.

To add to SANTA ELIA lying under arrest in Sandon Basin we now have KYRARINI ex JACQUELINE under arrest in East Float. The former has been here since May 1975 but the latter is only a recent arrival.

When the millionth ton of cargo was loaded on to a Johnson Scanstar Container ship at Seaforth in January, the managing director expressed his praise for the service given in the port. "We are a multi-port operator" he said, "and comparison puts

Seaforth at the top of the list". May we now be able to blow our trumpet loud and long!

The Aznar Line (Yeoward Bros.) have chartered the new Russian ship PAVEL PARENAGO to carry cargo between Liverpool and the Canary Islands over the winter months.

As successors to the PADUS and WARRINGTON, two very impressive Italian motor car carriers have been moving export cars from Ellesmere Port to West Africa and to the Mediterranean - they are PO and DORA BALTEA, registered at Palermo. They look much larger than their 3,550 tons would suggest.

With the fine weather continuing into November, two unaccustomed visitors arrived at Birkenhead on Saturday 8th. These were the SD 14 type DUNELMIA wearing Safmarine colours, and BENLEDI, both light ships coming to load. The last named approached the north lock at a large angle with WILLOWGARTH leading. KILGARTH was pusher-up, and the stern tug was out of sight. The stiffish northeast breeze forced BENLEDI broadside towards the "island" wall. KILGARTH was the "meat in the sandwich" and could not extricate herself. There was a nasty crunch, but the timber facings took the impact, and the Yarwood-built KILGARTH was alright. Towing danger, exemplified in badly splintered timber!

BERGE ISTRRA, the 115,000 ton oil/ore carrier which has disappeared off the Phillipines, visited Tranmere with oil in 1973. At the time these notes are written, two survivors are aboard a Japanese fishing boat, and on their evidence the Lutine bell has been sounded at Lloyd's.

Early in January, MONAS QUEEN traversed the Canal for an overhaul at Manchester lasting until Easter. Her masts were specially cut to enable her to pass under Runcorn Bridge.

The new LADY OF MANN, Yard No.547 was launched by the Ailsa Shipbuilding Co., Troon on 4th December. The choice of name has not proved popular with those we call the "regulars". To give this name to a diesel car ferry so soon after the demise of our magnificent steam "Lady" seems akin to sacrilege!

British and Commonwealth Group have sold CLAN MCINTYRE, adding to the recent disposals of ROTHERWICK CASTLE, ROTHESAY CASTLE, KINNAIRD CASTLE and ARGYLLSHIRE.

The ferryboat EGREMONT, having been purchased by Oldham Brothers from M.P.T.E., still remains in Morpeth Dock.

The Merseyside Master Mariners Club has moved the daily luncheon meetings from clubship LANDFALL to Kingston House, James Street. LANDFALL, for some years the monthly meeting place of this Society when in Canning Dock, is to continue as a night club at her Collingwood Dock berth.

McTay Marine Ltd. have started a new shipyard at Bromborough, and have already built several small craft under cover. The trawler FISHER ROSE was launched into the Mersey on 4th December, length 74ft.

Friday 23rd January was a day of sunshine and sleet showers, not conducive to dallying on the dockside, yet there was the launch of the tanker HUDSON DEEP, and the first visit made to Birkenhead of the Ocean Group's GLENOGLE. The departing ships on the afternoon tide were PEGU for Hamburg, BANGLIAR MAITRI for Rotterdam and HMS YARMOUTH for Rosyth. I assumed the hands on the decks of the frigate to be "dockyard matey's" but when they went to stations for leaving harbour, I realized that they formed the crew, attired in anaraks and berets. This may be a new working rig, but it is to be hoped that we are not to see the end of our "matelots". Even in the darkest days of the War, the R.N. was never like this!

Under P. & O. ownership, one of the Belfast twins, ULSTER QUEEN/ULSTER PRINCE, already has the all-blue funnel, but without the P & O motif.

N.R.P.

#### THE LANDING STAGE FIASCO

Yes, Brunel, Telford and all our former great engineers must be turning in their graves at the ineptitude of our present day planners. Let us not accept any whitewashing - the new ferries landing stage should not now be lying submerged on the Mersey mud. Our former landing stage, the greatest in the world, was built on steel pontoons which could be withdrawn for overhaul. Over the last century, the system was well proven in storms as great as those of January 1976. The flexibility was there, necessary to withstand the vagaries of Mersey tides and turbulence. This being so, we may wonder why concrete construction was chosen, with little subdivision, why the order went to a firm in the Irish Republic, and why holes were left open for sufficient water to enter and sink it?



It is trusted that the findings of an Inquiry will be made public, in view of the inconvenience caused, and the very large sum of money involved and on loan.

Although the height of the storm was at midnight on Friday 2nd January, and there was another high tide at noon on Saturday 3rd, it was between 2 p.m. and 3 p.m. on that day that the northern half sank, and the southern half was deliberately scuttled, in an effort to minimize damage.

Within a few days, the ferries were operating from the new Isle of Man berth on the longer section of concrete stage. But in a further gale and abnormal tide on Tuesday 20th January, both the Seacombe Ferry and the Isle of Man services were suspended. Woodside Ferry crews had by this time gone on strike over a manning issue. This portion of stage became unsafe and had to be held by tugs. MANX MAID lay at the remaining section of old wooden stage visibly demonstrating its safety and flexibility under strain.

In all these happenings, there was bitter criticism and despondency on the waterfront. Meantime there are no ferries running but the Isle of Man service has returned to normal winter sailings.

#### KING ORRY'S TRAGIC DEPARTURE

Shortage of space does not permit a full report on the "KING ORRY Saga" and there may be more developments before our next issue. She left Birkenhead on Tuesday 4th November in tow of SEA BRISTOLIAN for Glasston Dock, having been bought by a Bury firm for re-sale or breaking. The tow snapped off New Brighton, and whipped back killing a man on the tug. KING ORRY broke adrift again in Morecambe Bay sustaining some damage in collision with two oil rig vessels, but was berthed at Glasston safely. In the storm of 2nd January, she broke her moorings and drifted up the River Lune, where she now lies on mudbanks. It was a better life in the Morpeth pawnshop!

#### SOCIETY NOTES

A reminder - we shall be holding our Members' Exhibition Evening on Thursday 8th April.

Marine inquiries, contributions to the "Bulletin", news and comments are welcomed and should be sent to the Secretary as on page 1, or to the Editor, N.R.Pugh, 7 Dunbar Road, Hillside, Southport PR8 4RH.

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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B U L L E T I N

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Merseyside County Museum  
William Brown Street  
Liverpool, L3 8EN

Hon. Secretary - M.K. Stammers, B.A.  
Editor - N. R. Pugh

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Who did not envy those aboard her, then,  
The lads there training to be pilot-men  
Whose books were Nature's doings, seamen's guides  
Shallows and depths, sea currents, sets and tides;  
Rocks breaking and rocks hidden, where the tint  
Upon the water's surface gave the hint;  
And all that wisdom gathered from the lead  
When sudden fog engulfed what lay ahead.  
What happier life for youth than to engage  
To spend a twelvemonth learning pilotage

"On Pilots"    John Masfield

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THE LANDING STAGE. 1878

A book entitled "The Mersey - Ancient and Modern" was published by Edward Howell, 26 & 28 Church Street, Liverpool in 1878. The author was Benjamin Blower and in the preface he writes that "the rise and progress of the Mersey commerce is something unparalleled". He adds "some may think that my admiration of the subject has led me to indulge in wild extremes".

His remarks can be weighed in the light of the present situation, when almost a century has passed by.

Being a matter of such topical interest, the whole chapter entitled "The Landing Stage" is quoted in full:-

"The Landing-stage in its present magnificence is the outcome of the experience gained through many previous structures, which supplied the wants of their time. It is a large open deck 2063 ft long and 80 broad; built upon pontoons, and connected with the pier by seven bridges, each having two footpaths and a central way for luggage; while the grand approach (a floating bridge 678 ft in length and 80 wide) has two footpaths, two ways for vehicles, and a stand for cars at the stage.

When nearly completed, and the townspeople were looking forward to a grand gala day at the opening, on July 28th 1874, it was accidentally set on fire by a gas-fitter who was working underneath; and the wood being charged with creosote, to protect it from the action of the water, was thus rendered highly inflammable, and an easy prey to the other element of fire. Burning on the under surface, the stage was in flames from one end to the other in an incredibly short space of time. So great was the smoke that a gentleman who lived at Speke, nine miles off, mounted his horse, and rode to Liverpool thinking the town was all in flames. Thus this great highway, the building of which (at immense cost) had been watched with anxious expectations, was in a few hours reduced to a mass of charred ruins. The estimated damage was £250,000. It has now risen again like a Phoenix out of its ashes.

It is built of greenheart, a wood much used by boatmen in the south of Scotland for rowlocks, belaying pins etc. being esteemed very durable in water.

At the south end of the stage are the berths of the Ferry Boats; the north is occupied by the Coasting, and by the tenders of the Ocean Steamers. Throughout the day, there are multitudes of passers over, from the gayest lady, to the veriest ragged urchin who can pay his penny. Also early and late may be seen the care-encumbered merchant, and the wild speculators. Then on the north end are groups of emigrants, fathers and mothers with

anxious countenances, taking care of their goods and chattels; while the children play with the new bright tin cans provided for the voyage. Friends are parting, who know that thousands of miles of "weary waves" will intervene ere they meet again. A mother with brim-full heart is parting with her Sailor Boy.

Now hurry down the busy voyagers, with piles of luggage, to be conveyed by the tenders, to the ocean steamers waiting for the tide. The time of sailing has at length arrived; and there is a tear in the stout-hearted sailor's eye, as he waves his adieu to his not less sorrowful friends on shore. "A fellow feeling makes us wondrous kind" especially if we have experienced these trials ourselves.

The sea breeze here is most invigorating, and the Stage is a favourite promenade, where may be seen and studied all varieties of the human race (excepting the mermaid); and all grades of society. There are excellent refreshment rooms, sheds for shelter from the weather, places for "left luggage" etc.

"Simpson's Bowl". During the recent famine in India, Mr. Simpson, the manager, conceived the happy idea of placing an open bowl on the stage, where the passer-by might cast in his mite. The benevolent effort exceeded all expectations. In thirtyone days £203 - 1s - 3d was dropped in.

Now again the "Bowl" has done good service for the poor distressed Miners of South Wales; not only does it contain money in all forms, both papers and coin, but around it are heaped boxes, bales, and bundles containing all descriptions of articles of food and clothing. It was closed March 3rd 1878 having collected money and goods to the value of £1723. 18s. 3<sup>3</sup>/<sub>4</sub>d."

The reader of the above in 1976 may ponder on the honesty of the non-affluent society of a century ago, and the decline in moral behaviour which would quickly put Mr.Simpson's efforts at nought.

\* \* \* \* \*

The tug M.S.C. VOLANT was launched on 30th March at Wivenhoe for duties on Manchester Ship Canal.

SHIPS DISPOSED OF

To Breakers:-

Cable Ship ARIEL, ARAMIS ex ATHOS ex WESTPORT ex LIVERPOOL  
PACKET ex ARGYLE PARK (1945), BRITISH CONFIDENCE, BRITISH  
GRENADIER, BRITISH AVIATOR (1958), BUSIRIS (1961),  
DELPHIC RUNNER ex ESSO GUILDFORD, EDINBURGH CASTLE, ESSO ROMA,  
ESSO VENEZIA, ESSO BAYERN, ESSO DEUTSCHLAND, EVROS ex BRITISH  
GLORY (1957), HEMIFUSIS, ISARA, KANARIS ex ALLISUM  
ex PACIFICATOR  
LORD BEATTY (trlr), ORIENTAL CARNEVAL ex RANGITOTO,  
NORTHERN SKY ex ROSS REPULSE ex STATHAM,  
NORTHERN EAGLE (trls)  
PARNOSSOS ex LONGSTONE (1960)  
PORT BRISBANE, PORT MIGUEL ex CHELWOOD BEACON (1959)  
ROSSENDALE (sand hopper)  
SANTA ELIA (former names given previously)  
SALAMIS ex BRITISH JUSTICE (Lairds 1957)  
SEAPRIMO II ex SILLOTH PRIDE ex GRETE KRONKE ex TEUN  
THAMESFIELD, TALAMBA, TEXACO WHITEGATE ex CALTEX WHITEGATE  
ex PAKENBARU  
WYRE CAPTAIN ex LOCH MELFORT ex PRINCE CHARLES  
WYRE CORSAIR ex ST.CLAUDE II ex BOSTON JAVELIN. (Trlrs)  
ZENATIA (Lairds 1957)

For further service:-

BARDIC FERRY, IONIC FERRY, BRITISH FULMAR,  
BRITISH GANNET, BRITISH TRUST. VENASSA.  
CLAN MACINTYRE, and CLAN MACLEOD.

Owing to the recession, many tankers are laid up. Surplus  
tonnage in bulk carriers is expected to lead to many lay-ups in  
that class, too.

\* \* \* \* \*

For the second time in each case, the Queen's Award to  
Industry has gone to the Bibby Line, and to Manchester Liners for  
major achievement in exports.

\* \* \* \* \*

## FEBRUARY MEETING

With the possibility of cold evenings in this month, our meeting was arranged for Saturday afternoon of the 14th which was bright and sunny. The speaker was Mr. R.N. Martin and the subject "The History of Crichton's Shipyard at Saltney on the Dee".

Charles and Henry Crichton founded the Huskisson Engine Works at Great Howard Street, Liverpool in 1905, but it was a son James, born in 1885, who became an engineer and at the age of only twenty-eight started up his own shipyard. This was in 1913 and the site was not very attractive, but had the advantage of being next door to the Great Western Railway depot. Saltney is not very far out of the city of Chester on the North Wales road. There were other yards on the river side, Abdela and Mitchell had started building ships at Queensferry in 1909, and Ferguson & Baird (who had built the KATHLEEN AND MAY) were at Connahs Quay, but were now only doing repair work.

James Crichton was already a director of Hawthorns of Leith, who continued in business until 1928 when they went into liquidation. Ship completions at Leith were the reason why the first ship to take the water at Saltney was Yard No.158.

In 1913 the main call was for tugs, barges and private motor yachts, and Saltney turned out many interesting vessels. The yard was soon to be engaged in war work, but of course the size of vessels was limited on such a narrow river as the Dee. They built six grain elevators for the port of Liverpool, two of which are known to be still afloat.

The first sea-going craft was BARGATE for the Anglo American Oil Company, which was bunkering at Southampton as recently as 1971. Crichtons recruited labour from all over the United Kingdom, and seem to have won men from their competitors Abdela and Mitchell.

In 1918-19 they built four Fleet tugs of a standard type, of 580 tons - though these were not very fortunate. ST.COLUMB was wrecked in 1920, ST.CYRUS was mined in 1941, ST.FLORENCE

was known to be still working in Canada in 1962 and ST.JENNY foundered off West Africa in 1930.

During World War I, Crichtons built several shallow draft river ships, a market in which Abdela and Mitchell were already exploiting. Possibly the best known was NABHA, a very fine and well equipped hospital ship, the parts of which were shipped out to Bombay for re-assembly in 1917.

When the war was over, Crichtons purchased the old Ferguson and Baird yard at Connahs Quay, and built four well known coasters during 1920/21 - T.P.TILLING for the stone trade, and latterly in the fleet of Monroe Brothers, EGHAM, KINNAIRD HEAD, which became LOCH FISHER, and WEARSIDE which is still afloat as the Greek CHRISTOS. These were all of about 400 tons.

Abdela's built several of the motor barges used by John Summers and Sons to carry galvanized steel sheets and ridgings from their Works close by, to Liverpool docks. Crichtons obtained an order to build four of these, and it resulted in GEORGITA, MARCITA, JONITA and WILITA. The writer of this report has clear memories of these motor barges coming round the Hoyle Bank and up the Rock Channel, with staysails set in rough weather.

In 1921, the biggest ship to be built by Crichtons took the water at Connahs Quay and was towed to Saltney for fitting out. She was ALLEGHENY, again for the Anglo American Oil Co. and was 206 ft. long. In 1958 she was laid up in Morpeth Dock, Birkenhead and scrapped in 1962.

The renovation of Crichton's Slip took place in 1922 and they were able to attend to coasters of about 500 tons.

RED HAND, of John Summers fleet, was lengthened in 28 days, so there is nothing new in jumbo-izing. 1922 was notable for an order for four tugs for the Argentine, all of which proceeded to Buenos Aires under their own power. They were MATADOR, MIRADOR, MONITOR and another. Two of them are known to be still afloat.

Crichtons built narrow boats for the canals, and in 1923 completed a magnificent ferry boat for the Portuguese State Railways, to be used on the Tagus, carrying 300 first and 300 second class passengers. The Museum has a very fine model, unnamed, and some of our members were intrigued by it, as there was a similarity with Mersey ferries.

OSMIUM, one of the "Weaver packets" carrying chemicals from Northwich/Winsford to Liverpool, for the United Alkali Company was built in 1924. She had a long life.

Then Crichtons branched out in building slipways for Gambia, and for the Lewis/Harris Development Board. But their strangest contract was the steelwork for part of the stand of Chester Football Club, and this shows their versatility.

In 1925/26, they built three harbour car ferries for work at Sydney, Hobart and Newcastle N.S.W. LURGURENA, the subject of one of Mr.Martin's excellent slides, was of 548 tons. KALANG aroused some newspaper publicity, going out under her own steam (as did the two others) under the command of a Captain Manning aged 71. It was strange that all three were finally made redundant by the building of vehicle bridges. A tug collected all three and through weather conditions, put all of them ashore near Newcastle N.S.W. where they remain wrecked to this day.

A new steam tug commenced a 71 day passage to Colombo on 24th November 1925, and sustained heavy weather damage on the way. She was MARIA REGINA.

The handsome river steamer R.H.CARR went out to the Demerara River in 1925 and is still there.

But by 1928, the Dee was getting more shallow, and ships were having to be sent round to Birkenhead for fitting out. One such, was the tug SLOYNE for The Alexandra Towing Company. Crichtons did not build engines but relied on such firms as Earles, Plenty's etc.

The year 1930, sadly saw the coming of the end for Crichtons, and James died at the early age of 47. He had been the driving force. The sending of the work force to Birkenhead to see completions through was a big expense, even in those times. Abdela and Mitchell closed down, and Crichtons vacated their Connahs Quay yard. Cubbins on the West Float then shared repair work.

Just before the final closing of Saltney yard, the firm received a nice order from The Alexandra Towing Co. to build four tugs - COBURG, HUSKISSON, NELSON and SALTHOUSE (not of course the tugs at present bearing those names).

1935 was the last year at Saltney and the last yard number was 547. The work force, now down to 50 men were all found other jobs.



After the coffee break, we had questions. Mr. McManus wondered if Crichtons constructed of wrought iron, perhaps because of the longevity of some of their products. Ray Pugh was apt to think that this was not the case, as in the mid 1930's he was employed in the office of the Liverpool agents for Colvilles, and clearly remembers a constant flow of steel sheets from the Scottish Works to Crichtons - a fact not entirely conclusive, of course.

The vote of thanks was proposed by Mr. W. B. Hallam. He said that as a young man, he was once on a railway journey to Conway and noticed the shipyard activity when passing Crichtons. So it was not long before he set out on his bicycle to satisfy his curiosity. Bram also remembered SLOYNE being towed to Birkenhead, and her subsequent four days of trials on the Mersey. Another memory from the seafront gardens at Waterloo was of the tug FORMBY towing a hull inwards in 1934. This was the new HUSKISSON.

Regarding football, Bram said that Crichtons had a very good football team in their own right, and won the Pyke Cup of the West Cheshire League in 1925.

Seconding the vote of thanks, Mr. McManus considered that taking into account the unusual ships and the large amount of work done, Crichtons had got less than their due recognition. They had been a most energetic firm hampered by conditions. Mr. McManus ended by saying that Mr. Martin's talk had been so lucid, that we could almost imagine that he had been on Deeside throughout the period - surely a complimentary remark that echoed our feelings at the end of a noteworthy afternoon.

N.R.P.

#### THE WEEKEND SAILORS

"The last five hours of our passage was accomplished in dense fog and we were delayed by the inevitable antics of the weekend sailors in their thousands hurtling oblivious of the fog, with an apparent death wish upon them. It is hard not to compare that phenomenon with the seven-yearly self-destruction of the lemmings, but at least the lemmings are all going in one direction and you know that they won't enter into litigation".

From a P. & O. Captain's voyage report.

\* \* \* \* \*

## NEW NAMES FOR OLD

AFON CARADOC	ex AFON WEN ex MSC ONSET (tug)
BESSIE G	ex CORNISHBROOK; BALLYCASTLE ex: COWDRAY (1959)
CLIMAX AMETHYST	ex CLAN MACLAY
DECCA RECORDER	ex CLEARWATER
DEBEN	ex SUN XXII (tug)
DORSET	ex ULSTER SPORTSMAN ex DONAUTAL
EVA	ex BAMBURGH CASTLE
GOLDEN GULF	ex ESSEX
GULF TRADER	ex AUTOLYCUS
JUBILEE VENTURE	ex POST ROVER
JOHARA	ex POLYDORUS ex ALCINOUS
LISA	ex OLIVINE
LLANGOWER	ex PELORUS (Trinity House)
LU-STAR	ex SALTERSGATE
MAHMOUD	ex OTAKI
MASTURA	ex ASCANIUS ex AKOSOMBO ex ASCANIUS
MANTI	ex CAMEO ex GEM
MALDIVE ENTERPRISE	ex AGILITY
NEWTIDE	ex WAVEBANK; RUDYARD ex BLACKTHORN
SKYMNOS	ex PHILIPPA ex SALAMAT ex WARKWORTH
TRITON	ex HASTINGS ex MSC ONWARD (tug)
SUNJIANG	ex BRITISH KESTREL
WENJIANG	ex BRITISH CURLEW
WESTON COUGAR	ex CASTOR (tug)

## MARCH MEETING

"Some reflections on the Art of Leadership" was the title chosen by our distinguished speaker, Admiral Sir Charles E. Madden. The place was the Lecture Theatre of Merseyside Museums on Thursday 11th March 1976.

Our Chairman Dr. Peter Davies introducing the speaker, mentioned the 105 years of service given by father and son to the Royal Navy, and thought that future naval historians might be perplexed by the fact that both bore the same name, and one held in high esteem in the senior service.

A few facts about Sir Charles Madden may not come amiss, as he has held high rank in many parts of the world in the service

of his country. He was born in June 1906 and his mother was daughter of Sir Charles Cayzer. He joined the Royal Navy as an Osborne cadet at the age of thirteen

Sir Charles Madden's promotion steps were Commander in 1939, Captain in 1946, Rear Admiral in 1955, Vice Admiral in 1958 and Admiral in 1961. He was A.D.C. to Her Majesty the Queen in 1955. Amongst many important appointments he was Flag Officer, Malta 1957-59, C. in C. Plymouth 1960-62, Chief of Naval Staff New Zealand 1953-55, and C. in C. Home Fleet and N.A.T.O. Forces (Eastern Atlantic) 1963-65.

In 1942 he married Olive Robins of Caldy, Wirral. Retirement came in 1965 from the Navy, but we feel that Sir Charles is very actively engaged in other spheres, being Vice Lord Lieutenant of Greater London, Chairman of the National Maritime Museum, Greenwich, and is a painter of considerable ability. It was a great pleasure to have Lady Madden with us for this auspicious occasion.

Sir Charles recalled being one of thirty cadets, clad in oilskins and looking rather like penguins, on a chilly January morning. They embarked at Portsmouth in the paddle tug PERT for Osborne College in 1919. He thought in retrospect, that Admiralty probably took them at the age of thirteen before they had acquired the knowledge that there were more lucrative ways of earning a living ashore!

Unfortunately he had no capabilities in sport, but his enthusiasm for the Navy was aroused on his first trip abroad, to join HMS IRON DUKE at Malta. He thought his arrival must have been on a Saturday, for everyone was mustered on the quarterdeck in spotless whites for the ceremony, nay almost ritual, of "Rounds". The solemn procession led by the Captain and followed by officers of diminishing rank files through the ship, inspecting all messes. Meantime the ratings, having scrubbed and polished for hours, have donned their best "rig of the day" and must now be "standing easy" on deck in sun, wind or shower! (Your reporter knows all about "Rounds"!)

Sir Charles spoke of the size of the Mediterranean Fleet of those times - 8 battleships, 2 aircraft carriers and 4 cruisers in the Grand Harbour, with 38 destroyers and 2 depot ships in an adjoining creek.

A sense of humour is absolutely essential for life in the Navy, and our speaker found the varied events irresistibly comic. Midshipmen lead a monastic life on foreign stations, learning to be professionals.

He recalled how even the picket boats, with their highly polished brasswork, were coal burners. They had to go to Gozo for fuel in charge of midshipmen, where the crews would very soon be ensconced in the pubs and this would need considerable tact and determination to get them out again.

In 1939, Sir Charles was on the staff of C. in C. Portsmouth, Admiral Sir W.W.Fisher who died in service. He was given the task of arranging for the funeral at sea of his chief. Now, the preceding C. in C. had also died in harness, and Sir Charles knew what had happened on that sad occasion. The coffin, the clergy and relatives were taken to sea in a destroyer, but when the coffin was consigned to the deep with the usual dignified blessing, it floated on the surface and refused to sink. So rifle fire was brought into play, whilst the mourners partook of tea and buns! So, not to be caught out in like fashion, Sir Charles went to the mortuary and removed the coffin lid, placing a six inch projectile at head and foot. When the pall bearers arrived they had considerable difficulty in lifting the coffin, but when the moment came for it to slide down the ramp, it plummeted to the bottom. This was at Spithead, and it was a turning point in our guest's career, for he was straightway promoted to Commander. For two and a half years he was second in command of HMS WARSPITE under Admiral Andrew Cunningham, and in this flagship he was able to study the qualities of this great leader. Admiral Cunningham had the power of command and was robust in adversity. He was, without doubt, one of that dominant five percent who have in them the essence of supreme leadership. This quality is brought to the top in war but is difficult to discern in peace. Wavell was a great soldier who also undoubtedly had this gift.

Sir Charles recalled the battle off Crete where all our ships were hit and sustained casualties. They had to withdraw to Alexandria, and he had to endure his most horrifying task of literally digging bodies out of wreckage, an experience he will never forget.

Then, whilst suffering fatigue and the effects of this devastating action, the fleet was ordered back to Crete, in a

signal from Whitehall. There were murmurings, but Adm. Cunningham clinched the matter when he said "It takes the Navy three years to build a ship, but it takes three hundred years to build a reputation - we go on!"

In mentioning different aspects of leadership, it was recalled that Voltaire admired Marlborough for his "serenity of mind under all conditions of adversity".

Then we might think of the ageing Churchill who latterly said to his doctor, Lord Moran, "What is the matter with me, I never used to worry about anything?" Another facet would be of Lord Nelson, who was spurred on by a life-long dedication to fame.

In the study of Adm. Cunningham it might be said that he could not bear to be bested at anything, and cheated at games.

Another aspect of leadership is that a good officer thinks of his men at the end of the day. Adm. Cunningham often seemed to have contempt for administration, but care for his men was real enough. The Malta air-raids were fearsome occasions, but Sir Charles recalls Adm. Cunningham pacing up and down the quarterdeck under awnings whilst a raid went on. He would not take cover and Sir Charles going out on deck to request him to do so, would finish by pacing up and down with him! Nevertheless, should some young seaman appear on deck, he would get his marching orders, for, said Cunningham "I am old, and it doesn't matter".

It was recalled that Lady Madden once met Admiral Cunningham at the Admiralty, and in Sir Charles' absence, he asked "How does your husband like working for me?" She replied that her husband seemed to like it very much, to which he replied "He doesn't seem to know much". Lady Madden, probably rather on her metal rejoined "I think he knows quite a lot about a lot of things". "Well" said Cunningham "he knows nothing about Scottish History!"

Our speaker also served with Admiral Somerville who could, on occasions, be very witty. It was after the battle of Matapan that a destroyer was picking up survivors, and signalled "I have the Italian Admiral - he has piles". The signalman was ordered to reply "I am not surprised".

It was during dawn action station in the Mediterranean that Adm. Somerville addressed our speaker thus - "As a baronet I am sure you are indifferent to the needs of Admirals, but after your breakfast I would be obliged if you would unblock my lavatory".

Field Marshal Wavell was found to be a difficult man to entertain. On boarding a battleship, he was asked if he would like to tour the ship. A long pause - "No". Would he like to come to the wardroom and have a drink - another pause - "No". Well, would he like to meet some of the crew - "Yes". And that went so well, that he was asked if he would address them on deck. A large canvas sheet was made into a map of the Indian Ocean theatre of war and suspended on the quarter deck. Wavell then addressed the men on matters of military strategy, and so engrossed did they become, that it would have been possible to hear the dropping of the proverbial pin.

The main talk ended, and with time in hand, we had a rather longer question time than usual, both before and after coffee. Your reporter was intrigued with the fact that we had a young visitor amongst us, who after acceptance for the Navy, awaited his call-up. For a new recruit of the 70's to be able to put a question to a former C. in C. is no bad thing. "If he had his life over again, would Sir Charles opt for the Navy?". Our speaker left the new entry and ourselves in no doubt about that - the Navy every time!

Space does not permit mention of all the matters brought up, by Mr. Stuttard on codes, by Mr. Hanbidge on the convoy system in the first World War, by Mr. Branigan on Admiral North and matters concerning the French Fleet at Oran, by Mr. Raine, Mr. Coney and several more.

Your reporter was perhaps especially interested in Sir Charles' reference to being on the bridge of HMS WARSPITE off Matapan. Only HMS VALIANT had the improved radar on which our boffins were working, and WARSPITE and the remainder of the squadron had to rely on her signals. In darkness, our ships were able to get into a position where the Italian line was completely vulnerable. At a signal, the searchlights blazed, the star shells went up and our 15" guns blew the Italian ships literally out of the water - for they had not suspected our presence. Sir Charles admitted feeling sorry for their crews, as the ships were ripped open like sardine tins. This is war. Electronics played an enormous part in our final victory.

Instead of our usual proposer and seconder of a vote of thanks, our President Mr. R. B. Summerfield closed the evening with a short speech of thanks for such an inspiring dissertation on the art of leadership.

N.R.P.

WELL, I NEVER ..... !

One ship drives east and another drives west  
With the self-same winds that blow,  
'Tis the set of the sails and not the gales  
Which tells us the way to go.

Ella Wheeler Wilcox

#### MERSEY NOTES

We are apt to think of ABERTHAW FISHER and KINGSNORTH FISHER as two special ships for carrying heavy equipment round the coasts of Britain, some of it for power station installation. They can hardly be looked upon as handsome ships with forward superstructure, one set of "goal posts" and twin stacks, but must be quite capable of ocean passages, as ABERTHAW FISHER left Gibraltar on 31st January for Ashdod.

After her sale to Spanish shipbreakers by Admiralty Marshal, the bulker SANTA ELIA which had lain in Sandon Half Tide Dock since last May, was towed away by the Smit tug HUDSON on 16th March.

In colour slides shown to us by our Chairman, Dr. Peter Davies, at the December Social Evening, we saw Sir Philip Toosey in one or two of them. He was making a visit to the River Kwai, in which area he was Camp Commandant in charge of fellow Allied prisoners in the last War. We sadly report his death at the age of 71 in the early part of this year. He was awarded C.B.E. and D.S.O. largely for his energetic work on behalf of the Far Eastern Prisoners of War Federation. Much could be written about Brigadier Toosey, and we sympathize with Dr. Davies who accompanied him on this special visit to Thailand in 1974.

The Westminster Dredging Company's W.D.MERSEY which has worked so hard in the Mersey and its approach channels since 1961, straightening the bends, and increasing depths for super tankers, has left the Mersey in late February. It will now be policy to bring in a dredger when required, and the position is under constant review.

ADRIATIC COAST built by Hall Russells of Aberdeen for Coast Lines Ltd. in 1949 was "one on her own". She had a crane forward and an unusual docking bridge across the forecastle. Her ample space below was well suited to carrying long steel bars, pipes etc. Latterly she made one or two trips to the Baltic for timber, before her sale. After this her name was changed to TRADER, and subsequently ERINIS and POTAMIA. Now she is known on her Mediterranean wanderings as STELLA III.

Such is port congestion at Jeddah, that three Mersey grain barges have gone out there in tow of the Norwegian tug ODIN SALVATOR in February. The barge PACIFIC had previously been towed by CERVIA to Fort William, so she had first to be collected, the other barges being ADRIATIC and SWANWICK.

Loading in Birkenhead this spring, we have seen two units of Ocean Fleets, GLENOGLE and FLINTSHIRE new to the port.

In March the Danish frigate INGOLF docked at Liverpool on a courtesy visit, from her Faeroes fishery protection patrol. She was not open to the public. Her pendants are F.350 and she is one of a class of five ships - BESKYTTEREN F.340, HVIDBJORNEN F.348, FYLLA F.351 and VAEDDEREN F.349 being the others. They have duties on the Greenland coast in summertime.

It is rumoured on the waterfront that the 100ft North Lock at Birkenhead may be out of action for a time this summer, whilst the present gates are replaced by those from the Brunswick entrance, which are in better condition.

Looking around Liverpool's skyline from a high building on the day of the announcement of Field Marshal Montgomery's death, not one flag was seen at half mast. It was a pity to overlook one of the great military heroes of modern times, neither was there more than minimal show on the day of his funeral. To his leadership, we owe so much.

Talking of flags, the Queen's birthday provoked quite a show of bunting, and rather surprisingly quite a number of St. George's crosses fluttered over the city on 23rd April.



Whilst having a refit in Morpeth Dock, the ferry ROYAL DAFFODIL had her timber masts removed and new steel ones stepped on 26th February. This has not appreciably altered her profile.

The A.C.L. containership ATLANTIC SAGA has been lengthened in a Swedish shipyard by 85ft. Her three sisterships, all of which load at Seaforth, are being similarly treated.

A dock strike ended on 21st April after three weeks of damage to the Port. This started because three men had retired and not been replaced. Riggers, tugboat men, gigboat men and to a certain extent dockgatemens, gave their support. It had been hoped that a recent spell of dockland peace would reinstate Liverpool's lost reputation amongst shipowners and agents, but it only needs this sort of industrial action to put the black mark back against the port and its workers. In the end, it will be the workforce who suffer most; of that there is no doubt.

In our last issue, AUTOLYCUS, lying at Bromborough was said to have the funnel colours of the Nigerian Marine. It is regretted that this was a mistake, and should have read "Nigerian National Shipping Line Ltd." to whom she had been on charter. After her sale, she left as GULF TRADER.

It is difficult to write of the changing fortunes of both KING ORRY and our famous landing stage, as events follow each other unpredictably. KING ORRY, lying at the bottom of somebody's garden near Glasson since the gale of 20th January, stubbornly refused to budge. However, with the high tides at Easter, and a substantial amount of dredging having been done previously, she came off the mud on 17th April and was remoored. There are still hopes of her sale for further trading, and it is said that Arabs are interested. Meantime, back at the quay, she is open to the public at weekends, with tea served.

Where we once had one long pontoon landing stage, we now have three separate stages - a short section of the old stage providing berths for I.O.M. ships, the new concrete stage for I.O.M. ships, on which mooring difficulties have not been overcome, and the refloated concrete ferries stage again in use. Cross river passengers are still suffering much inconvenience,

as virtually all superstructure was washed away, as well as the roof and sides of the bridge, when sunk beneath the tide. Who is confident that this whole concrete monstrosity from Dublin is not going to break adrift again when the wind blows at anything over strength six? More news anon.

#### APRIL MEETING

Once again, we had our "one night stand" - the annual Members Exhibition evening which was well attended. As an experiment, an auction was held of books donated by members, which besides the humour engendered by the auctioneer, his secretary and his porter (Messrs. Raine, Stammers and Stuttard respectively) made welcome addition to Society funds. When the auctioneer became embroiled in bidding for certain books against his assistants, things became rather confused. We doubt if the patrons of Sotheby's would have stood for it! But it was all in a good cause, and no doubt our Hon. Treasurer had cause to enjoy the proceedings from the rear of the hall.

Mr. Keith Griffin presented a large print of one of his fine sailing ship paintings, and this is to be the subject of a raffle at a later date.

We had some exhibits of queer gadgets from the Museum collection, and were asked to say what we thought they were, Mike Stammers explaining their use. A test instrument for butter was one, and another for taking samples deep into a meat cask.

Harry Hill, Dennis Boyes and Ray Pugh showed some of the drawings and paintings they have been busy with over the winter months. Unfortunately, one of our regular exhibitors Herbert Coney was confined indoors after a recent spell of bronchitis.

In the model sphere, Eric Lear spoke to us about several working models which he had brought along.

#### CO-OPERATIVE SOCIETY SAILINGS TO MANCHESTER

Leave Princes Stage 11 a.m., arriving Pomona Dock about 6 p.m. and return by rail. Return £4.25, Children £2.90. Sail only £3.10, on Saturdays 29th May, 26th June, 17th July, 14th Aug., 11th Sept. & 25th Sept. It is advisable to book in advance.

## A TRIP TO CEYLON - 1892

A noted merchant and tea-taster, Thomas Meares travelled out to Ceylon in the new Bibby liner SHROPSHIRE to acquire tea estates, and kept a diary of the voyage. This shows what life was like in the graceful four-masted Bibby ships of the period. SHROPSHIRE was built by Harland & Wolff Ltd. in 1891. She and her sisters were described as:-

"These fast twin screw steamers, which are of the latest type, and all now fitted with bilge keels, carry only first class passengers for whom they afford unequalled space, and freedom of accommodation, exercise, deck games etc. Due to the introduction of the Bibby patent Tandem Staterooms, there is not a single stateroom which has not at least one large port and ventilation free to the outside, while every room is supplied with an electric fan, for which no charge is made."

Thomas Meares was evidently something of a character. When he made the journey, he was already 67, and had thirteen children. On the death of his first wife, he had, in defiance of contemporary opinion, married her sister. A close neighbour of J.J.Bibby he was evidently one of those individuals so much dreaded on board ship - "a friend of the owner".

"Saturday 6th February 1892. Captain Henry, to whom I had a letter of introduction from Mr.Bibby, was very civil and asked me to his private quarter - gave me tea and toast and cigars, and told me to make free of his quarter at all times. When we got out of the river, the Captain instructed me in the art of navigation, showed me how the ship's position was found, and the sailing chart was in his room. This I found most useful and interesting as we proceeded, as I could watch the ship's course day by day and hour by hour.

Afterwards I had a nice walk on deck. Stepped the walk round and made the distance 115 yards. So sixteen times round would make about one mile, and thirty-two times round was about my constitutional every morning. Dined at 6.30 p.m. - good dinner - sat on the Captain's left.

Afterwards got some whist, smoked my pipe and ordered a bottle of whisky - that seemed the right thing to do, as everybody bought one and gave it to the steward to lock up in his cupboard. By this means, one can put one's lips to the bottle when so disposed.

Sunday 7th February. At dinner the ship rolled beautifully, and the plates and dishes rollicked about. Knives and forks were swept on to the floor, although boards were screwed across the table on purpose to prevent things falling off. I enjoyed it all very much - so different to our quiet dinner at home. I was very hungry and ate a good dinner, though some lady told me I ought to be ashamed of myself for looking so happy over it, instead of being sick as all other good Christians were. However, I could not manage this sick business so dismissed a very fair bottle of claret instead.

Tuesday 9th February. All the women getting over their "mal de mer" and looking quite chirpy. Fancy two or three of the young ones must be going out on speck - am told there is a strong demand for white women in Rangoon - does not matter about them being pretty.

All the people who travel much eastwards say this ship is much better than the P. & O. boats, and the food better too.

Friday 19th February. ....And so ended the great "tug of war" between the Port and Starboard. Never pulled so hard in my life. The sweat ran down me, and the Captain came and fanned me with Miss Young's shawl...

We are now at Port Said, a most uninteresting place. One boat came alongside with an old man in it who sold oranges and eggs. It was soon spread about that all the eggs were addled or rotten. After that he did a roaring trade for his eggs were soon bought up, and as soon as the ship began to move, all the young fellows on board began to pelt him with his rotten eggs. Some hit and some missed, but he did not seem to care, but called up in good English, "Pelt away, I don't mind". It was whispered by some of the old stagers that he makes a famous income in this way.

In the Canal we saw the s.s. LANCASHIRE coming, and passengers were very busy tying letters to apples and oranges, so as to be able to throw them on board the homeward bound ship. There was quite a shower of letters and some feeble persons missed the ship altogether and their apples and letters are back in the canal. Then three cheers were given by each ship, and various adieux and waving of handkerchiefs ended our encounter.

I forgot to mention that one day each week all the crew, white and black, muster on board to man the lifeboats. Everyone takes his station, and the boats are hauled and made ready for lowering into the water, just as if there had been an accident to the ship and the passengers had to take to the boats. On another occasion every man takes his station as he would do in case of fire - so that every man knows his place. It is a great comfort to see this done, and it proves that every possible care is taken to secure the safety of the passengers. On these occasions - Sunday mornings - the crew are all dressed in their best bib and tucker - the officers in their blue jackets and gold buttons look very smart.

I am more pleased every day with the order and comfort of the good ship s.s. SHROPSHIRE - nothing wanted to make our small community happy. The Captain is a great favourite with all, and distributes his attention with great impartiality. I have the free run of his chartroom and cabin, sleep on his couch in the afternoons, and have tea or coffee with him at Kettledrum time - four o'clock - when I can steal away from my chums - of both sexes. He shows me all the charts and the position of the ship every day, and teaches me navigation.

Tuesday, 23rd February 1892. After tiffin (lunch) went and smoked a cigar with Captain Henry - he told me all his history. Speaks very highly of all the Bibby's. Says they are adored by all the people they employ, never find any unnecessary fault, write nice friendly letters. Says he - 'They are real good folks'.

I consulted the Chief Engineer today about my pipe. Somehow or other it got bunged up and would not draw. So we took it down into the engine room, and had a jet of steam blown through it. Mr. Hall said it was quite unnecessary to stop the engines while this improvement operation was being carried out!"

While he was in Ceylon, Meares learned of the death of his partner, and this seems to have upset him considerably. Unlike the passage out, he found the return journey dreary and dull. He no longer kept his diary, and contrary to his earlier statements, wished never to go back to Ceylon again. He concludes:-

"I shall now conclude this journal. The passengers returning home seem a washed out lot, not like the bright and lively fellows straight from Kent, Devonshire and Limerick and the fascinating women and girls from England and Scotland, whose sayings and doings I chronicled on the way out. I do hope that those charming, buoyant spirits that went out with me will not return to their native country as weary looking as many of my fellow passengers were on the way home."

In his old age, Meares lost most of his money "over Cecil Rhodes". He died in 1917 at the age of 91 or 92, after learning of the death of his youngest son on the Somme.

SHROPSHIRE was sold by Bibby's in 1909, but continued trading until 1931, when she was scrapped. I am indebted to Mr.J.Weale, Editor of the "Bibby Gazette" for permission to reprint the above from the autumn 1975 number.

N.R.P.

#### NEW BAR AND NORTH WEST LIGHT FLOATS

Trinity House, having taken over the operation of the Mersey Bar and North West Light Floats from the M.D.& H.Co., have replaced them on 23rd March with floats of a new type. These are 40ft in diameter with a tower 40ft high. The Bar Light has a greater intensity, with a range of 21 miles but a reduced flash length of .1 second. There is an electric foghorn, sounding for 2 seconds every 20 seconds whatever the visibility. There is also a radar beacon with racon.

Should there be numerous ships anchored around the Bar Float, the racon pinpoints the Float on radar screens by a cross of light, where the other ships are dots.

Both Floats are painted in the customary red and white stripes, and have a riding light at 37ft height.

## GENERAL NEWS ITEMS

Building at Bremen are three 16,400 ton cargo liners for Ellerman Lines to be named CITY OF WINCHESTER, CITY OF YORK and CITY OF CANTERBURY.

CHRYSSOULA II ex Moss's ASSIOUT arrived safely at Port Said on 1st March after being aground in the Dardanelles.

A new car ferry has been launched in Denmark for the Sealink Holyhead/Dun Laoghaire service in 1977. She will carry 2,400 passengers and 335 cars. Meantime the service will be carried on by HIBERNIA, AVALON, CALEDONIAN PRINCESS & DOVER.

METULA in tow of FRASER SALVATOR left Rio de Janeiro on 25th January, then said to be bound for breakers at Santander. But with orders changed, she arrived at Brunsbuttel on 18th April.

ODYSSEUS ex ADRIA ex ULSTER PRINCE ex LEINSTER built by Harland and Wolff in 1937, is now anchored off the Isle of Skye as accommodation ship for oil rig workers.

The former Humber paddle steamer TATTERSHALL CASTLE has become a floating art gallery in the Thames near Charing Cross Bridge. Admission charge is 20p.

MIRANDA GUINNESS is being built at Bristol and will replace THE LADY GWENDOLEN in the Dublin/Mersey stout trade. LADY GRANIA has already been sold.

What could give rise to interesting speculation, is the possibility of a riverside loading berth for both the Dublin and Belfast car ferries. B. & I. and P. & O. Lines are said to be giving the project consideration.

LEVEN FISHER of only 1540 tons seems rather small to bring nuclear waste from Japan to Britain, taking seven or eight weeks each way via Panama. She was outward bound off the Azores on 7th February 1976 but broke down in the Pacific on 14th March and was towed to Honolulu. After repair she sailed on for Nagoya.

OLYMPIC BRAVERY ashore on Ushant Island on her delivery voyage from builders, broke in two in mid March. The insurance claim was said to be the biggest in maritime history.

The hulk of SPALMATORI ENGINEER wrecked off East Africa last year has been refloated. Anchored off Mombasa she awaits tow to Pakistani breakers.

P.S.N.C. tanker WILLIAM WHEELWRIGHT built in 1960, stranded on the northwest African coast early this year. Towed to Lisbon and drydocked, the damage was found to be so serious that her future is uncertain.

The naming ceremony was performed at Preston on 9th April of the cutter suction dredger JAMES ATKINSON, built in Holland. Although Preston has had its ups and downs of late, Councillor Weir said it was hoped to make the port viable within two years time.

#### MAY MEETING

On 13th May the Society held its thirty-fourth Annual General Meeting at the Museum. Thirty-one members assembled on a fine spring evening under the benign chairmanship of Dr. Peter Davies. A number of apologies were received, including one from the Editor, in quarantine because of a heavy cold.

We had amongst us, Ralph Varnes from Melbourne who has been a member for some twenty years. It was not long before he had made several "cobbers" and we hope that he will repeat his visit in the not too distant future. Members and friends from overseas are ever welcome.

The Hon. Treasurer, who guards our bawbees with such loving care and makes a little go a long way, was found to be absent, occasioning some slight alarm at first. However, the Hon. Secretary gallantly stepped into the breach and read the Treasurer's report, calming our fears when it was found that there was a modest surplus for the year in spite of the increased costs of running the Society. It is hoped to maintain our activities, including publications and although the auction sale held in April realized £36, it was decided to increase all classes of subscription by 50p. However, pensioners are automatically to be treated as "country members" whilst retaining rights of full membership.

The meeting then proceeded to the election of officers and the present Chairman, Secretary and Treasurer were re-elected. Miss Welsh and Messrs. McManus, Branigan, Boyes and Stuttard were re-elected to the Council. Peter Welsh, a past Chairman and one who has given sterling service to the Society over many years, has decided not to stand for re-election, as he has moved to Wales in retirement. We hope to see him at some of our future



meetings, but meantime wish him and his wife happiness and contentment. The vacancy thus created was filled by the election of Keith Griffin to the Council. The office of Vice-Chairman, still vacant, was discussed but no decision was reached.

The Secretary outlined his ideas for the 1976/77 season, which sounded most interesting. Although the present season has nominally ended, there is a meeting arranged for 2.30 p.m. on Saturday 19th June at the Museum, to which we are invited by the "Cape Horners".

Having had a break for coffee and "chat", there followed a film show dealing with life aboard sailing ships, which presented some fine shots of the training ship DANMARK. There was also a film of the Bibby Liner OXFORDSHIRE, on a passage from the Clyde to Mersey.

The Chairman expressed the thanks of the Society to the Secretary for all his hard work and effort, and those present audibly joined in this sentiment. The meeting was then closed, but it was noticeable that there was no church-like scurrying for the door, but rather the more dignified behaviour of frequenters of inns who linger on, recalling past enjoyment, and in the forlorn hope that the clock is fast - very fast!

W.P.RAINE

#### AND NOW FOR SOME SAILING

Those of us who live on Merseyside and love the sea, are so fortunate with opportunities to sail on the Irish Sea. The ships of the Isle of Man Steam Packet Co. ply to Douglas, and thence to Ardrossan, Belfast, Dublin; or to Llandudno. To travel regularly initiates one into a club atmosphere of those who value fresh air and salt spray. Llandudno sailings commence on Sunday 6th June as per sailing list obtainable from the owners. A Llandudno season ticket for £36 entitles the holder to use it on Tuesday, Thursday and Sunday sailings.

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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

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B U L L E T I N

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Merseyside County Museum  
William Brown Street  
Liverpool, L3 8EN

Hon. Secretary - M.K. Stammers, B.A.  
Editor - N. R. Pugh

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November's anger flays all northern seas  
And whips great weals across the slatey waste,  
The sheering bows fling wide the broken water,  
It tumbles off the focsles, bitter spray  
Knives by the lively bridges bursting through  
And low hulls welter in the marbled water.

Norman Hampson  
Sub-Lieut R.N.

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IRISH LIGHTS

The Arklow Bank and Coningbeg Lightships, the last to operate on the Irish coast have been replaced by "Lanby" Buoys. (Large Automatic Navigational Buoys). It will be remembered that this type of Buoy has recently been installed by Trinity House on both the Mersey Bar and Northwest stations. The feature "Sunday Miscellany" on Radio Eireann at 9.5 a.m. weekly is often informative on matters nautical, and is the source of this information.

The first Irish Lightship was placed in position off the mouth of the River Liffey in 1739, a short time after the first lightship was established in the Thames. These were converted sailing vessels, with a different number of lanterns for identification purposes.

The second Irish lightship was the Kish in 1811, which had three lamps and was a converted Dutch galliot. Viewing the sea area in Dublin Bay, one would hardly think there was reason for a marker in that position, but the submerged and shifting Kish Bank has been the graveyard of many ships. Ten years ago, the lightship was removed and a concrete structure, fabricated at Dun Laoghaire, was towed out and sunk into the seabed. The lightship had been involved in four collisions, and was once sunk by the Holyhead mailboat.

At one time, there were eight Irish lightships, mostly marking the submerged sandbanks off the east coast, which as the speaker said "sometimes show themselves like submerged crocodiles". The Arklow light is important for north/south traffic in the Irish Sea, and the Coningbeg is close to the Saltee Islands, on the route taken in former years by such vessels as TUSKAR, ROCKABILL, KENMARE and GLENGARIFF from Liverpool to Cork and Waterford.

The old lightships had no propulsion, of course, and the lives of the seven men aboard depended to a large extent on the heavy moorings. For the crew, there was a rota system of four weeks on, and 2 weeks off. Twentyfive years ago, conditions were still rather primitive on board, the crew's quarters having a coal range and the sanitary arrangements poor.

The writer of this report would say, however, that having been aboard the former lightship GUILLEMOT, now a maritime museum in Wexford Harbour, the accommodation seemed quite adequate.

Lightship men were always glad to have a delivery of newspapers, and the Radio Eireann speaker told how he put a package on board the Coningbeg in good weather, and received in exchange a bucket of freshly caught fish for his efforts.

The Lights Tender ISOLDA was in the act of relieving the Coningbeg ship in 1941 when a German aircraft bombed and sank ISOLDA. Six were drowned, but the Captain survived, and such is the fate that he had also been a survivor of LUSITANIA, in which he was a deck officer.

The Daunt Rock Lightship was lost in a great gale many years ago. Twelve months later, she was raised from a depth of sixteen fathoms and beached at Roches Point, south of Cobh, or Queenstown as it was called then. It was found that the heavy rolling had torn the lantern tower clean out of her, and the consequences of that, are obvious.

And so, as the automatons take over, the memories, and the dangers remain. The speaker ended with "The Sea that soon forgets but is never forgotten".

N.R.P.

#### NEW NAMES FOR OLD

AL HASA	ex PRINCIPE PERFEITO (Persian Gulf Accom Ship)
ARABI	ex SLIEVE DONARD (1960)
ATHANASIAS S	ex TEXELSTROOM
ALBAN	ex LYRA
ABERFOYLE	ex TWIZZLE ex MALLARD ex MSC MALLARD (tug)
BALLYCASTLE	ex COWDRAY (1959)
BENMATT	ex ISLE OF HARRIS ex FLORO ex MARIA S
BOOKER TRIDENT	ex SILVERTHORN
CUFIC	ex NEWFOUNDLAND
CITY OF ANDROS	ex CLAYMORE
CAROLINE WESTON	ex FRENDO GRACE
CARRIGRENNAN	ex DARELL
EVA	ex BAMBURGH CASTLE
EARL LEOFRIC	ex HOLYHEAD FERRY I
FEXL GLORY	ex CITY OF DELHI ex BENEDIN ex CITY OF WINNIPEG
GULF VOYAGER	ex IDOMENEUS ex LAERTES (1948)
GULF VENTURE	ex CITY OF LEEDS ex CITY OF OTTAWA
GOLDEN FORTUNE	ex STRATHINVER ex GALWAY
HILARY WESTON	ex FRENDO HOPE
HASTINGS	ex CARRICKFERGUS (tug)
KATJA	ex CHESTERBROOK
LSCO TAWI TAWI	ex KLAR ex CRINAN
LLANDWYN ISLAND	ex TOPMAST 21 (salvage)

MOBIL RAVEN	ex MARTICIA
MOBIL TERN	ex MYSELLA
NORDIC PRINCE	ex BRETWALDA (1971)
NICOLAOS MALEFAKIS	ex MABEL WARWICK
OBHOR	ex BELLEROPHON ex CARDIGANSHIRE ex BELLEROPHON
PHILIPPINE STAR	ex DAPHNELLA (1966)
POLA RIKA	ex RAPHAEL
RUDYARD	ex BLACKTHORN (1960)
RIVER TAW	ex HOOTERN ex DOLPHIN CITY ex DOLPHIN G ex MARTINISTAD
SCOTSCRAIG	ex FLYING DUCK (tug)
SELEFKIA	ex MELO
TAURUS III	ex POINTER ex BIRCHFIELD
TROPIC	ex NOVA SCOTIA

#### Late Changes:

FORTIES KIWI ex BRITISH KIWI TUSCAN STAR ex LABRADOR CLIPPER  
TROJAN STAR ex NEWCASTLE CLIPPER

#### OBITUARY

We regret to report the death of Capt. A.G. Course, aged 82, at his home in Bournemouth. He edited "The Cape Horner" for the International Association of Master Mariners, and was author of some notable books such as "The Wheel's Kick and the Wind's Song". His first five years at sea were spent in the sailing ships of John Stewart and Co. of London. Ultimately, he became Dockmaster at Surrey Commercial Dock and retired in 1956.

\* \* \* \* \*

There's a wondrous Golden Harbour, far beyond the setting sun,  
Where a gallant ship may anchor when her fighting days are done,  
Free from tempest, rock and battle, toil and tumult safely o'er,  
Where the breezes murmur softly, and there's peace for evermore.

R.A. Hopwood

#### "M" CLASS SUPER TANKERS

Following the loss of Shell's MYSIA, the scrapping of the damaged METULA, sale or complicated chartering has taken place for MELO, MELANIA, MARTICIA, MYSELLA and MANGELIA, all in the 200,000 ton class.

## JUNE MEETING

On Saturday 19th June, members were pleased to avail themselves of an invitation to a private lecture at Merseyside Museums issued by the "Cape Horners", or more officially "The International Association of Master Mariners, British Section".

The gathering was a joint one, consisting of the Cape Horners, and members of both the Liverpool Nautical Research Society and the World Ship Society. We amply filled the Lecture Theatre at 2.30 p.m. to enjoy in word and colour projection, the story of the recent epic voyage of the 77ft ocean racing ketch GREAT BRITAIN II.

Captain Malcolm Glasier, President of the Cape Horners, opened the proceedings by introducing our speaker Chief Petty Officer Roy Mullender R.N. who was in command on this record-breaking voyage from Sydney to London. Also with us, was the speaker's wife Jean Mullender, who had assisted in the month-long preparations at Sydney. GREAT BRITAIN II was on this occasion a contender in the international yacht race sponsored by the "Financial Times". The aim of the British crew was not only to win the race, but also to better the time made by the full rigged ship PATRIARCH in the wool trade in 1869/70. This sailing ship made the passage in 69 days each way, and GREAT BRITAIN II not only won the race but knocked three days off PATRIARCH's time.

The crew came from the combined services - Royal Navy, Royal Marines, Royal Air Force and British and Australian Army. The vessel was constructed of reinforced plastic by Sandwich Construction Ltd., Kent in 1973. She is registered at Ramsgate and has the sail number K 3566. The tonnage is 46.35 on a beam of 18ft.

Roy Mullender showed excellent colour slides throughout the lecture. At Sydney, the close inspection of the yacht's fittings led to some replacement of vital parts. It was found that some new sails were required, and to cover this outlay, Ellerman Lines Ltd. very generously donated £11,000. Crew's rations were shipped out from the U.K. in R.F.A. TARBERTNESS. One Australian Army officer joined the crew, for, he said "he wanted a touch of culture"!

Many thousands of people saw the start of this international sail race on 21st December 1975, the small ships heading for the southern tip of New Zealand. G.B.II was soon in heavy weather. A globe shows that the course thence to Cape Horn is an arc and not a straight line as one might deduce from an atlas. She was soon down to 58 degrees south latitude and conditions made it necessary to ease her down. After the worst of this "blow", we saw KRITER II, the French entry, hull down on the horizon. But before our men's apprehension at her presence had sunk in, KRITER II commenced to flash a signal which turned out to be the fateful S. O. S. G.B.II changed course towards her, and we saw forlorn shots of a vessel which had lost her rudder. The Frenchmen hauled away to the north, very sad at being out of the race.

There was now danger from icebergs - the large ones being a menace, and even the growlers were sinister enough. In the dark, it was necessary to have a lookout in the rigging concentrating on 200 yards ahead, which would give perhaps seven seconds warning. The average run per day at this time was 210 miles.

It was on 17th January that Cape Horn was passed at a distance of 15 miles, quite clearly seen on the slides. The yacht ANACONDA was five days astern with the other boats at about 1500 miles. Then there was a period of light airs in the South Atlantic until the southeast trades allowed the spinnaker to be set. The speed was often 14 knots with spurts of 20 knots, and course was set east of St. Paul's Rocks, and to go east of the Azores. ANACONDA, following well astern, made the fatal mistake of hugging the coast of Brazil where she met head currents.

The crew in their scarlet polar suits stood out in many of the photographic shots. What would PATRIARCH's crew have given in those far away hard times, to have been clad in the warm and waterproof suits of these modern sailormen?

On 6th February, the equator was passed. The weather was calm and it was possible to have a swim and make an inspection of the yacht's exterior and keel. Soon, they were in the northeast trades and on the 18th February, bowling along south of the Azores. "Big Boy" - their name for a special spinnaker, was set and now they were neck and neck with PATRIARCH's time.

The seas became the worst of the voyage, and once, with too much sail on her, she surfed for a quarter of a mile. The mainsail

came down, but her billowing genoa jib stood the strain. Things were soon put to rights by a crew constantly swept by sheets of spray, and with their teeth chattering. Contact was made with the Meteorological Office at Bracknell who asked what the wind strength was. "Forty-five miles per hour" was the reply. To this, they rejoined that there was a cold front coming up astern, and they could expect plenty more wind. There was still 1000 miles of stormy sea to cover. Ushant came in sight, and that day a British Neptune aircraft located them, and stayed in company until dusk.

On 26th February, G.B. II was sailing up the Sussex coast and passed Dover at 2330 that night - reaching the Thames in 66 days 23 hours from Sydney.

The end of the race brought a sad parting for the crew. Anyone who has lived aboard a ship through good times and bad knows what that is like. One looks back and lingers. We saw her safely berthed with one of the crew doing just that.

In ending, Roy Mullender spoke nostalgically of his crew, and showed us close-up portraits of each one. He could not remember one harsh word being spoken, nor was anyone ever late on watch. He spoke of his own conclusions - that it wasn't storms, icebergs, darkness or fog that were likely to wreck an exploit of this sort, but flaws and hairline cracks in metal within the confines of the ship herself, her hull, decks, spars and fittings

Question time was very brief, for our speaker had covered the story so well, but we did hear about the safety harness worn, and that the usual trick at the wheel seldom exceeded 45 minutes.

Our speaker earned, and received, great acclamation and Capt Glasier described the occasion as a totally memorable one. Thanks were expressed on behalf of all present, to the Director of Merseyside Museums, Mr. G.D. Lewis for making it possible to hear this exciting story in the Lecture Theatre. The vote of thanks was proposed by Dr. P. Davies, Chairman of Liverpool Nautical Research Society and seconded by Mr. G.R. Rodger, Secretary of the Cape Horners.

GREAT BRITAIN II bettered the round voyage by nearly three days, and brought with her a token package of wool. Manly fortitude, skill, endurance and good comradeship permeated this adventure, and showed us in a rather drab world that these British attributes still exist, and will come to the top if



given half a chance.

N. R. P.

## SHIP DISPOSALS

For further trading:- BRITISH ADMIRAL, GULF BRITON, GULF DANE, GULF SCOT, MELO, MELANIA, MARTICIA, MYSELLA, MANGELIA.

To Breakers:- BELGULF UNION (1962), CHEVERNY, EL LOBO (1959) KALYDON, KRYPTOS, METULA, MOBIL ENDURANCE, MANTUA, MSC GOWY, REZA SHAH THE GREAT (1958), SANTAMAR ex MAKURDI PALM ex TEM. PALM (1953), SALFORD CITY (sludge) (1928), TEXACO ARKANSAS, TERZA ex POLYCREST, WILLIAM WHEELWRIGHT.

## FIRST TRIPPER

Leslie Harrison is well known to us all, for he has championed the cause of Captain Lord of CALIFORNIAN, and gave us such a fascinating talk on the matter last season. We also remember that a year or two ago, he entertained us at Nautilus House, Wallasey, in the Boardroom of the building he had such a large part in planning for the Mercantile Marine Service Association.

So, when your Editor's call went out for members' contributions to the Bulletin, Mr. Harrison bravely filled the breach, with this story of how "he went to sea".

"To a sixteen-year-old with a seafaring family background, the New Zealand Shipping Company's brochure describing their cadet training ships was irresistible, Particularly beguiling was an illustration showing a group of smiling youths washing down in the tropics with hosepipe and brooms. But the deserted poop of the 11,600 ton NORTHUMBERLAND, high above the Royal Albert Drydock in London on a drab day in November 1928, was far removed from that tropic scene. From his lonely vantage point he watched his father return to the taxi and drive away. He was left feeling very small and solitary, and quite out of place in the bare eight-berth cabin to which he had been allocated. Four pairs of metal framed bunks, two wooden forms, two cupboards, in one of which he now owned a shelf, and his sea chest was all that it contained.

He was rescued from his isolation by two older cadets, brimful of the confidence acquired as survivors of their own first trip, and taken over to the nearby Mercantile Marine

Office. They returned to find their ship in the process of being towed over to the other side of the dock. Here were gathered the rest of those waiting to join, and here began his absorption into the community about to take the ship on her voyage to New Zealand and back.

His first discovery was that two things were to rule his ship-board life - routine and seniority. Routine ensured the orderly operation of the ship; seniority governed the sort of job a cadet was given.

Routine began at 6.30 am. with a harsh cry of "Wakey, wakey!" For those strong-willed enough to roll out of their bunks with a few minutes to spare there was hot black coffee, supplemented by a share of yesterday's left-over bread, crisped and dried by overnight stowage near the messroom hot press. Thin warm treacle was also available, and it became a quickly acquired art to be able to smear some of this on a hunk of dry bread using only a knife. At 7 am. in the dark, the cadets paraded on the saloon deck and were allocated their various jobs by the Bosun. Breakfast was taken between 8 and 9.30; there was more work until 12.30, with a short break - the "smoke-o" - about 11, and a final work session from 2 to 4 p.m.

Seniority governed the allocation of work, and a first tripper began at the bottom, as a "peggy" employed on domestic duties. His basic tools were a bucket and scrubbing brush - decks, forms, tables, bathroom bucket racks and lavatory seats had to be kept snow white. A quishy sort of soft soap was provided, the very distinctive scent of which was to become unforgettably associated with the nausea induced by the ship's motion in a sea-way. Peggies also helped out in the messroom, which was in charge of a cynical steward knowledgeable in the ways of cadets. It paid to keep on his right side, particularly if contemplating an approach to him during meal times, with, like Oliver Twist, the plaintive appeal : "Any returns, Ned?".

Progression up the work scale led to brass polishing, with another distinctive smell, that of the oil used, with brick dust and cotton waste, in the ceaseless battle to keep at bay verdigris on porthole rims, door handles, bridge gear and such. Closer to the technical work of a seaman was the backing up of more senior hands controlling derrick guy purchases, whose job it was to check a derrick directionally as it was lifted from its crutch

Without putting too much of a strain on the topping lift. Handling derrick guys also taught a new cadet how essential it was to use the correct knots for ropes, wet or dry.

More backing up was involved when the heavier mooring ropes were being handled. With this came the introduction to "jags" those vicious, thorn-like projections in ageing wire ropes. Thick gloves were essential and first trippers usually found themselves ill-provided in this respect. Another lesson quickly, if belatedly, learned was that the most effective working gloves, oilskins, etc. should be bought from outfitters in the tougher areas near the docks rather than from prestigious suppliers in the City or West End.

A great leveller was the first job after leaving port, the dumping of accumulated rubbish. This usually included sawdust or ashes, and the operation revealed that there is generally no true lee side to the after deck of a large steamer at speed. Grit permeated everything, eyes, ears, nose and clothes. "Knock-off time" however, brought the welcome opportunity for a thorough head-to-toes wash. Each cadet was provided with a bucket; hot water was obtainable from a percolator amidships, and if rough weather sometimes posed transport problems when negotiating the open after well deck, sooner or later a cadet would have his bucket of hot water secured in one of the shelf-like racks in a small composition-decked bathroom, a primitive but very effective arrangement. No time was wasted in transit between cabin and bathroom in wintertime, wearing only a skimpy towel twisted round the waist. Then, side by side, half a dozen or so figures would be companionably soaping, sluicing and drying, with the occasional diversion, accompanied by shrill cries of dissent, as some hardier youth insisted on using the cold sea-water shower.

Relaxing in clean, dry open-necked shirts and grey flannels, and quite well fed, the cadets soon put the labours of the day behind them and turned to more personal pursuits, reading, letter writing, yarning, and listening to records on portable gramophones. Alternatively in port, shore leave was normally available between 5.30 and 10.30 pm. mainly to be spent in cafes, cinemas and theatres. Another attraction in almost every port was the ready companionship offered by the local girls of similar age. Relatively innocent as such associations usually turned out to be, initially each was fraught with the exciting

potential of some unimaginably blissful relationship. Sadly, however, such a consummation depended on a combination of favourable circumstances recurrently unattainable.

The ship took on a general cargo, loading at Newport, Avonmouth and Glasgow, and completing at Liverpool. Her holds absorbed motor cars, wire netting, barbed wire, corrugated iron and cartons of assorted provisions. There were also two huge locomotives, the loading of which, a delicate, painstaking operation until they were safely secured on rails laid in the bottom of the largest hold, providing an object lesson in patience and expertise. Unlike the cartons of whisky loaded at Glasgow, these two items of cargo required no special safeguards against pilferage.

Three weeks after joining, the "first tripper" played a peripheral part in the hectic activity of a night-time sailing from Liverpool. A gale which had held them in port for three days was only just blowing itself out, and one stern tug was spared the need to cast off when her towing wire parted. Soon the ship was turning her bows down river, and the "first tripper" looked back with mixed feelings as the gap of restless black water, reflecting the dockside lamps, widened and his first ocean passage began.

W.L.S. Harrison.

(Part II of "First Tripper" will appear in  
our next issue - Editor).

A great while ago there was a school-boy.  
He lived in a cottage by the sea,  
And the very first thing he could remember  
Was the rigging of the schooners by the quay.  
He could watch them, when he woke, from his window,  
With the tall cranes hoisting out the freight,  
And he used to think of shipping as a sea-cook,  
And sailing to the Golden Gate.  
There were trawlers with their shark-mouthed flat fish,  
And red nets hanging out to dry,  
And the skate the skipper kept because he liked 'em,  
And the landsmen never knew the fish to fry.  
There were brigantines with timber out of Norrøway,  
Oozing with the syrups of the pine,  
There were rusty, dusty schooners out of Sunderland  
And ships of the Blue Funnel Line.

Alfred Noyes.

## THE RE-BIRTH OF THE SAILING SHIP?

A paper has been given to the Royal Institute of Naval Architects on the possible revival of sailing ships on world routes. The speaker, Mr. A.S. Miles believes it would be economic to run sailing ships of about 15,000 tons having an auxiliary engine for only about 10% of voyage time. With very low fuel bills and a comparatively small crew of 22, he believes that in good conditions speeds of up to 15 knots could be attained.

These would not be like the sailing ships of old for canvas would give way to terylene; there would be automation and satellite forecasting could be used for avoiding bad weather, or minimising it. This raises the question as to whether the eclipse of bulk carriers under sail was wise in years past. Who was to see how fuel costs would rise, also seamen's wages, and overtime become a factor in ships' accounts.

Coal-burning tramps ousted our clippers, but then oil replaced coal. Some day it may be forced upon the people of this planet, as sources of power dry up after our profligate use of what has come to hand. Long after all our North Sea oil and gas has gone, the forces of wind and tide may come into their own by sheer necessity.

Then Professor Geoffrey Goodrich of Southampton University took up this subject at a port industry lecture in that city. He too, said that the new generation of sailing ships would have a small auxiliary engine capable of 4-5 knots as a means of getting out of trouble. He thought an average speed of 11 knots could be maintained, compared to 8 knots by the former clippers. The project needs someone brave enough to give support with the money.

Not every cargo needs to travel at high speed and resultant heavy cost.

Air Commodore C.T. Nance of Cowes wrote a letter to "Lloyds List" in March on this subject. He believes that when its necessity hits Britain, we will be left standing, and that both Germany and the U.S.A. are already giving practical thought to the matter. The magazine "Sea Breezes" has published several features on this subject.

Our extravagant use of the earth's fuels goes on, as if there is no need for conservation - sufficient, we say for

our lifetime. Will future generations look back in scorn? Or will the elements that go to form nuclear power save the future, at least for a further limited period?

Our members' thoughts on this important subject would be appreciated.

N.R.P.

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"And see! She stirs!  
She starts, she moves, she seems to feel  
The thrill of life along her keel,  
And spurning with her foot the ground,  
With one exulting joyous bound,  
She leaps into the Ocean's arms!"

Longfellow - on launching a ship.

#### BOOK REVIEWS.

##### "Steam Coasters and Short Sea Traders"

by Charles V. Waine, Ph.D., published by Waine Research Publications - price £7.95 including postage.

Dr. Charles Waine spoke to the Society some three years ago about the coaster-owning firm of Coppacks of Connahs Quay. Since then, he has extended his researches and written and published this book. It contains general chapters on the history and building of coasters, and particular types such as the Clyde puffers, short raised quarter deck coasters, Thames up-river colliers, coastal tankers, etc. Brief histories of coaster-owning firms are included, and ships known or owned in Liverpool are prominent. These include ships of Kelly's, J.S. Monks, W.S. Kennaugh, Monroe Brothers, W.A. Savage and the Zillah Steamship Co. The whole work is magnificently illustrated by nearly one hundred line drawings, plans and photographs plus twenty-two colour plates. Most of these are the author's own work.

Amongst the Liverpool coasters illustrated are MATJE, TALACRE, BEECHFIELD, EDITH, INDORITA, SHOTTON, OPHIR, SPRAYVILLE, ASHFIELD, HOLME FORCE, KYLEBROOK and MAGGIE.

Although the price may seem high, the excellent quality and number of illustrations make this book very good value for money and a "must" for any coaster enthusiast. A copy of the book is available for inspection in the Maritime History Department.

M.K.S.

## "Saint John Ships and their Builders"

by Esther Clark Wright, D.Litt., available from the author  
P.O. Box 710, Wolfville, Nova Scotia, Canada BOP IXO,  
Price \$6.50

Mrs. Wright is an overseas member of our Society. Her book is very relevant to the maritime history of our port because so many of the ships launched at St. John were sold to Liverpool owners, including such famous companies as the White Star and Black Ball Lines. Shipbuilding began in a small way at St. John in the 18th century, and grew steadily through the first four decades of the 19th century. Easy access to timber supplies and cheaper labour costs made the St. John ships substantially cheaper than English-built vessels. The greatest prosperity for these builders came in the 1850's and 1860's. Many large, fast ships were launched for Liverpool owners and especially for those engaged in the Australian emigrant traffic which expanded very rapidly after the discovery of gold in 1852.

One of the most famous of these ships was MARCO POLO launched in 1851 by James Smith at Marsh Creek, Courtenay Bay. Under the command of the famous "Bully" Forbes, she broke the record for the round voyage between Liverpool and Melbourne, and made the reputation of the Black Ball Line.

The shipyards declined after the 1860's and by the 90's were virtually extinct. Mrs. Wright deals with the history of each individual firm, and in the appendices, she lists all the ships launched, year by year. This is a valuable reference book for any member interested in the history of Liverpool sailing ships.

M.K.S.

## NEWS FROM THE CLYDE AND THE WEST COUNTRY

Gordon Ditchfield journeyed to Ayr late in June, to sail in the much favoured paddler WAVERLEY, circling Arran and calling at Brodick and Campbelltown. Next day, she sailed to Stranraer and for the first time since 1928, made a pleasure cruise to south of Corsewall Point, passing close to Ailsa Craig on the return to Ayr.

A bus ride to Troon provided an opportunity to photograph the new LADY OF MANN just prior to delivery. A cruise from Glasgow to Gourock, Dunoon and Largs in QUEEN MARY II was Gordon's last fling in Scotland for time being.

At the end of July he was on rail for Falmouth, and was able to arrange with a keen ship-spotter cum motorist, to go in search of EGREMONT, recently towed engine-less to Salcombe in Devon. Here, our old ferry will be converted to a Yacht Club Headquarters. The search proved somewhat exhausting as EGREMONT lies in a muddy creek near Kingsbridge, inaccessible by road, but distantly viewed with binoculars.

Whilst at Kingsbridge, our reporter went aboard COMPTON CASTLE, a paddler which used to ply the River Dart. She was built in 1904, and is similar to KINGSWEAR CASTLE now preserved on the Medina, I.O.W.

On a visit to Hayle, Gordon found NORWEST LAIRD lying opposite T.W. Ward's Scrapyard. Her plating had been thoroughly scraped and presumably she may yet end her days as a floating restaurant, or some other stationary project.

Viewed on a trip up the River Fal to Truro, were the tankers FINA AMERICA, FINA ANGOLA and OLYMPIE - which have been laid up there for some time, and two smaller vessels, RISNES and WAYNE-GATE. In Falmouth docks was WELSH HERALD - just removed from lay-up - and renamed ASTRAPATRICIA.

Reverting to Clyde affairs, it seems likely that once we sorrowfully see the demise of both WAVERLEY and QUEEN MARY II, the only surviving cruise ships, GLEN SANNOX will be pressed into the dual role of summer cruise ship and winter ferry. As so many people have taken to the roads in recent years, the decline in Clyde sailing is lamentable. All power to Coastal Cruising Association, and preservationist societies for saving what they can from the ravages of the motor car.

#### LAUNCHES - 1976

LYNTON GRANGE by Austin & Pickersgill, 15,900 tons.  
H.M.S. BROADSWORD by Yarrows.  
EDENGARTH tug by Richards of Great Yarmouth.  
BRIGADIER tug by Ailsa of Troon.  
MSC INCE, diesel electric bucket dredger.  
SHEAF CREST a bulker of 36,000 tons.  
AJANA, STRATHDOON & STRATHDIRK, SD.14's for P. & O.



## GENERAL NEWS ITEMS

The Humber paddle steamer TATTERSHALL CASTLE has become a floating art gallery in the Thames. Though her paddles have been disconnected from engines, these can still be activated by electric power for the interest of visitors. The ship was bought for £400,000 by a Mr. H.W. Childs, industrialist, and she is moored near Charing Cross Bridge, with an admittance charge of 20p.

The Alexandra Tug Co (London) Ltd have moved their offices to Alexandra House, Royal Pier Road, Gravesend which they share with Trinity House. Their fleet now operates at London, Southampton, Felixstowe, Liverpool, Swansea and Port Talbot, with one tug on permanent station at Gibraltar.

Ellerman's CITY OF WINCHESTER has been handed over by Bremer Vulkan in only 10 $\frac{1}{2}$  months after signing of contract.

TULA ex METULA, badly damaged by stranding in Magellan Strait, arrived Santander breakers from Brunsbuttel on 13th June. The tugs were DOLPHIN X and icebreaker STEPHAN JANTZEN.

Coming into service with the Royal Navy is a new "Island" class - WESTRA, JURA, ORKNEY, JERSEY and another. They are lightly armed 1000 tonners for patrolling oil and gas rigs, length 200 ft., speed 16 knots from diesel engines.

Harking back to the loss of BERGE ISTRRA at Christmastime, the two sole survivors described at the Liberian enquiry their 18 days on a raft in the Pacific. They were both Spanish deckhands who were painting at the time of the explosions. I. Leon was blown into the sea and swam to a raft. He pulled E.T.Lopez into the raft, and gave the kiss of life and this survivor had head and leg injuries. Leon had a whistle, but failed to attract two passing ships. He also used a mirror. Fortunately the raft had food, water and medical supplies but no radio. Flares were tried but did not work, probably due to being waterlogged, and the instruction book with them was in English and Norwegian only. A Japanese fishing boat eventually picked them up. Leon was to be considered for a special award for saving the life of his shipmate.

Ship losses in 1976 include two which were well known on the Mersey. FULMAR TRADER ex IRENES WISH ex AGIOS DIONISLOS ex CYPRIAN PRINCE was built at Burntisland in 1949 and served the Furness Withy Mediterranean service. After severe fire damage which made her a total loss, she sank off Palermo whilst being towed by the Greek tug TRITON.

EURYPYLUS ex MANGLA was built for Brocklebanks in 1959. After taking Panamanian registry, she was on passage from Hong Kong to Philadelphia and New Orleans and suffered an explosion and fire which also caused her to be written off as a total loss. She has sailed from Los Angeles for Kaohsiung breakers in tow of SUMI MARU No. 7001.

WITTERING ex FRAMPTONDYKE capsized near Beachy Head in February after collision with the German ODIN.

As a flashback to that terrible tragedy in the River Plate on 11th May 1972, the Liberian TIEN CHEE which has lain on a sandbank ever since, has been sold to Buenos Aires breakers. It will be recalled that the other ship involved in collision was Houlder's ROYSTON GRANGE in which all 87 passengers and crew perished by fire. The burnt out Houlder ship has since been towed to Barcelona for scrapping.

Medway Maritime Museum has been formed at Gun Wharf, Chatham. They have acquired the last existing steam paddle tug in Britain - JOHN H. AMOS. She was built in 1931 by Bow McLachlan and Co. Ltd., Paisley, and worked on the River Tees for the whole of her life. She has been bought for £3,500 and renamed HERO, after being laid up for some dozen years. It is hoped to have her in operational condition this summer, but necessary repairs may raise the cost to £30,000 in all. She will join the steam tugs CERVIA and TLD 164 at Gun Wharf, the latter having been a Chatham Dockyard tug.

#### THE ROCK FERRY TRAINING SHIPS

Here is a further extract from "The Mersey, Ancient and Modern" by Benjamin Blower, published in 1878. He describes the four moored ships off Rock Ferry as CONWAY - for training young gentlemen as officers for the Merchant Marine, INDEFATIGABLE - for orphans of sailors and other destitute boys, CLARENCE -

- Liverpool Catholic Reformatory and AKBAR - Reformatory."

"Instead of being confined to the cells of a prison, here in AKBAR are 160 lads, of the age of twelve and upwards undergoing the most close and vigilant supervision. Their habits are watched their morals guarded, their minds cultivated, and their hands taught the useful trades of tailoring and shoe-making, their bodies well fed and exercised by their being put through all the lessons of a seafaring apprenticeship. They climb masts, hoist and lower sails, take in reefs etc., and above all, their souls are cared for, being brought in daily contact with the lessons of God's Holy Word, and taught to sing the praises of Him whose name they had formerly been accustomed to dishonour and blaspheme.

"This is the finest sight I have seen yet - was my involuntary exclamation as I was present at morning prayers and saw the occupants of this prison home listening to the bible read, then kneeling on the deck as prayer was offered, and last of all, joining in singing their Maker's praise: the sweet tones of a harmonium accompanying their voices. The day thus begun, the deck was transformed into a school. On one side were three different bible classes one of which I was asked to conduct, which I did for a few minutes with the greatest satisfaction, being vastly pleased with the intelligent answers of the pupils. On the other side was one knot of boys making their own clothes, whilst the cobblers and shoe-makers were busy beside them."

#### DOCKERS' HUMOUR

The nicknames conjured up by Liverpool dockers for their mates are amusing, but Brisbane waterfront men also vie in Peter Prescott's list in "Journal of Commerce." Here is a mixture of both:-

- "Perry Mason" - handles one case a week.
- "The Destroyer" - continually after a sub.
- "The Medium" - shop steward who always answers union queries with "it appears to me - ."
- "Balloon" - the quay foreman who says "Don't let me down lads."
- "Hurricane Lamp" - not very bright.
- "Sherriff" - a foreman who heard of trouble on a ship and ran down the quay shouting "where's the hold-up?"

## MERSEY NOTES

The large scanner at Port Radar was removed after gale damage in January. One of slimmer proportions has been substituted, and has proved sufficient for the needs of the station.

The foghorn of the new Bar "Lanby" Buoy is audible at 20-second intervals at Hall Road, Blundellsands with a light northwest breeze.

The new Carol Line is to commence a container service from Seaforth to the Caribbean with six 21-knot ships. This is a consortium of T.J.Harrison/Hapag Lloyd/French Line/Royal Netherlands S.S.Co.

LADY OF MANN made her maiden voyage on 30th June as the 9 a.m. boat from Douglas to Liverpool, and got a lusty whistle welcome. Too bad that she missed the T.T.rush.

In early June, the Dutch DOCKLIFT II shipped a small dredger through her stern doors, for passage to Nigeria. Boilermakers were then engaged in welding work to secure this weighty load, and saw one of DOCKLIFT's crew handle a welding torch. This might not be such a heinous offence in Holland, but in Bromborough it was deemed a crime, and in upholding the closed shop regime, work ceased. Talks were held; work was resumed next day and a spokesman for the Boilermakers Society called the hold-up a "flash in the pan." Anyone interested in the good name of our port can be excused for coining their own description of such irresponsibility in less humorous terms.

The fog bell house on Princess Jetty was demolished on 16th July by the coaster ANN M on passage from Garston to Londonderry with a coal cargo. There was considerable damage to the pile structure, and to the vessel's bows.

On Sunday 27th June, MONAS ISLE, from Liverpool to Llandudno during the spell of hot weather, ran into fog after passing Mersey Bar. This worsened and conditions at the Welsh Pier were poor. After rounding the West Constable Buoy and continually sounding the whistle, about ten small craft were showing on the radar screen to be obstructing the run-in course to the berth. Captain Bridson thought it unwise to approach, and the anchor was dropped about half a mile from the Pier. Passengers saw nothing of the resort, and the afternoon cruise had to be cancelled. The anchor was hove up at 4 p.m. and the fog persisted right up to Crosby Float, when we returned to tropic skies.

In June the very fine motor yacht CLAUDIA QUINTA ex LAHLOO II lay in Morpeth Dock. She is registered in Hong Kong and was built by Vospers, Portsmouth in 1954.

The Bullock Committee, set up by the Government, has been investigating whether half the directors of the board of Ocean Trading could be union representatives. Ocean, whilst still profit-making in a time of recession, say that this plan could well jeopardize their commercial prospects. So trade union bosses want their fingers in our overseas enterprise.

The Government is to make Merseyside the head-quarters of British shipbuilding, and the Northeast is very angry. Perhaps they have some reason. We have only one major yard which has launched one tanker this year so far.

The Mersey Division R.N.R. has lost its flagship HMS MERSEY. As a result of defence cuts, the Clyde, Belfast and Liverpool will share one minesweeper for training purposes - HMS CRICHTON.

Mr. R.B.Stoker, chairman of Manchester Liners jokingly said to Smith's Dock Co that as they had built twelve ships for the company, the next should be free. The result was the presentation of MANCHESTER CHARITY, put into the water at Hollingworth Lake, Rochdale. She is a sailing dinghy and will be used by the Navy League to train both boys and girls in boat handling.

On Tuesday evening 20th July the nuclear submarine HMS WARSPITE, damaged by fire whilst on a visit to Royal Seaforth a few months ago, left for Plymouth under tow. The tugs were HMT ROLLICKER and HMT ROYSTERER.

The ex-ferryboat EGREMONT in tow of SEA BRISTOLIAN (marine undertaker!) left Birkenhead about noon on Tuesday 15th June for Salcombe. Her engines had been removed.

On 15th June a minesweeping flotilla was due to pass the Pierhead at 1 p.m. Hundreds of sightseers turned up on rather a grey, breezy day. But no ships arrived and the weather was given as the cause.

On Sunday 13th June, KING ORRY was still alongside at Glasson with nobody on board. There was no gangway.

An advertisement for lifebelts at £1 each was visible.

In early June, it was announced that M.D. & H.Co. were issuing a writ against Peter Lind and Co - Landing Stage contractors. Meantime, it would appear that work on the new concrete stage has ceased, and it is fortunate that sufficient of the old stage remains for berthing Isle of Man traffic. What a vindication for the design capabilities of the engineers of a century ago!

The distance between the Isle of Man berths and the Mersey ferries (and bus terminal) has been a strain for older travellers especially with half hourly ferry frequency on Sundays. It is high time the public was informed as to if, and when, the Isle of Man stage will come into use, and whether on this and the Ferries stage, travellers can expect a little more consideration in amenities. Apologies are no longer accepted - they were thin long ago!

The dredging services of W.D.MERSEY having been lost to the port, W.D.SEVEN SEAS was brought in to do some work in Queens Channel in mid-June.

Although Isle of Man S.P.Co operated with seven passenger ships in 1975 (TYNWALD having been disposed of) and a 5% reduction made in fuel oil, the total cost of oil rose to £89,000. Then with the autumn disposal of KING ORRY and the summer 1976 arrival of LADY OF MANN, the fuel cost is expected to be higher this year. The oil is paid for in dollars and with the falling value of the pound, the cost is increased by monetary conversion.

Passenger carryings by the fleet were:-

1973 (the best year to date)	844,219
1974	746,570
1975	909,556

The number of cars carried in 1975 was 23,600  
Operating revenue increased by £1,180,300 to £5,802,729.  
Against this, wages increased by 28% and fleet overhauls cost £109,016.

One can almost imagine the Chairman's prayer - "From the vicissitudes of weather and the whims of oil sheiks, may the Lord protect us!"  
N.R.P.

## OUT ON THE YARDARM

And if he failed in any least degree,  
Or faltered for an instant, or showed slack,  
He might go drown himself within the sea,  
And add a bubble to the clipper's track.

J. Masfield "Dauber"

## INTERESTING DATES

"The Mersey Ancient and Modern" by Benjamin Blower (1878) gives the following information:-

- 1753 - Salthouse Dock opened
- 1816 - Floating Bath off Pierhead
- 1826 - Fort Perch Rock built
- 1826 - Line of semaphores to Holyhead began to work.  
(first message, 128 miles in 5 minutes)
- 1827 - 8th June, Rock Lighthouse begun
- 1839 - ss SAVANNAH arrived from Savannah in 26 days
- 1838 - March. ss SIRIUS left Liverpool for New York
- 1838 - July. SIRIUS outward 19 days, homeward 14½ days
- 1846 - Prince Consort opened Albert Dock, and laid foundation stone of Sailors Home
- 1847 - Georges Landing Stage opened. Docks expenditure £314,875
- 1848 - Custom House receipts £3,481,796  
3561 vessels inward, 4318 outward. 131,121 emigrants
- 1851 - 9th October. Visit of Queen Victoria
- 1853 - port handled one million tons of cargo
- 1857 - Princes Landing Stage opened
- 1858 - 10th March. ss PEARL sailed with Dr. Livingstone
- 1860 - 1st November. Great Float opened
- 1861 - LOTTY SLEIGH blew up at Tranmere
- 1867 - Vessels 20,170, Tons cargo 5,318,057, Dock Revenue  
£878,436
- 1872 - March. 14,374 emigrants in 58 ships
- 1874 - Visit of Lords of Admiralty
- 1877 - 1st Oct. North Wall Lighthouse opened

## LOSS OF DUTCH SALVAGE TUG

Wysmuller's tug GELDERLAND went aground in the West Indies, 18.29N 66.09W earlier in the year and became a total loss.

## THE MERSEY'S LAST STEAM TUG

KERNE, in fresh paint and looking smarter under the ownership of the preservationists, than she ever did in service,

was cruising in the Mersey on Saturday 31st July. Next day she was seen off Crosby Light Float, bucking into a strong westerly breeze, in a new lease of exhilarating life!

#### WATERFRONT MUSINGS

Massive concrete fencing to protect the tree plantation between Seaforth Dock and Waterloo Marina reminds one of pictures of the Maginot Line of 1939! Is this to be a defence against possible future encroachment on the environment? With more of the Seaforth project to be completed and so much dockland unused on both sides of the Mersey, why not.

From Herculaneum to Canning Dock is now a tidal system, with grain cargos arriving at the Brunswick Dock silos, and coasters taking the ground.

The Morpeth/Wallasey/Egerton dock complex could offer scope for development, but has simply gone to seed. We have miles of river frontage, littered with rubbish, decayed masonry, where wild flowers and weeds grow, and greenfinches forage for grain. The Birkenhead river wall is increasingly used by anglers every day of the week. Many arrive in cars, to set up tripods and most elaborate and costly fishing gear to take the small dabs which brave the Mersey mud. Wallasey Dock, once the crowded minesweeping base, is now a shallow settling tank for the pumping station. When pumping, the swirling waters coming through the dock inlets are much favoured by the anglers. The old Great Western marshalling yard at Morpeth Dock, so busy in time of war, is now derelict and a popular target for vandals.

As these notes are written, Alfred North lock is sealed by Caissons 1 & 2 in preparation for the fitting of the former Brunswick Dock gates. Meantime, the 80 ft South lock is the only way into the system.

The vacillation over the future of Shotton steelworks has been on a par with the Liverpool Polytechnic muddle, but the future for Bidston iron ore berth is looking brighter, which is just one facet which helps the port along. It must be assumed that the big scheme for river discharge of iron ore, in the form of slurry by pipeline to the works, has been dropped, after costly investigation.

The north docks are always reasonably full of ships, and as Gladstone and Langton ways are used, New Brighton is the best vantage point for viewing. The attraction, however, of this once popular resort is now very low.

After so much dire criticism in this issue, it is pleasant to report a wonderful cruising season in 1976, largely due to the comradeship of the I.O.M.S.P. "regulars."

N.R.P.



## WARSHIP HISTORY

Conway Maritime Press Ltd., of London intends to commence publication of a quarterly journal of Warship History. The first number will be available on 1st December 1976, containing 64 pages in semi-stiff cover, with an average of 60 photographs and 40 line drawings. The subscription rate of £9.00 includes postage and packing, for 4 copies in the year.

Robert Gardiner, Managing Editor writes:- "The naval enthusiasts among your readers may be interested to know that we are launching a new quarterly journal of warship history in December. Entitled "Warship" this periodical aims to give the warship historian and enthusiast a professionally produced, highly illustrated forum for the latest research. All periods, nationalities and ship types will be covered, and subjects will be treated with originality and insight. I hope you can mention this venture in your columns..."

## SOCIETY NOTES

The Keith Griffin print. Our marine artist member kindly donated a very fine print of one of his paintings to the Society. It was agreed that we should raffle this in aid of Society funds. Tickets will be available at the October meeting. (M.K.S.)

Christmas Social Evening. This pleasant event has been very popular over the last few years, but unfortunately due to the changed circumstances of catering arrangements at the Museum it will no longer be possible to organize a buffet supper. At present, it seems likely that the event will take the form of a members' exhibition and short talks evening, with sherry and mince pies. Alternative arrangements are being explored by the Hon. Secretary. (M.K.S.)

Contributions to the Bulletin are always welcome and can be forwarded either via Merseyside County Museum or to the Editor, N.. R. Pugh, 7 Dunbar Road, Hillside, Southport. PR8 4RH. What do you do, dear Reader, after you have read your copy of the Bulletin? It is hoped that you place it in its appropriate blue folder, issued annually, and retain for future reference. But if you are forced to discard through lack of space, or having to move house, please see that your copies are passed to someone who may be a potential member. We are open and happy to accept newcomers with nautical tastes such as ours.

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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B U L L E T I N

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Merseyside County Museum  
William Brown Street  
Liverpool L3 8EN

Hon. Secretary - M.K. Stammers, B.A.  
Editor - N.R. Pugh

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It's the wave of the sea in my blood, and I'll never be free,  
Never be free all my days from the sea's wild crying,  
The crash of the waves on the rocks and the far-flung spray,  
The windy call of the gulls and the spume flakes flying.  
It's the sea's unrest in my soul, and I'll never be still  
While the waters keep their chant and the tides are flowing,  
While the purple shadows move o'er the changing deep,  
And the brown weed sways and the great salt winds are blowing.

Teresa Hooley

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"WILLIAM MITCHELL" of THE JOHN STEWART LINE

The current issue of the "Cape Horner" reprints some writing which appeared in "Sea Breezes" long ago, from the pen of our Vice President Malcolm B. Glasier. He had served in the square rigger MONKBARNES of John Stewart & Co., and by the late 1920's had changed to steamships. He happened to be entering Melbourne Harbour - "night had veiled the low-lying sea front, leaving only

myriad lights and a luminous glow in the lower sky ... we saw no sign of other craft until we were within a mile or so of the Fairway Buoy, and then two lights became detached from the lights on shore, close on our port bow, and gave evidence of a vessel at anchor. Vaguely discernible in faint silhouette showed the outline of a hull, masts and spars - a three masted ship.

"So seldom was a sailing ship to be seen in active commission that my interest was aroused, only to be increased tenfold on learning from the pilot that she was WILLIAM MITCHELL. For me, she revived old memories of apprenticeship days, when she and the ship I served in, MONKBARNES were together for some considerable period in the South Dock, Buenos Aires, waiting for cargoes of linseed. Her master, Captain Wilkie, had been chief officer of MONKBARNES."

Malcolm Glasier lost no time in meeting Captain Wilkie, and was invited to visit his ship. "She was a good distance down the bay, lying to the flood tide, her stern towards us. Deeply laden, her hull painted a clear light grey, her spars a deep ochre colour which gleamed in the sunlight, she presented a picture lovely enough to engender more than a little regret in the hearts of ship-lovers, that it is becoming so rare." "She had completed loading a full cargo of bag wheat for Callao and expected to sail next day if the wind held fair."

"We went from the quarterdeck to the break of the poop, and through the saloon alley-way into the after-cabin. The panelled bulkheads were built of bird's eye maple, teak wood and mahogany, and kept in a splendid state of polish by the diligent and ageless Chinese steward."

"But there was an unusual feature in this cabin; it rested on a long marble-topped chifffonier - a teakwood cabinet surmounted by a gleaming row of silver sentinels : Captain Wilkie's six valve wireless receiving set, capable of probing the atmosphere with invisible tentacles, gathering, reproducing and amplifying the waves of the world's most distant stations. In an adjacent stateroom a little dynamo driven by a petrol motor, was installed to charge batteries. A loudspeaker with a cable sufficiently long to reach through the poop skylight, made an occasional concert to the apprentices not impossible."

Our writer had met the present chief mate of WILLIAM MITCHELL in Iquique years before, when that worthy was mate of the GARTHWRAY, and had a very high regard for him. Whilst the Chinese steward served tea, this chief mate joined the party and was asked what he would do when WILLIAM MITCHELL went the sad, inevitable way of her sisters. He would "go in steam" - perhaps - but not so long as a winged ship remained on the ocean with a topsail to hoist and a red ensign at her peak. "In steam" only if necessity demanded it - but rather by far a shore job.

"And therein the chief mate showed the spirit that possessed many of the last generation of sailors. For there were many men in those days to whom the comparative ease and security of steam were possible, but who quietly remained on in sail, undergoing hardship and peril and personal discomfort, voyage after voyage, year after year, and never dreaming of giving it up. Condemn them for lack of ambition, prejudice, refusal to move with the times, anything you wish, but to me the explanation is different. These men, sailing their tall ships through the waters of the seven seas, encountering, combating and overcoming all the wilful idiosyncracies of Mother Ocean when she opposed them, working with her and by her when, in benign mood she favoured them with fair conditions, these men practised a craft - sea-craft. They wrought from the four winds the propelling power of their vessels, dealing with nature always, making her serve their ends, take them whither they wished to go. And I maintain no man may be blamed for giving his life to a calling at once so honourable, so exacting, and so in harmony with the eternal scheme of things. A calling imbued with romance and beauty, unknown to the ordered security of steam."

An inspection of WILLIAM MITCHELL brought back all the memories of sail. "And finally we looked in at the half-deck, wherein the eight apprentices live, and where we boys of MONKBARNES had swapped many a yarn and sung many a song with WILLIAM MITCHELL's own boys during those former days in Buenos Aires. We did not go inside lest we should awaken the slumbering youth who kept the night watch, but from the open door I could see within. Save for different pictures on the bulkheads, and a different lamp hanging from the deckhead, I could see no change. The same faint smell of oilskins, the sea chests, the table and benches, all the old familiar things were there. And then I left her, and as the distance between us lengthened, the opalescent lights of parting day seemed to transmute

her hull to soft silver, and her tapering spars to slender spires of burnished gold. Her rigging, against the deepening wonders of the Southern sky, became an intricate tracery of delicately interwoven threads."

## SEPTEMBER MEETING

The first meeting of the new season was a visit to the new Canal Boat Museum at Ellesmere Port. The weather was atrocious and only fifteen members and friends braved the rain and wind. We shall have to organize another visit when the weather is more settled.

The Canal Boat Museum was set up to preserve examples of historic boats and canal equipment. It moved to the upper basin at Ellesmere Port some two years ago and since then, many volunteers have worked extremely hard to clear the basin, to restore the toll office which acts as a small museum, and to maintain a growing collection of boats. It was first opened to the public in June this year. Much work still remains to be done. The toll office is only partially restored and the big grain warehouse and its hydraulic pumping station have been temporarily patched and strengthened. A dry-dock or slipway has to be built so that the boats can be repaired. When all this work has been carried out, it will form a most impressive working museum.

The canal from Chester to the Mersey at the small hamlet of Netherpool was promoted in the 1790's. Netherpool became Ellesmere Port when the locks linking the canal with the Mersey were opened in 1796. The Toll Office and a stable are the only remnants of the original buildings. From Chester the canal was linked with many important industrial towns, particularly the pottery towns, Birmingham, the Shropshire iron towns and the Welsh border country. Trade between these areas and Liverpool was considerable and expanded rapidly until the development of the railways. In 1847, the various companies in the system merged to form the Shropshire Union Railway and Canal Company. Shortly afterwards the new company was taken over by the London and North Western Railway Company. The canals continued to carry large quantities of goods until the mid-20th century. Staple cargoes included iron products, coal, china-clay and grain.

The dock system at Ellesmere Port was remodelled at several different times to cope with the traffic. Much cargo was transhipped here from flats and coasting vessels into narrow boats. The low level basins which were connected to the Mersey by a lock accommodated the seagoing vessels. There was a very extensive range of warehouses, a lighthouse at the dock entrance, two hydraulic pumping stations, a patent slip and shipyard, and a railway system. But by the 1940's, the trade rapidly declined and most of the buildings and basins fell derelict. A large number were demolished. Fortunately the toll office and the upper level basin and its warehouse survived in a good enough condition to form the centre of this new museum.

The range of boats in the Museum is most impressive. They include one of the last Mersey flats - MOSSDALE - originally built for the Shropshire Union, the Leeds and Liverpool Canal boats SCORPIO and GEORGE, a narrow boat tar tanker - GIFFORD - completely restored, the diesel tug WORCESTER, the Manchester, Bolton and Bury canal icebreaker SARAH LANSDALE, and the Calder and Hessle keel ETHEL.

The toll office contains an excellent exhibition of models of canal craft, examples of canal boat painting and equipment, posters, photographs and maps. There is also a most authentic reconstruction of a boat builder's workshop. This exhibition was closed shortly after our visit to enable restoration work to continue on the toll house during the winter. Volunteer helpers are always welcome every weekend.

This museum was launched only five years ago, and through the efforts of many volunteers working in co-operation with the local Council, the museum has a site and is in being. Surely this must be a lesson to Liverpool. It is now thirty years since Robert Gladstone left money for a Maritime Museum and yet nothing has been done to set up that museum. Surely, by using some of that money for taking a lease on an existing dock office or transit shed, the museum with the assistance from Societies like ours could set up at the least, the first phase of a Maritime Museum for Liverpool. Waiting for millions to build a grand new building has failed and is unlikely to succeed in the present financial climate. A small pioneer project using an existing building would go a long way to stimulating interest again in the Maritime Museum. If Ellesmere Port and the Canal Boat Museum can do it - why can't we do the same for Liverpool?

M.K.S.

## GONE TO THE BREAKERS!

ESSO EDINBURGH, ESSO LINCOLN, ESSO STUTTGART, ESSO BREMEN,  
OLYMPIC BROOK, OLYMPIC SKY, HOLOSPIRA ex SAN FELIPE (1956)  
TEXACO ARIZONA (1956), NEDI ex BRITISH HUSSAR (1958),  
CUMBERLAND (1948), LUBEN KARAVELOV ex WOOLWICH, TELENIKIS  
ex WILHELM JEBSEN, EVA ex DORINGTON COURT (1957).

## THE CHIEF PETTY OFFICER

He is older than the naval side of British history,  
And sits  
More permanent than the spider in the enormous wall.  
His barefoot, coal-burning soul  
Expands, puffs like a toad, in the convict air  
Of the Royal Naval Barracks at Devonport. ....  
..... And when you return from the nervous Pacific  
Where the seas  
Shift like sheets of plate glass in the dazzling morning;  
Or when you return  
Browner than Alexander, from Malta,  
Where you have leaned over the side, in harbour,  
And seen in the clear water  
The salmon tins, wrecks and tiny explosions of crystal fish,  
A whole war later  
He will still be sitting under a pussar's clock  
Waiting for tot time  
His narrow forehead ruffled by the Jutland wind.

Charles Causley (1917)

He was, too. We saw him!

\* \* \* \*

## TWC REDUNDANT FRIGATES

HMS TENBY built by Cammell Lairds and HMS SCARBOROUGH  
built by Vickers, Newcastle were taken out of service some  
time ago. Both ships were completed in 1957. Pakistan  
showed interest in purchasing them earlier this year but the  
deal fell through, and they may be scrapped.

## FIRST TRIPPER (part II)

In our last issue, Leslie Harrison described how he commenced his sea-going years as a cadet aboard the cargo liner NORTHUMBERLAND in 1928. For the first three weeks, the ship loaded New Zealand cargo at Newport, Avonmouth, Glasgow and Liverpool. A gale which had held shipping in port was just blowing itself out, when NORTHUMBERLAND made her night-time departure from Liverpool. One stern tug was spared the need to cast off when her towing wire parted, and soon "first tripper" looked back at Liverpool with mixed feelings as the gap of restless black water, reflecting the dockside lamps, widened for his first ocean passage.

"For two days out it was very rough and he succumbed to the almost inevitable seasickness. He and his fellow sufferers were treated with a tactful mixture of firmness and sympathy, however, and he resumed his very minor roll in shipboard routine.

This began at 5.30 a.m. when cadets were called. From 6 a.m. to 6.20 they did physical training exercises, mainly of an unimaginative "arms bend and stretch" category. Once in a while, however, came the order - "Twice around the ship - go!" The ensuing hilarious scramble was appreciated by all but those amidships and forward who were still trying to sleep.

At 6.30 a.m. the cadets turned to and were allocated their various jobs by the Bosun. Washing down with hosepipe and brooms was an essential start to almost any day. Another perennial task was paint washing, the seaman's universal sooji-mooji. This was team work for two; one the applier of a soda solution who had to be thorough, the other, the washer-off, the success of whose efforts depended on timing. Too soon, and the sooji's cleansing effect was minimal, too late, and the offending dirt had dried on so that they had to start again. Overhead work was inescapably uncomfortable, with a steady trickle of a milky fluid down the arms and under the clothes, together with the bonus of splattered liquid over face and head.

The watchkeeping duties initially allocated to a "first tripper" began with look-out, two hour spells of duty on the focsl head followed by four hours off. The exception was the 4 - 8 morning and evening watch, when the period spent on look-out depended on the times of sunrise and sunset, or poor visibility in the daylight hours. First experience of a watch on the bridge was limited to



service as "bridge boy," or standby messenger, whose duties included the calling of watchkeepers at night or dayworkers in the morning.

One seamanlike art every first tripper was eager to master was that of steering. This began in the dog watches with an hour's supervised spell at the wheel, supplemented by voluntary periods in off-duty hours. The aim was to keep the tiny steering mark - the "lubber's line" - correctly aligned with the required course on the compass card. Success depended on developing the ability to isolate a potential swing off course from the natural dip and recovery of the ship in a seaway, and it was imperative not to over-act. An added spur to the attainment of proficiency was the knowledge of the critical comment in the cadets' quarters around the poop, which would follow any abnormal working of the steering engine as it operated the rudder quadrant.

As more settled weather conditions developed in the Atlantic, the swimming bath was erected on the after well-deck - a wooden structure, canvas lined, about five feet deep, and a prime recreational facility.

Deck cricket was also introduced. A high net was strung along one side of the after well deck; three lengths of sawn off broom handle in a wooden block formed the wicket, and the balls were ship-made from rope yarns tightly rolled round a small rubber core. Runs were scored by the batsman sloggling the ball past transverse lines marked on the deck, and rating from one to three. To hit the ball overboard was to be out; twenty runs scored and the batsman had to retire, whilst a ball down the funnel (a feat seldom attempted and never achieved) scored twelve. An inaugural Seniors against First Trippers match ended in a crushing victory for the Seniors, who declared at 75 for 5 - the Juniors only scoring five runs all out. But they soon got the hang of the game and were dispersed among the eight teams comprising a shipboard league; indeed the "first tripper" scored his first twenty not out only a few days later, gaining an added satisfaction in that the majority of his runs were knocked off the Captain's bowling.

An exotic interlude in the outward passage was provided by the transit of the Panama Canal. A memorable impression was

the quiet efficiency and ease with which electric locomotives towed the ship through the vast series of locks leading to the higher levels of the canal. Another was the sharp contrast between the fresh sea air to which he had become accustomed over the last fourteen days, and the all-pervading yet intriguing smell of decaying vegetation and jungle lying over the canal.

Just as memorable was a trip ashore during the over-night refuelling stop at Balboa. Here the cadets stocked up with fresh fruit. Rashly accepting the universal advice that no one paid good money for fruit when they could barter for it with minor expendable items of the ship's equipment, the "first tripper" smuggled an old blanket and a cake of soap ashore.

His bargaining potential was cut to a minimum, however, when the large negress whose brightly lit stall he chose unrolled the blanket and blatantly waved it across the street, with its prominent N.Z.S. Co insignia, for all the world to see. The market value of his less conspicuous cake of soap proved to be fifteen large bananas and a coconut.

A week later, the ship crossed the equator. Just before lunchtime the ten "first trippers" were taken one by one and shut away in a small oilskin locker. A hosepipe was turned on them and, as the water rose, it absorbed the contents of a tin of disinfectant. The hungry captives rapidly discovered previously quite unsuspected powers of adhesion to minor bulkhead protuberances in their desperate efforts to keep out of the corrosive fluid. Then in turn, they were taken by Neptune's "policemen" and paraded before his court, where they were publicly accused of a variety of imaginative anti-social offences. The "first tripper" received a sentence of large quantities of hair restorer and twelve duckings and his initiation began.

The "doctor" and his assistants forced down him two pills of curry powder mixed with pepper and soft soap, followed by a mixture of fuel, sperm and lamp oils. Then to a greased plank, one end of which projected over the swimming bath, and into the hands of the "barber." He was asked his name; politely trying to reply, he found a paint brush thrust into his open mouth. He was then violently lathered from head to foot with an offensive grey paint, and with no time to recover, launched along the plank. Being a light-weight he became momentarily airborne and struck the back of his head on the end of the plank as he fell into the bath, and into the hands of

the eager "bears." Slightly stunned as he was, the next few moments were a medley of choking breathlessness and bubbling green water, for each ducking was quite a prolonged immersion.

Hardly appreciating that his ordeal was over, he was hoisted out of the bath, slowly to recover before facing the long and difficult process of cleaning himself up. The task was considerably helped by the gift of a tot of rum and lime-juice thoughtfully provided by a sympathetic senior.

His complete recovery was demonstrated a few days afterwards by the amount of food he managed to consume on Christmas Day, despite the mid-Pacific heat - the last noteworthy incident before the ship anchored off Auckland just over a week later.

#### NEW NAMES FOR OLD

ALTIF ex CAMBRIA (B.R.)  
ARRAN FIRTH ex BEN VOQAR  
APAPA PALM ex HASSELBURG  
ANEL D'AZUR ex HERBERT MACAULAY ex SUSSEX TRADER (1957)  
A. C. CROSBIE ex IDA LUNDRIGAN (1972)  
ANGELIKI ex KYPROS  
BARBARA WESTON ex FREUDO PRIDE  
CALDERON ex BRATHAY FISHER  
CHANDA ex CAPE WRATH  
DANAE ex CHLOE ex THERISOS EXPRESS ex PORT MELBOURNE  
DAPHNE ex DAPHNIS ex AKROTIRI EXPRESS ex PORT SYDNEY  
GULF RELIANCE ex RELIANCE EXPRESS ex TREMEADOW  
GRETCHEN WESTON ex FREUDO STAR  
JUPITER ex CLAREBROOK  
KINPURNIE CASTLE ex CLAN ROSS  
KLJAFUSS ex ASKJA  
LINDFIELD ex LIMPSFIELD  
LOUISE WESTON ex FREUDO FAITH  
MATHIAS APESAKIS ex CRANYAN ex LA HACIENDA  
MINAB ex BRITISH FAL  
MONKCHESTER ex WAYNEGATE  
MERIDIAN SKY ex CAERNARVONBROOK (1964)  
NEAPOLIS II ex CORKBROOK  
PHUTRUSKA ex FIVE HILLS ex ARCHON CHERUBIM ex TREMORVAH  
STAR AMALFI ex IRISH STARDUST (1970)  
SAUDI FORTUNE ex GLENMOOR

SAPELE ex MONSUN  
SALAMIS ex IRISH PLANE (1963)  
SEA QUEEN ex HELMES (tug)  
WENDY WESTON ex FRENDO SPIRIT  
ZEUS ex SUGAR EXPORTER ex ATHELPRINCESS (1960)

## OCTOBER MEETING

To quote the bidding to this event, our Secretary wrote "The 18th century potteries of Liverpool produced some of the finest pieces of maritime pottery ever made." We had as our guest speaker Mr. Lionel Burman, Keeper of Decorative Art at Merseyside Museums. Of local industries, we have had lectures in recent years on the Ropewalks, the Coopering trade and now on the Potteries, at least seven of which were established in Liverpool. These latter supplied ceramics both for the home trade and for export, in 18/19th centuries.

Our speaker considered that comparatively little has been done to record the subject for future historians. Probably the most authentic book on the subject is by one Gordon Pugh, who illustrates naval ceramics by fine pictures of Lord Nelson and his admirals.

China clay, more recently coming from Cornwall, seems then to have been transported from Carrickfergus to the Mersey, with the finished pottery being shipped back to Northern Ireland and many other lands.

But of course, long before that, there was trade in the Mediterranean between Ancient Egypt and Cyprus, and the Romans carried pottery in their ships throughout the Roman Empire. Majorca turned out wares for the markets of Sicily and Italy.

As time went on, special pottery was produced for seafaring purposes, It had to be tough and strong, and usually the decoration showed the line and perhaps the ship's name. Amongst collectors' pieces nowadays are dining plates from GREAT EASTERN.

With a marine theme, there was much decorative pottery made, like Chelsea ware, showing rocks, seaweed, shells, squids, jellyfish, dolphins and anchors with symbolic Neptunes and Venus'. There was Devon pottery with subjects like Jolly Jack Tar or Long John Silver. British power was exemplified in heroic subjects.

The popular ware turned out in Liverpool, had what we would

consider today a rustic simplicity and naive charm, but the producers of those days took it far more seriously for it was their bread-and-butter. On William Brown Street (then known as Shaws Brow) Richard Chaffers had his factory about 1755 to 1765, when it was taken over by Philip Christian 1765 to 1775. Then Seth Pennington and John Part ran the place until 1799, when Pennington was joined by John Edwards. These were hard headed business men.

Also in Shaws Brow was the factory of Samuel Gilbody from 1754 to 1761, and William Reid is supposed to have been on Brownlow Hill from 1756 to 1761. The porcelain from William Ball's factory in Ranelagh Street has a following nationally. This dates 1755 to 1770.

Then there was Thomas Wolfe at Islington, 1795 to 1800. But the most famous factory of all was the Herculaneum Pottery at Toxteth, which had a tremendous output between 1796 and 1840, and went to considerable trouble to mark their pieces, many of which went to the United States market.

Mr. Burman now turned to colour slides and we saw some beautiful illustrations of sailing ships on plates and bowls. One was marked "Success to the Fanny. 1756" A very fine bowl was marked "Success to the Issabella 1779" depicting a privateer with on the outer surface a theme described as "Spanish Gold." At that time, these would be sold for £2 or £3 each.

After the coffee interval, Mr. Burman took some of the Museum's treasures from a showcase and explained their special points to members gathered round.

Once again, we were taken back into the realm of small competitive industries, where enterprise and hard work brought their reward. We are indebted to Mr. Burman for making this such an interesting occasion.

N.R.P.

WITH GREAT SORROW

We are very sorry to be advised of the death of our member Mr. Henry Peck of Barrow-in-Furness, who has supported the Society since March, 1949.

OUR ARTIST MEMBERS PLEASE NOTE !

When Earth's last picture is painted  
And the tubes are twisted and dried,  
When the oldest colours have faded,  
And the youngest critic has died,  
We shall rest, and faith we shall need it -  
Lie down for an aeon or two,  
Till the Master of all good Workmen  
Shall put us to work anew.  
And those that were good shall be happy;  
They shall sit in a golden chair:  
They shall splash at a ten league canvas  
With brushes of comets' hair.  
They shall find real saints to draw from -  
Magdalene, Peter and Paul;  
They shall work for an age at a sitting  
And never be tired at all!  
And only the Master shall praise them,  
And only the Master shall blame;  
And no one shall work for money,  
And no one shall work for fame,  
But each for the joy of the working,  
And each, in his separate star,  
Shall draw the Thing as he sees It  
For the God of Things as They are!

Rudyard Kipling.

#### PETERHEAD FISHING BOAT TRIDENT

As recorded in the Bulletin for December 1974, the Scottish fishing boat TRIDENT, PD 111 foundered on her voyage home from Douglas that autumn, at the end of the herring season. The wreck has not been located, neither were there any survivors.

Seen by the writer in Douglas Harbour on 24th September 1974, she left a day or two later, and called at Troon on her way through the Minches and Pentland Firth. She was typical of the scores of boats which converge on Manx ports in the herring season.

The inquiry into her loss was not held until March 1976, and no wrongful act or default was established in the evidence given. TRIDENT was built at Middlesbrough in 1973 and was jointly owned by her skipper D. Tate and her engineer A. Ritchie. Seven men were lost

when she foundered about 9 miles S.S.E. of Duncansby Head on 3rd October, 1974. A large oilslick was found on 4th, with fish boxes from her hold. HMS BILDESTON and HMS RECLAIM searched without success to pinpoint the wreck. It was not until March 1975 that one of her lifebelts was found on the Moray Firth coast.

Almost immediately before her disappearance, she had been in radio telephone contact with Wick Radio. The weather was not abnormally bad - wind NNE 5 to 6 with drizzle, sea fairly rough with a one knot ebb tide running against the wind. Her course was SSE with the sea on her port quarter.

The fishing boat FAITHFUL II was following half an hour astern of the casualty. She had suffered engine trouble and had been assisted by TRIDENT. FAITHFUL's crew considered weather conditions gave no cause for concern. They had been hove to for half an hour with the engine stopped and when they resumed course, conditions were suitable for automatic steering control. In TRIDENT's last radio contact with FAITHFUL, her skipper said that her decks were "sloshing with water" and "she was taking very heavy rolls" - that was the last heard from her.

A consensus of evidence suggested that TRIDENT probably shipped a sea, and before her freeing ports could have sufficient effect, she either foundered or whilst still pinned down by the weight of water on her deck, shipped a second sea and foundered. As little as twelve tons of water trapped on deck could produce a significant angle of heel, particularly if followed by a second sea either overwhelming her, or lifting her stern so that the water on deck was trapped under the whale-back.

The court also came to the conclusion that inadequate stability was a likely cause, having dismissed collision with a mine, failure of the rudder stock, a sudden accidental course alteration and neglect of good seamanship. A design fault in the rudder stock had been corrected.

No inclining test had been carried out by the builders, but they had made one on a similar vessel - SILVER LINING. It was disclosed that her hull measurements diverged as much as five inches from the designer's plan. A year after the ship was put into service, it was discovered that the designer had miscalculated the size of the fuel and fresh water tanks.

The fuel tank was to be 13 tons, but held  $22\frac{1}{2}$ . The water tank was 2 tons under that intended and the owners were therefore recommended to limit the fuel carried, and place 2 tons of ballast below the forepeak.

She had fished in the Minch, the Clyde and off the Isle of Man successfully in all weathers.

So much was established by the inquiry.

In viewing the large number of trawlers at Douglas that autumn, the writer noted two new aspects of the trade- ~~that~~ plastic fish boxes had almost entirely superceded wooden ones, and that many of the new boats had flat sterns and were wedge shaped, rather like the design of an electric iron! At one time, these boats had an almost pointed stern which was sea-kindly in a following sea, as was demonstrated by the crabbers off the southern coast of Ireland.

The flat, cut-off sterns became ~~the~~ vogue at the end of the last war, and made for easier fabrication. HMS VANGUARD, several HM cruisers and many frigates, some of which have become ocean weather ships, were built in this way. Many container ships, tankers etc., now have flat ugly sterns. No doubt in ships of high freeboard, this hull shape is permissable, but in boats of less than 90 ft length with a freeboard of only a few feet, one is left wondering. The whaleback is no longer an enclosed space, but on passage is often stowed with fish boxes. The inquiry statement as to a "second sea... lifting her stern so that the water on deck was trapped under the whaleback," would seem a real possibility with this design.

And so TRIDENT's fate is still a matter of conjecture, but lacking the mystery which later surrounded the loss of the much larger stern trawler GAUL.

N.R.P.

#### MERSEY NOTES

The "ultimate in Mersey ferries" might be the description of ROYAL DAFFODIL, built 18 years ago and now to be disposed of. She was modernised in 1973 to make her suitable for educational cruises, and cruises to Manchester. Only this year, she has had her wooden masts changed for steel ones. It is intended to use OVERCHURCH for future cruising and £7000 will be spent to this end by the Merseyside Passenger Transport Executive.



The Perch Rock Lighthouse at New Brighton, now disused has been offered for sale. It was built in 1827 and was manned until 1923, when automatic gear was installed.

The Liberian MARY ELIZABETH ex ARISTEIDES, 50,000 tons still lies idle in Gladstone Dock. She arrived in the Mersey in 1974, and entered Rose Brae Graving Dock where her mid-ship bridge section was cut away in one piece and installed over the engineroom casing. She was then to be converted into a floating fertilizer factory and the contract would have been a very valuable one. But a dispute arose between the unions and her owners as to whether she was a ship or a factory site. There the job ended, and so the ship remains.

Raymond Bentley, with whom your editor was shipmates in 1943/45 tells in a letter of a cruise he and his son made on 14th September 1976 from moorings near a holiday cottage at South Pool, Devon. They went out in the rain in an 18ft Drascombe lugger, over to Salcombe then down to the bar. There was a big swell there, so they went back in, and up towards Kingsbridge. "On this leg, there in front of us was EGREMONT - and neither of us had a camera" We sailed close to her and she is in a beautiful situation. She is moored in clear green water, against a background of little farm fields, cosy and snug - and yet quite close to the open sea. It gave us great pleasure to see her. I think she has been acquired by the Island Cruising Club. There were "mateys" aboard building some sort of superstructure. We shall have to see what they do to her." And an added note - "Interestingly, Alec Rose's LIVELY LADY was lying two cables away from EGREMONT."

The Manx ships have been found a new winter home for off-season lay-up. Formerly it has been Morpeth Dock, but with the warehouses alongside the berth becoming dangerous and partly demolished, Bidston Dock is being used during 1976/77. During September, SNAEFELL, MONAS ISLE and MANXMAN arrived in their new quarters. MANX MAID was berthed at Cross Quay, East Float, and BEN MY CHREE entered a graving dock of Western Shiprepairers, where amongst other things, her bow damage was attended to. The two most recent ships of the fleet, the diesel car ferries MONAS QUEEN and LADY OF MANN are maintaining the Liverpool/Douglas winter service.

The 55,000 ton tanker ALGOL was launched by Cammell Laird Shipbuilders Ltd., on 8th September, their second launch this year. The order book suffices to keep the Birkenhead yard busy until late 1977, and meantime work is in progress to provide the most up-to-date facilities. It will be possible to build ships under cover, and so minimize the effects of weather conditions on production. Sir David Barritt, chairman, has renewed the plea for Lairds to be considered for future warship orders. The Ministry of Defence decision to confine warship work to only three yards in 1973 may have seemed logical at the time it was taken. Lairds is not one of these, and it is regrettable that warship skills, acquired over very many years in Birkenhead should be lost. Once gone, this expertise is difficult to retrieve. The guided missile destroyers BIRMINGHAM and COVENTRY are still under construction and have provided far more work than was foreseen. Since the commencement of this class in the Barrow-built SHEFFIELD, there have been many modifications to the original design.

The three yards chosen by the Ministry of Defence for warship construction are Vickers, Vospers and Yarrows.

Britain's oldest independent shipping company - Bibby Line of Liverpool - received their second Queen's Award for export achievement at a ceremony in Liverpool Town Hall in September. Presenting a scroll to Mr. Derek Bibby, Sir Douglas Crawford, Lord Lieutenant of Merseyside, said he was pleased to make this presentation to a company which had, throughout 170 years remained steadfastly loyal to Liverpool, when others had moved south. It is good to see that all Bibby ships show "Liverpool" as the port of registry. Mr. Bibby said that we were passing through difficult times and praised the loyalty of the staff.

BALTIC VANGUARD is being lengthened, and it is hoped that before the end of 1976 she will help to absorb some of the upsurge in Macandrew's traffic between Seaforth and Spanish ports. Having previously worked in the Baltic, she will join CALDERON ex BRATHAY FISHER, CERVANTES and CHURRUCA.

The first tanker to use AMLWCH Single Buoy Mooring will go alongside early in 1977. making Tranmere largely redundant. The construction work will have taken four years and cost £50 million. The yellow-painted buoy is over 60 ft diameter, with 40" pipelines to the shore. There is a large tank farm at nearby Rhosgoch,

until recently a mere hamlet, and then 78 miles of 36" diam. pipeline across North Wales to Stanlow. 15,000 kw pumps at Rhosgoch will force the oil on its way, beneath Menai Straits and across country. This, surely, is a noteworthy engineering achievement - but sad, all the same that it will reduce Mersey tonnage.

Members will remember the three barge-towing tugs ELMGARTH, PINEGARTH and CHERRYGARTH of Rea Towing Co. The former was sold to a Lowestoft owner and became BARKIS. On 16th August, she was assisting the coaster JUPITER into Lowestoft harbour and came into heavy contact with her. The tug rolled over and sank, three men being rescued by a pilot cutter, but the fourth man, Harold Batty of Lowestoft, was unfortunately drowned. This happened in good weather with clear visibility. The removal of the wreck has given trouble and a wreck buoy has been placed nearby. Ships have been warned that explosives may be used.

Preparatory work for the fitting of the reconditioned Brunswick dock gates at North Alfred Lock, Birkenhead, goes on seven days per week. This 100 ft wide lock is dry and some excavation in the walls is being done. The job may take several months - meantime there is no public access across the locks.

Two new pontoons have been constructed at North Alfred Locks recently which are said to be destined for Woodside landing stage.

For her series of autumn educational cruises from Liverpool, UGANDA has been using Gladstone Dock for embarkation.

N.R.P.

Best trust the happy moments. What they gave  
Makes man less fearful of the certain grave,  
And gives his work compassion and new eyes.  
The days that make us happy make us wise.

John Masfield.

## NAVAL RESERVISTS TRAGIC TRAINING CRUISE

During a N.A.T.O. exercise on 20th September, the frigate HMS MERMAID, F.76 and minesweeper HMS FITTLETON, were in process of making a "routine transfer" when something went wrong. A Naval Board of Inquiry will be held.

FITTLETON, 360 tons, based at Shoreham and manned by reservists from the London area, was run down by the frigate, turned over and sank in 28 fathoms, 80 miles from the coast of Holland. She had a crew of 42, of which 10 were lost. The ships were 60 ft apart and travelling at ten knots.

On 21st, the tender TAURUS sent divers down and later a heavy lift crane assisted salvage. FITTLETON has been towed back to Britain, but the extent of the damage may preclude rebuilding. Her hull is, of course, of wood.

Vice Admiral Anthony Troup, Flag Officer Scotland said in Dunfermline that there was an element of risk in the operation and something went wrong. Captain Rodney Fancourt in CHRYSANTHEMUM, headquarters ship of these part-time reservists, said that this was their annual sea training, and mostly through evening drills, all had certificates of competency.

Survivors were landed at Harwich and some were interviewed in Colchester Hospital. One said that when hit, the minesweeper heeled over to 45 or 50 degrees and then to 90 degrees, when men left the ship. Some got trapped under the hull but managed to swim clear. It was thought that the ten lost must have been in the engineroom or the lower messes. The engineroom was "closed up" with the hatches battened down, and there would be no way out. Men were in the sea for twenty to thirty-five minutes and there was a great deal of oil on the surface.

The frigate MERMAID was completed in 1973 and was alone in her class having been originally built for Ghana, as a display ship for President Nkrumah. But that was not to be, and she was absorbed into the British Navy being based first at Singapore.

## FIRST NORTH SEA OIL TO TRANMERE

With the first cargo of North Sea oil from Hound Point, Fife, DONACILLA arrived in the Mersey on Thursday 14th Oct. with about 70,000 tons.

## FISHERY PROTECTION

The need for much wider territorial boundaries around the coasts of the United Kingdom is imperative if British and Irish inshore fishermen are to survive. The fishing vessels of Eastern European countries are increasingly taking what they can from the rich waters off Southern Ireland, for instance. One or two recent happenings are the following:-

The Irish Republican Naval Service arrested the Bulgarian stern trawler AURELIA for illegal fishing, and took her into Cork. Her skipper was found guilty and fined £100, her gear and catch being valued at £102,000 which had to be paid before her release. The arrest was made on 4th October and it was not until 15th that payment was received and the ship allowed to depart. This vessel is known to have fished Irish waters last season also, and operates not from the Black Sea, but from the Baltic. A more dramatic incident occurred on 30th September when the Russian diesel-electric trawler factory ship BELOMORYE of Murmansk was found allegedly fishing within the 12-mile limit by the Irish corvette GRAINNE (CM.10) ex HMS OULSTON. She hauled in her gear and made off. She was contacted by VHF radio and told to stop and be boarded, but this she ignored. The Irish Navy then signalled "Stop or we fire" as the trawler steamed on, and twentyfour rounds were fired, the Russian crew dropping prone on the deck. A lamp standard was demolished and the hull dented, and surely the Irishmen's blood was up, five rounds being known to have hit the vessel, intentional or not! Having crossed the limit line the trawler dropped anchor south of Tramore. A boarding party went aboard the ship and her skipper, Nicolai Shinkaruk refused to proceed to Cork to answer the charge, and with language difficulties there was an impasse.

An Irish Army interpreter was flown from Dublin by helicopter, and Irish troops embarked field guns at Dunmore East. Meantime, a second corvette, BANBA (CM.11) ex HMS ALVERTON arrived on the scene, and also put a boarding party on the Russian ship. The skipper was stubborn but Lieut-Commndr Cavanagh of GRAINNE was adamant, and preparations were made to slip the trawler's anchor, and towing gear was made ready to take the Russian ignominiously into Cork Harbour. It was now dark, and seeing the firmness of the 'Murphys and O'Dohertys,

Shinkaruk capitulated to a degree and said he would heave up anchor and use his own engines.

The flotilla arrived at Cork in the early hours of next day, 1st October, and berthed close to the impounded AURELIA. It took two hours to persuade the Russian skipper to attend at the police station, and then only when he was told he would be bodily carried there if he refused any longer! He appeared in court protesting that his ship was the subject of piracy, but he obtained a good Irish lawyer and the case dragged on with several adjournments until 13th October, when he was fined £100 with the court still needing to put a value on the fishing gear being confiscated.

Whilst BELOMORYE was berthed at Cork, a similar vessel ZVOLZYNE sailed unexpectedly into Cork and moored 100 yards from her mate, saying she had come for stores, though no stores were loaded.

BELOMORYE's crew, including some women, arrived at court in a special bus to hear the verdict. An Irish journalist later said he considered that Shinkaruk would almost certainly lose his master's ticket on return to the White Sea port. Another journalist suggested a special commemorative postage stamp be printed to honour GRAINNE's firm action. We all know that what an Irishman enjoys most is a good old fight!

This bitter opposition to foreign trawlers has been brewing.

The valuation of fishing gear and catch was later put at £95,000 which with the skipper's £100 fine was paid on 15th October, and the vessel allowed to depart. One hopes that this firm action will be a deterrent for the future, although by next season the fishing limits may be greatly extended, in spite of the aims of some Common Market countries, against whom Ireland is showing the same strength of purpose.

For the work in hand, the Irish flotilla of four boats is woefully small. But whilst all this is happening, the Naval Service have commissioned a small training ship at Hawlbowlne.

("The pronunciation of the gunboat's name is GRAN-YER).

On 25th September HMS SOBERTON intercepted the Russian factory ship DZUKIYA allegedly fishing in prohibited waters off the Scilly Isles, and took her in to Plymouth. Result at present unknown after representations about her were made in London.

It is interesting to note the size of these factory ships which is about 280 x 46 ft - roughly the same as one of our Isle of Man ships.

N.R.P.

#### A GULF LAMENT

Oh Arab, wealthy Arab, how I hate your ports of call,  
It's so sad you've got the money, what a shame you've got the oil.  
But the future's looking brighter as they drill in our fair land:  
One day we'll have the money, and you'll just have your sand!  
You can use it making concrete, you can use it making pies,  
You can build it into castles that will reach up to the skies.  
You can ship it to the seaside, you can dump it on the shore,  
And it really will not matter when you haven't any more.  
But one thing's very certain, in your hot and sweaty land,  
That we won't be here at anchor if you're only selling sand!

With acknowledgement to the Bibby Gazette. A.J.B.

#### GENERAL NEWS ITEMS

Sir Robert McAlpine and Sons were the builders of a huge 180,000 ton Gas Rig which was towed from Tarbert in Argyll to the Frigg Field in the North Sea, during May/June 1976. In tow of four large tugs, the voyage took 13 days. The speed through the water varied between three and six knots. At the start of the operation, the draft was 117 ft but on reaching open sea, water ballasting increased this to 213 ft to improve stability.

The largest vessel ever to disappear without trace is CRETAN STAR ex TAMA ex NINIVE built near Marseilles in 1955. She left Ras Tanura on 22nd July for Cilacap with 29,000 tons of crude oil. After six days, she reported heavy weather damage and that was the last heard of her. Her position was estimated to be 400 miles from Bombay and an oil slick was sighted in the approximate place on 4th August 1976. She had Cypriot registry and there is a strong call for an inquiry into her loss.

In September, due to trapped vapour, a serious explosion took place on board the destroyer HMS GLASGOW under construction at Swan Hunter's yard. Eight men were killed.

The former Orkney and Shetland passenger ship ST NINIAN

which was sold to Canadian owners for cruise work, lay at Halifax in the "fall" 1976. She has been sold to Ecuador.

On 3rd October, HIBERNIA sailed away from Dun Laoghaire for the last time without any fuss, except, that is, for a lonely blast on another ship's whistle, as she disappeared into the mists around the Kish.

On the previous day, Saturday 2nd, a cruise was to have been run by the old ship, northwards towards Carlingford Lough, returning to Dun Laoghaire in the evening. The proceeds were to be in aid of Dublin-based charities and the cost of tickets was £15. A limit of 750 passengers was placed on this event, but apathy killed the venture and it was not worth running the cruise for the response obtained - perhaps not surprisingly at the price!

When built by Harland & Wolff in 1949, she was the largest cross-channel ferry at the time, with her sister CAMBRIA which left the fleet last year. John Ryan, on Radio Eireann thought she must have been designed by more of an artist than a naval architect.

"One detail of her design was a fuel capacity sufficient to take her across the Atlantic at 21 knots, when normally she was only on the Holyhead route of around 60 miles. But when her plans were on the drawing board, we were still at war and no doubt consideration was given to her being a hospital ship."

"In 1949, internally HIBERNIA was a riot of colour. Her panelling was of woods from all over the world, and with the new and then cherished plastics, now considered damned substitutes. With her 5,200 tons she was palatial, yet her saloon bar on a crowded Christmas Eve crossing could resemble quite closely Hogarth's "Gin Alley."

"Twelve million passengers in twentyseven years had taken their toll - the birds eye maple was now very faded and the pile carpets were like dungarees. In the Irish mail port, she did not look so much moored, as more leaning exhausted against the wall at her retirement.

And on her stern the port of registry "London" - which she never saw."

B.I. cruise ship UGANDA grounded in the River Tay whilst preparing to sail on a cruise organized by the National Trust on 29th August. The tugs SCOTSCRAIG ex FLYING DUCK, SEAFORTH WARRIOR, SEAFORTH SAGA and SEAFORTH VICTOR used their combined power to refloat the liner, which was not thought to be badly damaged. N.R.P.



## SOCIETY NOTES

Enquiries about membership should be sent to the Hon. Secretary, Liverpool Nautical Research Society, Merseyside County Museums, William Brown Street, Liverpool L3 8EN.

Annual Subscription rates are:-

Full membership, within 40 miles of Liverpool	...	£2.50
Husband and wife	... ..	£3.00
Country members (beyond 40 mile radius)	... ..	£2.00
Members of Pensionable age	.. ...	£2.00
Overseas	... ..	£2.00
Junior (under 21 and resident in British Isles)	...	£1.50

Personal - we would like to express our sympathy with Miss Fearn of the Express Duplicating Co., who was taken ill in August. We hope that she will be back in her office, totally recovered by the time these words are published.

Mrs. Elizabeth Mountfield has had a long spell in the Royal Infirmary following a fall, and our sincere sympathy goes to her and Stuart for the anxious moments they must have had.

We were pleased to see Mr. Herbert Coney back again with us at the October meeting, after several months of severe indisposition.

Our thoughts are also with our Vice President Malcolm Glasier, whose health we trust will improve before long.

But, cheer up, everybody, because we hope to have some more cheerful news in our next issue.

Editor.

THE PRESIDENT, CHAIRMAN AND OFFICERS OF THE  
SOCIETY WISH ALL MEMBERS A VERY HAPPY  
CHRISTMAS AND AS PROSPEROUS A NEW YEAR AS  
THE EXIGENCIES OF THE TIMES PERMIT!