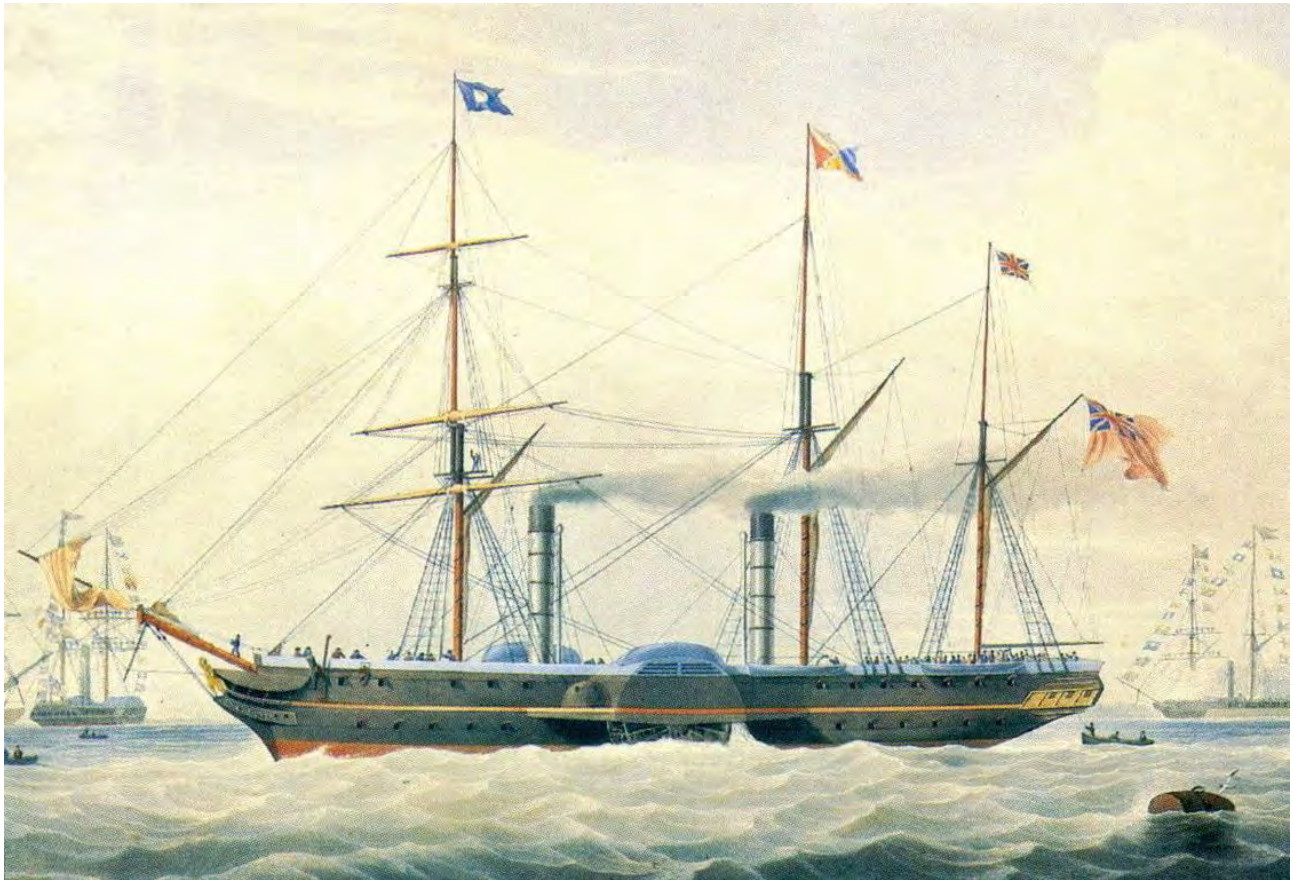
LIVERPOOL NAUTICAL RESEARCH SOCIETY

The Bulletin Volume 64, No. 4, March 2021

Contents

*Alfred Holt & Co's ss **Ixion** (1912) at Shanghai, pictured by Kenneth Shoesmith.* *See page 14*



***ss Hindostan** (1842) was a paddle steamer run by the Peninsular and Oriental Steam Navigation Company (P & O) sailing between Southampton and Calcutta. She sank near Calcutta during a cyclone in 1864.* *Picture courtesy Wikimedia Commons* *See page 17*

Liverpool Nautical Research Society

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If mail is required our address is:
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Video recordings of Athenaeum Presentations.

The Society is building a permanent library of current and future presentations which is now available to members on our web site. To access them you should first login to the site with your username and password. Once you have logged in, select 'Activity' on the main menu and then 'Video Presentations'. You can then pick your video and follow the on-screen instructions. (Unsure how to Register or forgotten your Password? Simply ask the webmaster via contactlnrs@gmail.com or from the web site).

The Liverpool Nautical Research Society
Minutes of the Annual General Meeting

Held by Zoom Video Conference on 19 November 2020

Present: The President of the Society and 29 Members
[Secretary's Note: There were 29 members present at the start of the meeting, with one additional member from Item 3]

Item 1 – Welcome and Apologies

1. The Chairman welcomed Members to the meeting. Apologies for absence had been received from Mr Roger Arden, Captain Hugh Daglish, Mr John Duckett, and Professor Ian Stanistreet. A quorum of members being present, the meeting was duly constituted and called to order.

Item 2 – Acceptance of the Minutes of the 2019 AGM

2. The Minutes of the 2019 Annual General Meeting had been published in the September 2019 edition of The Bulletin and in the members' area of the website, and additional copies had been circulated with the 2020 agenda. Decisions taken at the 2019 meeting had been fully implemented and there were no matters arising. The minutes were accepted as a true record. Proposer: Chairman. Seconder: Secretary. Accepted: 27 votes in favour with one abstention.
[Secretary's Note: There were 29 members present for Item 2. Voting was conducted using the Zoom 'polling' facility, with the limitations that as meeting 'co-hosts' the Chairman and Secretary could not vote electronically, and that the two joint members present would cast a single electronic vote. A potential 26 electronic votes could therefore be cast. The votes cast electronically were 25 in favour with one member failing to vote. The missing vote was recorded as an abstention]

Item 3 – Annual Report

3. The Chairman's Annual Report had been submitted in May and published in the September edition of The Bulletin and on the website, with a further update on the impact of Covid-19 restrictions in June. Although the talks programme and archive related activity remained severely disrupted, the Council had attempted to keep the Society operating as near normally as possible. Bulletins had continued to be published, while the introduction of video presentations had not only kept the talks programme running but had made the monthly talks available to the whole membership for the first time. The Society would continue to develop the video facility and was actively promoting collaborative activity with other Liverpool-based groups with similar interests to our own. The Chairman thanked members of Council for meeting the challenges since the onset of restrictions and stressed that the Council was always open to comments and suggestions for improvement from members.

Item 4 – Financial Report and Approval of 2019-2020 Accounts

4. The Treasurer presented the independently examined 2019-2020 accounts which are attached. These had been published in the September 2019 edition of The Bulletin and in the members' area of the website. Although income for the year had fallen from £4710 in 2018/19 to £3500 in 2019/20, this was in part due to the largescale updating of Standing Orders following the 2019 subscriptions increase. Which meant that a significant number of early payments for the 2020/21 membership year that would previously have boosted the end-of-year figure were instead received within the first quarter of the current accounting year and would be correctly shown in this year's accounts. Additionally, book and merchandise sales had fallen by almost £400, and these had not been helped by the cancellation of monthly talks which had reduced the opportunities for sales. There had been a generous donation of £500 from the estate of our late Vice-President Graeme Cubbin. Expenditure for the year had been sharply reduced from £6700 in 2018/19 to £2800 in 2019/20. A significant portion of this saving had been achieved by switching in-year to a more competitive supplier which had reduced Bulletin printing costs by more than fifty percent for 2019/20 (and was projected to achieve a saving of seventy percent for 2020/21). Another substantial reduction was on IT costs which had reduced from £1100 development costs in 2018/19 to £140 annual running costs now that the website upgrade was complete. The net result was that the Society had shown a profit overall of almost £700 for the year (against a deficit of £2000 for the previous year) and the finances were judged to be secure and on-course to achieve a balance of income over expenditure in the current financial year. The 2019-2020 accounts were approved. Proposer: Chairman. Seconder: Secretary. Approved: Nem Con.

Item 5 – Talks Programme for 2020-2021

[Secretary's Note: This item was taken immediately after Item 2 to allow the Talks Secretary to leave to attend the funeral of recently deceased LNRS member Gordon Wright]

5. The last three talks of the 2019-2020 programme had been cancelled because of Covid-19 restrictions, and no live talks had been possible since the end of February. To maintain the talks activity, video presentations had been introduced in September, with three released so far and enough recorded to last until February. Restrictions permitting, one further recording session would be sufficient to take the programme through until May 2021, although the topics might not be those originally scheduled. It was hoped that the live talks programme could resume from September 2021 and an outline programme was in place up to the following December. It was intended to continue videoing future talks to make them available to the wider membership and members were reminded that there were always opportunities to present research (including self-recording) for anyone who wished to do so.

Item 6 – Election of Vice-Chair

6. Mr William Williamson was elected as Vice-Chair in succession to Mr John Stokoe on completion of his tenure. Proposer: Chairman. Seconder: Secretary. Agreed: Nem Con.

Item 7 – Election of Council Members

7. Mr Ian Duckett, Mr Bill Ogle, Mr Tony Melling and Mr Ted Scaplehorn were re-elected to the Council. Proposer: Chairman. Seconder: Vice-Chairman. Agreed: Nem Con.

Item 8 – Any Other Business

8. No other business had been notified in advance of the meeting. A number of items were discussed without any formal decisions being made or votes taken.

a) Council members were thanked on behalf of the membership for their efforts in maintaining the Society during the current restrictions.
b) In response to a question about membership numbers, it was reported that current membership stood at 199 which was ostensibly unchanged from October 2019, although the inclusion in the current figure of a number of members who had still not paid their subscription meant that the effective membership was 186.
c) There was a wide-ranging discussion about recruitment and the need to improve the Society's publicity profile and material. Several ideas were put forward about ways to reach new members in the UK and overseas, particularly North America, including personal contacts, promoting the Society's website, and the strategic placement of publicity flyers and Bulletins.

[Secretary's Note: In post meeting discussion, the Council resolved to follow up a number of the suggestions made during the meeting. Development of new publicity material has already begun.]

Item 9 – Date of Next Annual General Meeting

9. The next Annual General Meeting of the Liverpool Nautical Research Society will be held on Thursday 20 May 2021 at a time and venue to be notified.

E J SCAPLEHORN
Secretary

British Short Sea Traders,

by Society Member Mr A.H. McClelland

*[Editor's Note: This paper, first read to the Society on board Clubship **Landfall** on 10th March, 1966, is now re-issued to commemorate the life of Alan McClelland (April 1935 – November 2020). Alan had a lifelong passion for shipping which began with childhood trips on the Overhead Railway. After leaving school at 18, he went to work in the offices of the Mersey Docks and Harbour Board. He would have loved to go to sea, but it was not to be and instead spent a lifetime learning and talking about all things maritime. After a few years in the Dock Office, he secured a place at Bangor University, entered the teaching profession in Liverpool, and achieved headship in major Comprehensive Secondary Schools. By 1966 Alan had joined the Research Society, was a Council Member from 1990 to 2013 and Chairman in 1993/95]*

Mr. McClelland had made a survey of the recent development of the small bulk carrier, and had written to twenty-two firms to obtain information about their vessels and foreign trading prospects. From the replies he received he was able to build a comprehensive picture of the trends in this branch of the shipping industry.

Before giving the results of the survey, Mr. McClelland showed the meeting some drawings he had prepared of the different types of small bulk carrier which sailed for British owners from the beginning of this century onwards. The early vessels were steamers with engines amidships; later the engines aft and raised quarterdeck type was much favoured, The British were slow to adopt the diesel, now almost universal, and they were slow, too, to place the entire superstructure aft, which has become modern practice. Mr. McClelland also approached six builders of small ships, and one firm, Clelands of Wallsend, impressed him as making a determined effort to interest shipowners in standard small ships. His second slide showed their range of 'Excelship' designs.

First of the shipping companies on Mr. McClelland' s list was Comben, Longstaff & Co. Ltd., of London who trade to northern Europe and the Mediterranean with coal, cement, timber, sugar, grain, steel etc. They have eighteen ships built in classes for flexibility in operation. Mr. McClelland compared their **Cardiffbrook** built in 1952 with the compact **Caernarvonbrook** built by Clelands of Wallsend in 1964 to their Excelship 2,600 design. There are three other Excelships in the Comben, Longstaff fleet.

Next on the list was Constants of London, who own five ships, only two of which are motor vessels. The steamer which Mr. McClelland illustrated was the **Beltinge** built in 1951 by Grays of West Hartlepool. Another small firm operating vessels in the intermediate tonnage category was Richard W. Jones of Newport, Monmouthshire, who owned two ships in 1966, the mv **Uskport** (ex **Sugar Importer**) of 1955 and the s.s. **Uskbridge** of 1959. Some interesting comparisons were made between their running costs. Although Richard W. Jones was not too happy about the prospects for vessels in the 4–7,000 ton range, there seems to be a tendency to enlarge the size of short sea traders; Mr. McClelland instanced the new colliers **Hudson Light**, **Chelwood** and **Corchester**, all of which are over 7,000 tons deadweight and have been

designed to trade foreign in addition to running between N.E. ports and London.

Everards of Greenhithe on the Thames featured in the survey, and attention was drawn to the great variety of their trades. They have a huge fleet of many sizes. Mr. McClelland showed a slide of the **Guardian Carrier**, (built as the **Ethel Everard**) in 1957 at Goole. She is now on a long-term charter as a cement carrier.

James Fisher & Sons have an interesting fleet. They are a progressive firm, with bulk carrying contracts for chemical firms, such as Marchon Products Ltd., a ferry service between Felixstowe and Rotterdam, and special heavy lift vessels operating for the Central Electricity Generating Board, carrying power generating equipment, mainly for the coastal sited nuclear power stations. Their **Stream Fisher** of 1943 has made history by carrying the first cargo of used nuclear fuel to be shipped commercially, in January 1966 from Italy to Barrow. The consignment consisted of 15 tons of nuclear fuel surrounded by 300 tons of packing. Most of Fisher's vessels are designed with heavy lifts in mind, and a slide of the **Bay Fisher** of 1958 was shown. She has a very large hatch and a 20-ton derrick to enable her to handle some of her loads without assistance.

Mr. McClelland had a great deal to say about the Gem Line of William Robertson & Co., Glasgow. They have a fleet of fifteen motor vessels, designed in groups of two or three to give greater flexibility to the firm's operations, and specialize in the carriage of limestone, since the company are also quarry masters. In addition, they also haul coal, timber and phosphates. Their ships are all fairly modern and have been built by Ailsa at Troon.

Other companies included in the survey were A.F. Henry & Macgregor of Leith with six motor vessels, the recently formed Klondyke Shipping Company of Hull with three, and latterly two ships, who specialize in hauling timber cargoes and the London and Rochester Trading Company who have fifteen short sea traders, plus coasters and barges. Especially helpful to Mr. McClelland were Salvesen's of Leith and W.A. Savage of Liverpool. Salvesen's have seven ships in regular trades between Britain and Norway, while Savage's have nine, all Dutch built and small. For example the **Fallowfield**, built in 1953 is 566 tons gross. Savage's say there is a good future for the smaller bulk carrier, able to go into most ports and therefore extremely flexible in operation. The last ship to be illustrated was the **Chevychase** of Witherington and Everett of Newcastle, who have two ships. This firm decided to diversify its activities some years ago, and the **Chevychase**, built in Germany in 1956 is a shelter decker of 902 gross tons, employed in the Mediterranean general cargo trades.

Mr. McClelland's conclusions were that whilst some British owners were too limited in outlook and bound by tradition, others were forward looking, particularly those who operated ships in the 1,200-3,000 tons deadweight range. He finished on a note of caution. There must be innovations in the design of the small ship, but there was a need for some caution as recent losses of "Paragraph" ships had demonstrated. These vessels of under 500 tons gross have been designed to carry cargoes of 1,000 tons deadweight, and require only small crews. Apparently, underwriters feel that far too many of them have figured in casualty lists.

Mr. McClelland was thanked by Dr. Dennis Chapman, seconded by Miss McKee. Plenty of questions were asked about the future of the short sea trades; attention was drawn to the fact that whilst Savages advocate small ships, coal is to be shipped to Italy from Immingham in 45,000 ton loads to cut freight costs to 15/-d per ton!

Editor's note: Alan frequently illustrated his talks by use of hand drawn sketches of the ships under review. A selection of those from a subsequent talk ('Small Ships - Deep Waters, 1950 -1960' published in the Bulletin of September 2007), and not shown to scale, illustrate the approximate layout of the ships mentioned in this article:

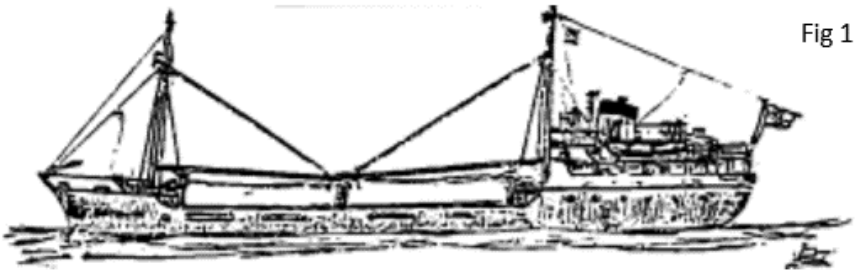
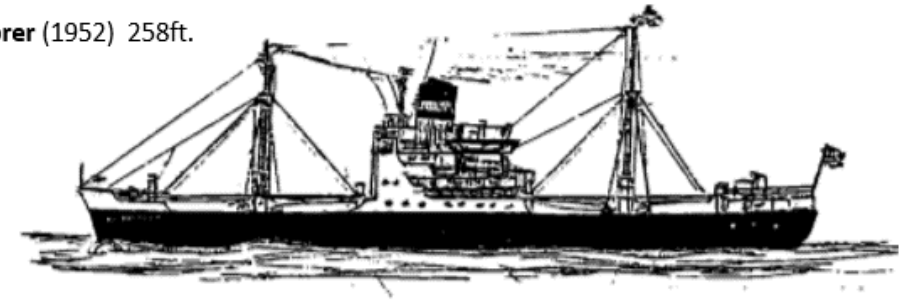


Fig 1 mv **Hondsrug** (1937) 135ft.

Fig 2 ss **Manchester Explorer** (1952) 258ft.



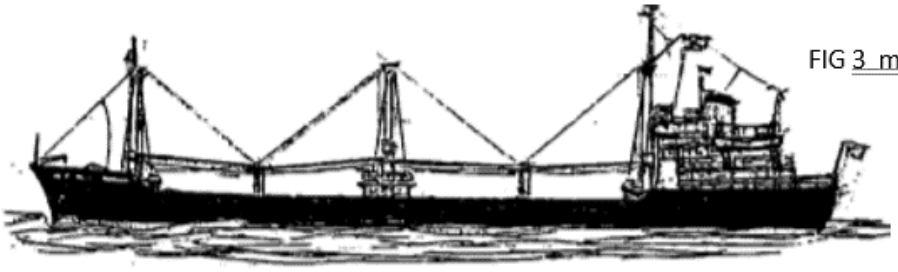
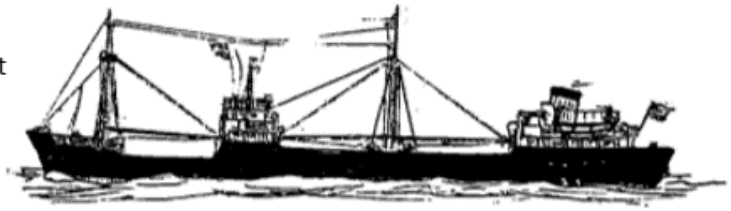


FIG 3 mv **Rampart** (1952) 235ft

Fig 4 mv **Teeswood** (1952) 258ft



It has also been possible to expand this article by giving the outline specifications of the vessels mentioned, together with details of their disposal/loss. The final column indicates the comparable sketch above:

Name	Year	Built by and details	
Caernarvonbrook	1964	Clelands Shipbuilding Co Ltd Yard: Willington Quay 1,594grt; 265/39/17 1995 broken up at Aliaga, Turkey	4
Cardiffbrook	1952	John Lewis & Sons Ltd., Aberdeen 1,812grt; 258/38/16 1983 reported as demolished	4
Beltinge	1951	William Gray & Co. Ltd., West Hartlepool 2,979grt; 340/47/21 1974 broken up at Karachi	2
Uskport	1955	Hall, Russell & Co. Ltd., Aberdeen 4,024grt; 354/50/22 1980 broken up at Inverkeithing	4
Uskbridge	1959	Ailsa Shipbuilding Co. Ltd., Troon 3,611grt; 337/47/21 1978 broken up at Cartagena, Colombia	4
Hudson Light	1965	J. Readhead & Sons Ltd, South Shields 8,442grt; 353/54/34 1999 broken up at Aliaga, Turkey	1
Chelwood	1964	Bartram & Sons, Sunderland 5,440grt; 370/54/34 2002 wrecked south of Djibouti	1
Corchester	1965	Blyth Dry Docks & Shipbuilding Co. Ltd., Blyth 4,840grt; 370/53/30 1997 broken up at Alang	1
Guardian Carrier	1957	Grangemouth Dockyard Company, Grangemouth 1,542grt; 240/38/16 1985 wrecked Lake Ontario & broken up	4
Stream Fisher	1943	S.P. Austin & Son, Wear Dock, Sunderland 738grt; 185/30/12 1977 broken up at Lisbon	1
Bay Fisher	1958	Ardrossan Dockyard Ltd, Ardrossan 1,289grt; 221/38/16 1986 wrecked Sri Lanka whilst under toe	1
Fallowfield	1953	Gebroeders J. and H. van Diepen, Waterhuizen 566grt; 198/30/12 1973 sank sw of Milford Haven	1
Chevychase	1956	J.L. Meyer, Papenburg, Germany 902grt; 1984 broken up at Ortona, Italy	3

The Society for Nautical Research

In association with Lloyds Register Foundation the society has recently set up a new podcast https://snr.org.uk/the-mariners-mirror-podcast/ which has been designed to bring to the public the most exciting and interesting current maritime history and heritage projects worldwide, including excavations of shipwrecks, the restoration of historic ships, sailing classic yachts and tall ships, unprecedented behind the scenes access to exhibitions, museums and archives worldwide, primary sources and accounts that bring the maritime past alive as never before.

It would help if you passed news of this exciting new project to anyone else you feel appropriate as we believe that it will be of interest and benefit to all.

The William J. Pape II Memorial Lecture.
Shipping and Globalisation in the Post-World War Two Era
(with special reference to containerisation and decolonisation)[1]

By Nicholas J. White, Professor of Imperial & Commonwealth History,
Liverpool John Moores University & Co-Director, Centre for Port & Maritime History.

Summarising the talk by Professor White *w*hich was due to be presented to the Society on 17 September 2020, but cancelled due to Coronavirus restrictions.

[*The video of this talk is also published on the L.N.R.S. website and available to members*]

With 90 per cent of the world's commerce still carried by sea in the early-21st century, transnational shipping has made a key contribution to post-colonial globalisation. This paper focusses upon the linkages between containerisation and decolonisation – two world-encompassing phenomena which distinguish post-WWII globalisation from previous globalisation époques, and two intertwined processes that had a deep impact upon Liverpool.

The origins of containerisation have been well researched and written about previously; most famously in Marc Levinson's, *The Box* (Princeton University Press, 2006). Levinson argued that containers offered huge cost savings, eliminating up to a dozen separate handlings of cargo and reducing the risks of theft and damage. Containerisation also got round the problem of striking dockworkers. Moreover, says Levinson, the possibility that the principal American innovators (Malcolm Maclean's Sea-Land especially), might capture Pacific and Atlantic trade pushed European shipping lines into phasing out conventional vessels. The pioneering British container group from 1965 was Overseas Containers Ltd (OCL) – a UK shipping consortium with Liverpool's Ocean Steam Ship Company (also known as Blue Funnel or Alfred Holt & Co) and London's P&O as the lead instigators and partners. For OCL's Australian service after 1968, a BBC journalist discovered that 'nine ships will replace the forty which used to exist… and each ship can make five round trips a year… instead of two-and-a-half'.[2]

But Levinson's interpretation of containerisation focuses on the 'Anglo-sphere'. Technological change is blamed on the obstructiveness of British, American and Australian dockworkers (as well as the stimulus provided by US logistical demands in the Vietnam War). This neglects the wider-world situation; the process of decolonisation and the ways in which non-European institutions and peoples contributed to the development of new shipping forms.

The breakup of the European colonial empires after 1945 was not just about global political change it also involved significant world-wide economic and social shifts. In shipping, for example, this would mean the rise of national shipping lines in developing countries – a wider economic and social devolution, therefore, beyond the formal transfer

[1] This is a modified version of my chapter in Niels Petersson, Stig Tenold and Nicholas J. White (eds), *Shipping and Globalisation in the Post-War Era: Contexts, Companies, Connections* (Palgrave Macmillan, 2019) available Open Access at: https://www.palgrave.com/gp/book/9783030260019.
[2] G. Turner, *Business in Britain* (Harmondsworth, Middlesex: Pelican, 1971), p. 315.

of political power. Containerisation in my view was reflective of postcolonial globalisation, in tandem with economic decolonisation.

In the formation of OCL there is plenty of evidence to support the Levinson view – the competitive threat from Sea-Land, for example, was taken very seriously; the consortia concept reflected the huge capital costs involved in building and running an efficient container fleet; and, from the early-1950s, the Blue Funnel board in Liverpool were highly exercised by the costs incurred by strikes, go-slows and outmoded port facilities in both Australia and the UK.

However, technological diversification was also a strategy to reduce sovereign risk in the postcolonial world. British shipowners believed that, under pressures from national shipping lines and the holding down of freight rates by independent states, the returns on capital from conventional liners were limited.

Decolonisation and Competitive Pressures

By the 1960s, British companies were sharing the Indian and Pakistani trades with the national lines with the former demoted to 'the rank of junior vice-admiral' (in the words of a British shipping executive).[3] The claustrophobia of post-colonial shipping markets was epitomised by developments in the wake of the separation of Singapore from Malaysia in 1965 and the emergence after 1968 of the Malaysian International Shipping Corporation (MISC) and Singapore's Neptune Orient Line (NOL). The plan of British ship-owners – Blue Funnel, P&O and Ben Line - to form their own Malayan-registered subsidiary was scuppered.

National lines were usually contained within existing conferences. Nonetheless, they were difficult partners. For example, in Ghana by 1964, the Black Star Line (BSL), advised by the Israeli Zim Line (to the chagrin of Elder Dempster,) was believed to be 'overcarrying' and not engaging in 'true sharing' in the Baltic trade.[4]

Indeed, conferences were increasingly suspect as 'neo-colonial' cartels. Pressures from developing countries culminated in an enquiry into conferences and rates by the UN Conference on Trade and Development (UNCTAD). Decolonised states could also turn to the Soviet bloc whose 'substantial national fleets of merchant-cum-military sealift ships…were under no obligation to show a profit and could therefore undercut [conference rates]'.[5]

With the benefit of hindsight, developing-world shipping proved ineffectual. UNCTAD's 40:40:20 Liner Code only came into operation from 1983 and US non-ratification, and European governments applying the code selectively, undermined its universality. China boasted the world's 9th largest merchant fleet by 1986 but a CIA

[3] Turner, *Business*, p. 307.

[4] Merseyside Maritime Museum (hereafter MMM), OA/2078/1, Cotton, Liverpool to Lucas, Accra, 27 September 1962.

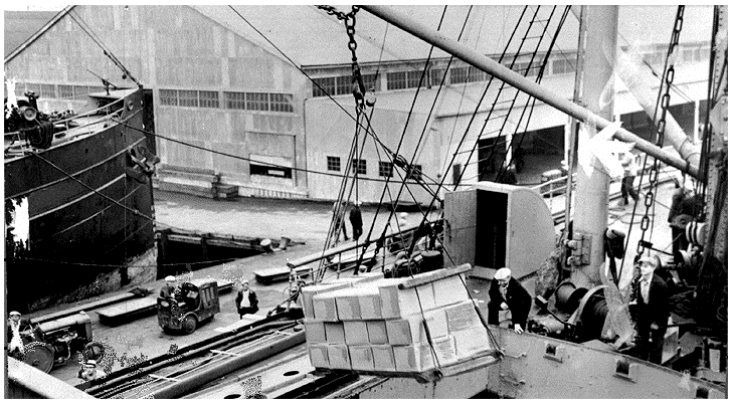
[5] Woodman, R. (2010) *Fiddler's Green: The Great Squandering: 1921-2010* (Stroud, Gloucestershire: History Press, 2010), p. 339.

analysis concluded that China still did not 'pose a competitive threat' since 'most of China's vessels are old and inefficient and its service is unreliable'.[6]

Yet, fear of the possible rather than the actual drove decision-making. Highly apprehensive about the prospect of maritime nationalism, containerisation by British shipping companies was part of a wider picture of increased cooperation and combination. This defensive strategy was driven home by Frank Lane, Elder Dempster's chairman, in justifying his company's full absorption into the Ocean Group in August 1965: '[T]he financial results of shipping…will… depend more and more on specialisation and the use of modern techniques…The greatest benefits…will accrue to those organisations which are large enough to be able to justify the expenditure…which the far reaching changes…entail'.[7] This clearly meant containerisation. The essence of OCL was a combination of four leading British shipping companies (Blue Funnel, P&O, Furness Withy and British & Commonwealth) searching out new means to defend market shares and reduce political risk.

Decolonisation, Political Risk and Containerisation

The sense of vulnerability was exacerbated by additional costs and inconveniences associated with changing conditions in the decolonising world. Disputes between maritime labour and capital, and rising labour costs, were certainly not unique to post-war Liverpool, New York or Sydney. In 1956, Sir John Hobhouse, Holts' chief executive, reported that throughout Asia trade unions believed they were 'not up to the best Western standards unless [they] organise[d] frequent stoppages'.[8]



Loading a break-bulk ship, Courtesy Shaping San Francisco

There was also trouble at sea against the backdrop of decolonization. A strike led by Nigerian stewards on the Elder Dempster mail boat **Apapa** while berthed in Liverpool in the summer of 1959 resulted in a commission of enquiry in Lagos, identifying inequalities in pay and perks between European and African crews. Elders was advised to end the loosely-regulated system of work hours, and institute overtime payments.[9]

Port labour forces were also caught up in the competing nationalisms which characterised late- and post-colonial politics. Hobhouse noted in 1956 that Sinhalese-

[6] CIA Online Reading Room, EA-M 86-20126, 'China's Merchant Marine Expansion: The Impact on International Shipping', 14 October 1986, available at: https://www.cia.gov/readingroom/document/cia-rdp86t01017r000606440001-0.
[7] MMM, OA/1696, 'Acquisition', memorandum for senior staff, 13 Aug 1965.
[8] MMM, OA/692/2, 'South East Asia in 1956', *Blue Funnel and Glen Lines Staff Bulletin* (July 1956), pp. 171-2.
[9] L. Schler, *Nation on Board: Becoming Nigerian at Sea* (Athens: Ohio University Press, 2016), pp. 92-3.

Tamil rivalries in Ceylon had 'disorganised the labour force at Colombo so that the port is in a constant state of congestion'.[10]

Congestion intersected with labour unrest. The Liverpool Steam Ship Owners' Association conducted surveys of its members in the 1950s on the 'wastage of carrying power' arising from slow turnaround. UK and Australian ports were deemed outmoded but so was maritime infrastructure in South Asia, the Caribbean, and East and West Africa. Delays also reflected restrictive labour practices, go slows and strikes.[11] In a 26-week round voyage to India by a Brocklebank freighter in 1957 **only 28% of the total time was** 'spent on actual passage at sea'.[12]

Political upheaval interlocked with port congestion. Blue Funnel experienced 'difficult and disappointing' trade with China at the end of 1968 due to the 'political tensions' of the anti-western Cultural Revolution and the 'impossibility of maintaining liner schedules through chronically congested ports'.[13]

Theft was not unique to ports in the Global North either. John Goble, a former Chief Officer with Elder Dempster, emphasised that:

> *Security of the cargo was a constant preoccupation… as the countries of West Africa succumbed to civil disorder [crime] grew to become both organised and routinely violent. The ship itself later became the focus of criminal attention… [A]nything of value not immediately required was kept under lock and key.*[14]

Violent, large-scale pilferage was an Asian phenomenon too. In the midst of Indonesia's Confrontation with British-backed Malaysia, there was an extreme incident of pillage at the port of Balikpapan in Kalimantan in March 1965. 30-40 police and army personnel, plus dockworkers, ransacked the cargo of **Lycaon**, a steamship owned by the NSMO (Blue Funnel's Dutch subsidiary). The loss of passenger property alone was valued at £8,000 (equivalent to £143,000 at current prices).[15]

The Balikpapan incident also underscored how information networks unravelled through economic decolonisation. Expatriate merchant firms, which scouted out and booked cargoes, were prime targets of indigenisation measures. Blue Funnel's Dutch agents in Indonesia had been nationalised after 1957, and British ones taken over in the mid-1960s. By the late-1950s in China, Blue Funnel had no means of 'knowing how we get what cargo we do'. Cargo flows could be 'turned off at will for political reasons'.[16] Despite Beijing's economic liberalisation from the late-1970s, as late as 1986, the CIA

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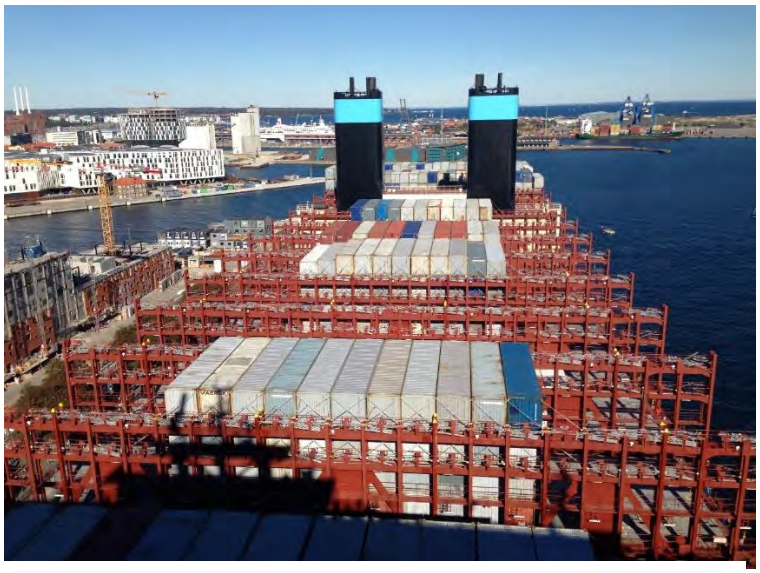
[10] 'South East Asia in 1956'.
[11] MMM, LSSOA/D/SS/2/7, Annual reports for 1950, 1952 and 1955.
[12] J. Pottinger, 'To Calcutta in the 1950s', *Bulletin of the Liverpool Nautical Research Society*, 58, 4 (March 2015), pp. 37-40.
[13] MMM, OA/4031, *Annual Report & Accounts 1968*.
[14] J. Goble, 'Liverpool and West Africa: twilight of an individual trade', *Bulletin of the Liverpool Nautical Research Society*, 60, 4 (March 2017), p. 4.
[15] MMM, OA/1869/1, Djakarta File. Jan, Feb, Mar 1965, Boerstra to Amsterdam, 10 March 1965 enclosing 'Visit to the Musi, 4-7 March 1965'; Boerstra to Amsterdam, 12 March 1965; notes on discussion in Amsterdam, 5-6 March 1965.
[16] MMM, OA/JLA/22/1, Note by Alexander, 10 October 1958.



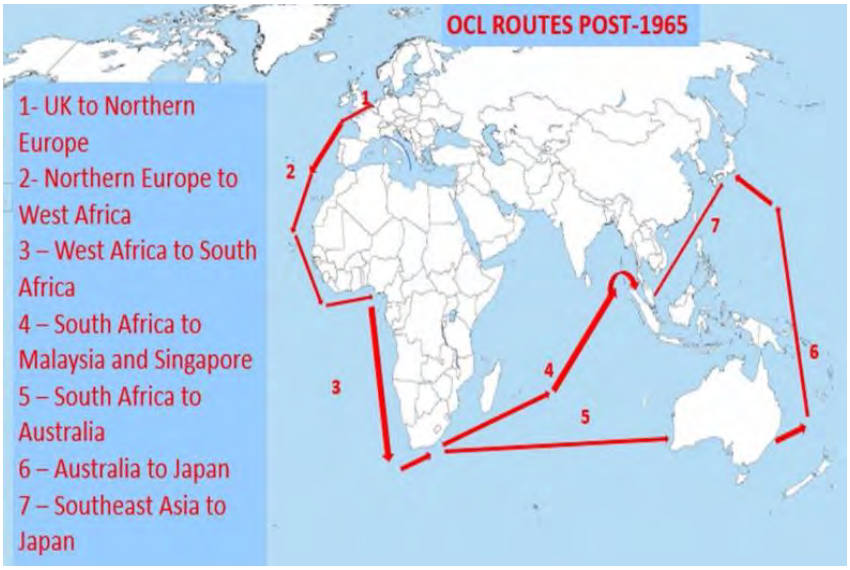
*Partially populated after deck of the 'Triple E' **Majestic Maersk** (2013).* Picture courtesy Wikimedia

reported that 'China's refusal to allow foreign shipping agents to establish offices in Beijing makes it difficult to compete for Chinese business'.[17]

Investing in containerisation provided an opportunity for Holts to focus on the lower risk trades of Australasia. OCL's first containerised service was UK-Australia followed by Europe-East Asia 1972-3 where, as Nicholas Barber, a key strategist at Ocean and later group chairman, has pointed out, the principal attraction was the high value manufactures of Japan and Hong Kong, not the old 'colonial' primary products of Southeast Asia.[18]

Non-European Agency in Containerisation

The lure of Australia, however, also needs to be set within the wider context of the decolonisation of the former 'White' Dominions. As Ocean's chairman, Sir Lindsay Alexander reflected, the Canberra government 'realise[d] that cargo handling costs in Australia were very high' and the 'the consequential rates of freight would…hamper Australian overseas trade'. The Australians insisted that the Europe-Australia services be rationalised. Canberra also wished to 'cut out the recalcitrant Australian docker'. If the British lines would not containerise, the Australians 'would try to find somebody else'.[19]



Containerisation, then, was an attempt to prevent further dissipation of established Commonwealth (including South African) trade links, threatened by the assertive and reorienting ex-Dominions. OCL was a grand, post-imperial vision in intra-Commonwealth trade (which, in Asia, would encompass Singapore and Hong Kong). OCL was about having the best of both worlds – Commonwealth and EEC - since

[17] CIA, 'China's Merchant Marine', p. 11.
[18] Email communication, 18 February 2013.
[19] MMM, OA/750, 'Liner Shipping at the Crossroads. Part V – OCL and all that', c. 1971.

Southampton rather than Liverpool as the start and end point allowed transhipment at northern European ports.

Equally, however, British shipowners wished to secure a slice of burgeoning intra-Pacific exchanges. OCL also participated in the containerisation of the Australia-Japan trade after 1968. This was also a response to Australian maritime protectionism and the ambitions of the Australian National Line (ANL).[20] And, in the original OCL project, Ocean's Chairman, Sir John Nicholson, informed his opposite number at P&O in December 1965 that it was not only Sea-Land and the Swedish Wallenius Lines but also ANL which would capture business should the British companies not 'establish an effective organisation'.[21]

Yet, the initiative of ex-British colonies in the take-up of containers needs to also encompass the non-Dominions. The 'tiger economies' of Singapore and Malaysia were the exemplars where container port development was embraced by pragmatic governments to support their nationalistic economic modernisation agendas. By the 1990s, Singapore was the world's largest container port.

Conclusion: Contextualizing Containerisation

On the surface, the adoption of containerisation by European shipping companies represented the usual business imperatives of cutting costs and meeting competition. Nevertheless, the variables had been greatly influenced by the deeper post-war global phenomenon of decolonisation. New national shipping lines, political and economic instability and imponderability, labour troubles, port inefficiency and pilferage, which accompanied decolonisation and pushed up shipping costs, should be factored into the containerisation equation as well.

And, for all the talk of a 'container revolution' containerisation was not that revolutionary. The strategic lead taken by British shipping companies post-1965 was primarily to save core business. Britain's second box business, Associated Container Transportation, also began its operations in Australia where three of the major partners, Cunard, Blue Star and Ellermans, sought to defend their interests. Containerisation was in large part concerned with preserving Commonwealth links threatened by post-colonial globalisation. Equally, the ex-Dominions wanted to use the box to diversify their trade links but also to reduce costs. The agency of Asian members of the Commonwealth should not be overlooked either. Decolonisation and containerisation went hand-in-hand in the mercurial mix of nationalising and internationalising tendencies that characterised the transition to post-colonial globalisation. As the late, great Peter Davies observed for West Africa: the 'prime factor' distinguishing the post-1945 era was 'political and then economic independence' but decolonisation was 'closely allied to the greatly accelerated pace of technological progress'.[22]

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[20] Chih-lung Lin, 'Containerization in Australia: The formation of the Australia-Japan Line', *International Journal of Maritime History*, 27, 1 (2015), pp. 124-8.

[21] MMM, OA/JLA/20/1, Letter to Sir John Anderson, 13 December 1965.

[22] P. N. Davies, *The Trade Makers: Elder Dempster in West Africa, 1852-1972, 1973-1989*, 2nd edition (St. John's, Newfoundland: International Maritime History Association, 2000), p. 297.

The Maritime Art of Kenneth D. Shoesmith RI (1890 - 1939)

Summarising the talk by LNRS Member Glyn Evans
which was due to be presented to the Society on 19 November 2020,
but cancelled due to Coronavirus pandemic restrictions
The video of this talk is also published on the L.N.R.S. website and available to members

As the only son of a single mother, the schoolboy Kenneth grew up with her in his grandmother's lodging house in Blackpool, where his early love of painting shipping scenes developed. A cadetship in HMS **Conway** from 1906 to 1908 gave him the opportunity to see a large variety of shipping in the River Mersey at that time. Although painted at a later stage in Shoesmith's career, he would undoubtedly have witnessed **Mauritania**'s departure from Liverpool on her maiden voyage to New York in 1907. His sketches of HMS **Conway** were used for that ship's prospectus and for its magazine, "The Cadet." Following the formation of The Seven Seas Club in 1922 by HMS **Conway**'s Captain Superintendent, W H Broadbent, Shoesmith produced many drawings for the Club's Journal and dinner menus, some still in use today.

On 18th September 1908 Shoesmith joined his first ship, **Avon**, of the Royal Mail Steam Packet Company, sailing in her on several voyages to River Plate ports with general cargo, passengers and mail. In February 1908 he transferred to **Monmouthshire** sailing in her on round voyages to Far East ports via Suez and Colombo. His later painting of a Blue Funnel ship would have been completed from sketches made at that time.

During the many voyages of his ten years at sea, Shoesmith was sketching and painting the shipping scenes around him at every available opportunity and these give an excellent record of maritime history as it unfolded during the 1914 -1918 War. Having attained the position of Chief Officer, Shoesmith found his duties left him insufficient time for painting and so resigned shortly after the Armistice of 11th November 1918 to become a full-time, freelance artist.

The art of photography was well advanced by the time of Shoesmith's emergence as a professional maritime artist but the sheer size of the cameras of the day coupled with the need for both a steady platform and a relatively long exposure, all conspired against the successful capture of good photographic images of ships at sea. Shipowners requiring advertising media turned, therefore, to the maritime artists who, using the licence of their trade, were able to capture on canvas the impressions of size, speed, safety and luxury required by the shipowner to secure a profitable share of the transatlantic and cruise passenger market.

Shoesmith's work was soon in great demand as the post-war popularity for leisure travel grew and so, at the shipping line's expense, he and his wife would cruise to Scandinavia and the Mediterranean enabling him to capture suitable subjects to satisfy the appetite of the Publicity Department.

Some examples of works by Kenneth Shoesmith:

*HMS **Conway** and **Mauritania** in the River Mersey*

Old Ships and Old Old Shipmates

Merchant ship in Dazzle paint, New Orleans Harbour

*Union Castle Line's **Winchester Castle***

Loading tea at Colombo

***Atlantis** at Spitsbergen*

Madonna of the Tall Ships

***Drake** at Dover*

***Asturias** in the English Channel.*

In addition to illustrations for postcards, Shoesmith's artwork also featured in posters (he was a member of the British Society of Poster Designers) book jackets, on-board information leaflets, calendars and even Government propaganda. The Empire Marketing Board was established as a British government department in 1926 as a vehicle for propaganda, steering the British consumer towards buying produce from Commonwealth countries. Part of its effort was concentrated around a poster campaign and many of the most distinguished designers of the day were called upon to submit work for consideration. The high quality and variety of styles reflected the peak of poster advertising as an art form and Shoesmith's contribution is a prime example.

Besides Royal Mail Steam Packet, other companies made good use of his prolific output including Cunard, Blue Funnel, Anchor Line, Union-Castle, Wilson Line, Nelson Line, Blue Star and Southern Railway. However, the highlight of his career was, without doubt, the murals he painted for Cunard-White Star Line's **Queen Mary** (maiden voyage 1936) and both the ship and the murals survive to this day at Long Beach, California.

Twelve murals, each 40 inches deep and of various widths, depicting scenes from the defeat of the Spanish Armada, were painted by Shoesmith around 1930 for the dining room of the first Lord Vesty, owner of the Blue Star Line. They were later given by Lord Vesty to Radley College, Oxford in memory of his son, a former student there, who was killed on active service in 1944. The College sold them off at auction in 1988 and, although they surface at auction on an individual basis from time to time, they are unlikely to be seen again as a complete set.

In April 1939, at the early age of 48, Shoesmith died at his London home and, following cremation at Golders Green Cemetery, his ashes were scattered in the English Channel from the Royal Mail Lines ship **Asturias**. Shoesmith's widow packed up the contents of his studio lock, stock and barrel, moving it to her new home outside Belfast. Upon her death in 1974, the complete collection passed into the care of The Ulster Museum, Belfast, a part of the National Museums of Northern Ireland. Although now in safe hands, the collection is hidden away in the Museum's archival storage facility, sadly unseen by the general public.

"The Maritime Art of Kenneth D Shoesmith" Full colour in hardback £30.
Now available to LNRS members for £20 including UK Post & packing.
For a copy, contact the author - evans19191@btinternet.com

Corrections to Bulletin Volume 64, No. 3, December 2020

Page 39, line 4, the **Liverpool**'s position as quoted (incorrectly) in Gomer Williams was 18' (mins) west, not 18^0 west as printed in the Bulletin; 18 degrees west was its corrected position.

Secondly a mis-spelling of sea-going as 'sea-doing' - page 35.

Also in the article regarding Liverpool's Early Customs Collectors page 16 (and also for the first part of that article published on page 25 of the previous Bulletin) it should be noted that this work was first published by the *Historic Society of Lancashire and Cheshire* in 1943.

The History of Steam Navigation

by John Kennedy

To India and the Far East

[Editor's Note: this book was written, published and printed in Liverpool in 1903. It has now been scanned and digitised at the Robarts Library of the University of Toronto, and is now free of copyright]

After steam navigation began to attract attention in Great Britain, a public meeting was held in London (1822), for the purpose of forming a steamship company to trade between England and India. It was the intention of the promoters of the meeting that the packets should proceed to India by way of the Cape of Good Hope, the route by which the bulk of the trade of Europe with the East had been carried since the time of Vasco da Gama. At this meeting it was decided that Lieut. (afterwards Captain) Johnston should proceed to Calcutta, with a view to interesting the East India merchants in the proposed undertaking.

Lieut. Johnston proceeded to India via Egypt, and although he was commissioned to advocate the Cape route, he was convinced on this journey of the greater advantages of the route by Suez, and afterwards became one of its most active supporters. Several meetings were held in Calcutta after his arrival there. At one of which, held on the 17th December, 1823, it was announced that the Governor, Lord Amherst, cordially approved of the proposal to establish steamship communication between England and India. Furthermore he was prepared to recommend his Council to grant as a premium a gift of 20,000 rupees to whoever, whether individuals or a company, being British subjects, should permanently, before the end of 1826, establish a steam communication between England and India. The route could be by the Cape of Good Hope or the Red Sea, making two voyages out and two voyages home, occupying not more than seventy days on each passage.

An additional 80,000 rupees were raised in India for this object, of which amount the Rajah of Oude subscribed 12,000. On receipt of this gratifying news in London, another meeting of those interested was held. Sufficient capital was underwritten to justify the promoters in ordering, as an experiment, the **Enterprize**, the first steamer destined to double the Cape of Good Hope.

Johnston, having accomplished his assigned task, embarked on board the Indiaman **Eliza** for England. On his arrival in London he found the **Enterprize** two-thirds completed, and on completion he was appointed captain.

The **Enterprize** was a paddle-steamer, built of wood, by Messrs. Gordon & Co., Deptford, at a cost of £43,000. Her length of keel was 122 feet, beam 27 feet,

and she registered 479 tons. She had a copper boiler in one piece, which weighed 32 tons, and cost £7,000. Her engines were 120 horse power, capable of propelling her in calm weather at the rate of 8 knots. She sailed with 17 passengers from London for Calcutta on the 16th August, 1825, and arrived at the latter port on the 7th December following. She occupied 113 days on the passage, partly under steam and partly under sail, and inclusive of ten days stoppages for the purpose of obtaining fresh supplies of fuel. She did not return to England, but was purchased by the Indian Government for £40,000, the East India Company being at that time engaged in the first Burmese War. She was employed carrying despatches between Calcutta and Rangoon, and on the occasion of the Treaty of Malwa, she saved the Government six lacs of rupees by reaching Calcutta in time to prevent the march of troops from the upper provinces.

When the **Enterprize** arrived at Calcutta from England she was piloted by a young man, a mate in the Bengal Pilot Service, named Thomas Waghorn. Mr. Waghorn was born at Chatham in 1800, and was, consequently, in his twenty-sixth year when he acted as pilot for the **Enterprize**. He had served four years in the Royal Navy, and was afterwards for twelve years in the service of the East India Company as pilot, subsequently rejoining the Royal Navy, in which he remained until he obtained his commission as Lieutenant. He was selected in 1827, by the Indian Government (Calcutta Steam Committee), for the purpose of establishing steam navigation between England and India. He visited London, Liverpool, and Manchester, but could not obtain sufficient financial support for a regular service of steamers via the Cape of Good Hope. Hearing that it was the intention of the East India Company to despatch the **Enterprize** to Suez, he offered his services as Courier to the East to Mr. Lock (Chairman of the East India Company), and to Lord Ellenborough (President of the Board of Control). His offer of service was accepted, and he left London on the 28th October, 1829, taking the overland route, via Trieste, to Alexandria, where he arrived on the 27th November. His instructions were to proceed with his despatches for the Governor of Bombay (Sir John Malcolm), by the steam-packet **Enterprize** from Suez, but owing to a breakdown of her machinery, the steam-packet was not at Suez to meet him.

There being no steamer to take him on to his destination, Mr. Waghorn embarked on an open native boat, and sailed down the Red Sea, being subsequently picked up by the East India Company's sloop **Thetis**, which had been sent to meet him, and which brought him to Bombay. The day previous to the arrival of Mr. Waghorn at Bombay, the East India Company had despatched the steamer **Hugh Lindsay** to Suez to take up the sailing of the disabled **Enterprize**.

The **Hugh Lindsay** continued to make one round voyage between Bombay and Suez annually until 1835, during the north-east monsoons, not being sufficiently powerful to make the passage during the south-west monsoons. In 1836

the Court of Directors of the East India Company decided to place on the station two new and more powerful steamers. These were the **Atalanta**, of 616 tons burthen and 210 horse power, built in 1835 at a cost of £36,652 ; and the **Berenice**, of 664 tons and 230 horse power, built the same year at a cost of £40,124.

While a regular steamship service was thus being established between the Isthmus of Suez and Bombay, the British Government had established a service of Admiralty packets between Falmouth and Cadiz, Gibraltar, Malta, and Corfu. From Malta the mails were conveyed to Alexandria by other H.M. ships. Prior to 1830 the Admiralty packets were all sailing brigs, but on the 5th February of that year the **Meteor**, the first of the steam packets, sailed from Falmouth to the Mediterranean. She was followed by the steam-packets **African**, **Carron**, **Colombia**, **Conference**, **Echo**, **Firebrand**, **Hermes** and **Messenger**.

About 1834 Messrs. Bourne, of Dublin, the principal owners of the Dublin and London Steam Packet Company, were induced by the Spanish Minister in London to start a line of steamers between London and the Peninsula. They placed the management of the steamers in the hands of Messrs. Willcox and Anderson, a London firm with whom they had had some previous transactions. Messrs. Willcox and Anderson were well acquainted with the trade to the Peninsula, having been engaged in it, at first with sailing vessels, and afterwards with chartered steamers. The new line was called the Peninsular Steam Navigation Company, and Mr. Tames Allan, then a clerk in the Dublin Office of the Dublin and London Steam Packet Company, was sent to London to assist Messrs. Willcox and Anderson in the management.

The first steamer of the service was probably the **Royal Tar**, belonging to the Dublin and London Steam Packet Company, which had been chartered in 1834 to Don Pedro, and subsequently to the Queen Regent of Spain. Messrs. Willcox and Anderson being the chartering brokers. The "Graphic“ Christmas Number for 1901 states the **Wm. Fawcett** was the first P. & 0. steamer, and the "P. & 0. Pocket Book" (1900 edition) heads the list of the past and present fleet of the company with the name of the same vessel, built in 1829. It is only necessary to say here that neither the Peninsular Steam Navigation Company nor the P. & 0. Steam Navigation Company were in existence at that date. The **Wm. Fawcett** was certainly built that year by Caleb Smith, and engined by Fawcett and Preston, both Liverpool firms. For some time she was engaged as a ferry boat on the Mersey, and in the early thirties she was employed as a regular trader between London and Dublin. She probably was chartered for a short time to the Peninsular Steam Navigation Company in 1885 or 1886, as she does not appear in the company's advertised sailing list for 1888.

In the latter year the fleet consisted of the following vessels, from London to Vigo, Lisbon, Cadiz and Gibraltar: **Tagus**, 800 tons gross, 800 h.p. ; **Royal Tar**, 650 tons gross, 264 h.p. ; **Braganza**, 650 tons gross, 264 h.p. ; **Iberia**, 690 tons

gross, 200 h.p. ; **Liverpool**, 500 tons gross, 160 h.p.; **City of Londonderry**, 500 tons gross, 160 h.p. Branch steamers, **Peninsula**, **Guadalquiver**, **Estrella** and **Sol**.

In 1887 the Government advertised for tenders from steamship owners for the conveyance of the mails between Falmouth and the Peninsula, which up to that time were conveyed by sailing brigs which left Falmouth for Lisbon every week, "wind and weather permitting." In response to this advertisement two companies, the British and Foreign Steam Navigation Company, and the Peninsular Steam Navigation Company, sent in tenders. The former company failed to show that it had adequate means for the efficient performance of the Postal service, and so the Government concluded a contract, on the 29th August, 1887, with the Peninsular Steam Navigation Company. This company agreed to convey monthly the whole of the Peninsular mails for an annual subsidy of £29,600, afterwards reduced to £20,500. The first steamer to be despatched under this contract was the **Iberia**, in September, 1887, calling at Vigo, Oporto, Lisbon and Cadiz, on its passage to and from Gibraltar.

The British Government in 1839 entered into an arrangement with the French Government to send letters to and from India through France by way of Marseilles. The mails were conveyed between Marseilles and Malta by an Admiralty packet, and between Malta and Alexandria by another Admiralty packet. This arrangement did not work satisfactorily, and the Government advertised for tenders for a line of steamers, to run direct from England to Alexandria and vice versa, touching only at Gibraltar and Malta. The steamers were to be of sufficient power to perform the voyage in not more than three days beyond the time then occupied in the conveyance of the mails via France. The cost was not to exceed the amount required for the maintenance of the small and inefficient Admiralty packets then employed.

Four competitors tendered for the contract, but that of the Peninsular Company was accepted, it being the lowest (£34,200), and containing also an offer to convey at a reduced rate all officers travelling on the public service, and bona fide Admiralty packages gratuitously.

At this time much pressure was brought to bear on the Government to induce it to subsidise a proposed line of steamers between Falmouth and Calcutta via the Cape of Good Hope. These steamers, according to the "Times" of the 11th November, 1838, were to make the passage in thirty days.

The **Great Liverpool**, of 1,540 tons and 464 horse power, built by Sir John Tobin, of Liverpool, and intended for the Liverpool and New York trade; and the **Oriental**, of 1,000 tons and 450 horse power, were the steamers offered by Messrs. Willcox and Anderson. These were approved by the Admiralty, to convey mails between England and Alexandria, calling at Gibraltar, and combining the two mail services of the Peninsular and the Oriental, thus constituting the Peninsular and

Oriental Steam Navigation Company. Subsequently, the company was requested to provide two steamers, one to be not less than 250 horse power, and the other to be 140 horse power. These were for the Malta and Corfu branch of the mail service, run at a cost to the country of £10,112 per annum, and less than the cost of maintaining the Admiralty packets previously employed.

In September, 1842, the P. & 0. Company obtained a contract for carrying the mails between Calcutta and Suez. The contract was granted very reluctantly by the East India Company, and only after much pressure had been brought to bear on it by the Home Government.

On the 24th September, 1842, the P. & 0. Company despatched its first steamer to India via the Cape of Good Hope. She was the paddle-steamer **Hindostan**, of 2,017 tons gross and of 520 horse power. On her arrival at Calcutta she was placed on the service between Calcutta, Madras, Ceylon and Suez. Other steamers were despatched speedily from England, and in 1844 the company was in a position to enter into another contract with the Government for a monthly service from Ceylon, to Penang, Singapore, and Hong Kong.

For the premier service (Suez-Calcutta) the company received £115,000 per annum, or at the rate of 20s. per mile, and for the Ceylon-Hong Kong service £45,000, or at the rate of about 12s. per mile. In connection with the Eastern services, coaling stations, docks, store establishments, and in such places as Suez and Aden, even fresh-water supplies had to be, and were, provided and organised.

At this period, and until the completion of the railway from Alexandria to Suez, the passengers and cargo carried by the P. & 0. steamers were conveyed across Egypt in a somewhat primitive manner. The Mahmoudieh Canal enabled the company to transport its passengers and cargo from Alexandria to the Nile, whence they proceeded by steamer to Cairo, and thence through the desert on the backs of camels, a distance of less than 100 miles, to Suez.

It was notorious that the mail service between Suez and Bombay was conducted by the East India Company at a cost of upwards of 30s. per mile by steamers vastly inferior in speed and accommodation to the P. & 0. steamers, which maintained the mail services to India and the principal ports of China at an average rate of about 17s. per mile. The public naturally demanded that the Suez-Bombay service should be taken out of the control of the East India Company, and placed in the hands of those competent to work it more efficiently and with greater economy. The demands of the public, although confirmed by the Parliamentary Committee of 1851, were successfully resisted by the Court of Directors until 1854. It is questionable if even then, they would have given up the service if (in consequence of the East India Company having no steamer ready for them at Suez) the Bombay mails had not been lost in a native sailing craft into which they had been transferred at Aden.

The P. & O. Company were applied to by the Government, and undertook this service for the sum of £24,700 per annum, or at the rate of 6s. 2d. per mile, resulting in a decreased expenditure of about £80,000 per annum, as compared with the expense incurred by the far less efficient East Indian Navy.

In 1852, the P. & 0. Company extended its operations to Australia, by means of a branch line of steamers from Singapore. The following year saw an addition of no less than eleven steamships to the company's fleet. Amongst these was the celebrated troopship **Himalaya**, which continued in active service until near the end of the century. At the time of her launch she was the largest steamship afloat, and of extraordinary speed. She cost £132,000 when fully equipped and ready for sea. Her length was 340 feet, beam 44 feet 6 inches; her gross tonnage was 3,438 tons, and her engines indicated 2,050 horse power.

Another famous steamer built for the P. & O. in 1853 was the **Colombo** (steamship), which was engaged as a Government transport during the Crimean War. Even Santa Claus himself could not have been more eagerly welcomed than was the **Colombo** when she arrived off Sebastopol on Christmas Eve 1854, with provisions for the wounded soldiers and sailors. She was originally a vessel of 1,864 tons gross, but in 1859 she was lengthened amidships, and her tonnage increased to 2,127 tons. The **Himalaya** and the **Colombo** were two, out of eleven, P. & 0. steamships chartered to the Government as transports during the Crimean War, and these vessels conveyed during the continuation of hostilities 1,800 officers, 60,000 men and 15,000 horses.

The first steamer of the P. & 0. Company fitted with compound engines was the **Mooltan** (steamship), of 2,257 tons, built in 1860-1. Several succeeding steamers were fitted with the same type of engines, but although the consumption of fuel was decidedly less, the engines themselves proved so unreliable that they were taken out of all the ships and replaced by the old style of engines. "It was not until 1869 (says Sir Thomas Sutherland, in the "P. & O. Pocket Book," 1900) that the company succeeded in building a steamer with high and low pressure machinery which could be considered thoroughly successful."

On the 17th November, 1869, the Suez Canal, the greatest engineering work of the 19th century, was formally opened by the Empress Eugenie, in the presence of numerous distinguished men from all countries. While the benefits conferred upon the world of commerce by the opening of this canal can hardly be over-estimated, its influence upon the fortunes of the P. & 0. Company was at first almost fatal. The whole of the company's business had to be re-organised, and as speedily as possible a new fleet obtained and adapted to the changed requirements of the company's services. This transitory state continued for a period of five years, from 1870 to 1875, by which date the company's re-organisation was sufficiently accomplished to enable them to transfer their services from the Overland to the Suez

Canal route. The accelerated mails sent via Brindisi were still carried by the Egyptian Railway between Alexandria and Suez, and continued to be so carried until 1888, when they also were transferred to the Canal route.

It is interesting to compare the earlier vessels of the company's fleet with the later. The **India**, built in 1839, was a vessel of 871 tons, and with engines of 300 horse power. Her later namesake, built in 1896, is a steamer of 7,911 tons, with engines of 11,000 horse power. The **Persia**, built in 1900, has a slightly larger register (8,000 tons), with engines of the same power. In 1901 four twin-screw steamers were added to the fleet, the **Syria**, **Soudan**, **Somali** and **Sicilia**, each of 6,600 tons gross, with engines of 4,500 horse power, while 1904 witnessed the addition to the Company's list of the **Marmora** and **Macedonia**, 10,500 tons and 15,000 horse power, and the **Moldavia** and **Mongolia**, 10,000 tons and 14,000 horse power, as well as several cargo steamers of immense tonnage.

During the war in the Transvaal, and at the time of the Crimean War, many of the steamers of the P. & O. Company were engaged by the Government as transports.

The following figures indicate the extensive operations of the company: In 1899 the mileage traversed by the steamers of the fleet during the year was about 1,000,000 miles. The consumption of coal during that period was 625,000 tons. The dues paid to the Suez Canal Company exceeded £272,000, while the sum expended in wages to officers and crews amounted to £362,000.

The Directors of the East India Company advertised for steamers to carry the mails between Calcutta and Burmah, a service inaugurated by the **Enterprize** (see ante) in 1826, and afterwards conducted by various vessels of the East Indian Navy. Messrs. McKinnon & Co., of Glasgow, tendered in response to this advertisement, and their tender having been accepted, they despatched the two steamers **Baltic** and **Cape of Good Hope** to fulfil their contract. These vessels were small and unsuitable for the intended service, and the result would have been a serious financial loss to their owners, had they not, soon after their arrival in India, been engaged as transports on the outbreak of the Indian Mutiny.

The new company traded under the title of the Calcutta and Burmah Steam Navigation Co., its first operations being confined to the ports of Calcutta, Akyab, Rangoon and Moulmein.

One of the two pioneer steamers, the **Cape of Good Hope**, collided with a P. and 0. steamer and sank in the Hooghly. Another, the **Calcutta**, of 900 tons, was totally lost off the coast of Wicklow, when on her first voyage from the Clyde to Calcutta. A fresh contract was entered into in 1862 with the Indian Government, and in the same year the title of the Company was changed to the British India Steam Navigation Co., Limited. The terms of the new contract included the transport of

troops and stores at a mileage rate. There was also a mail service every fortnight between Calcutta, Akyab, Rangoon and Moulmein; also a monthly service via the two latter ports to Singapore; a similar service to Chittagong, and one to the Andaman Islands; as well as one between Madras and Rangoon. In addition a fortnightly service between Bombay and Karachi and a service, once every six weeks, to various ports in the Persian Gulf. New vessels were built and despatched for these various services, and the traffic of the Company developed with great rapidity.

The career of the Company was, however, not an unchequered one. In addition to the two steamers referred to as lost during the first year of the Company's existence, must be added the wreck of the **Burmah** on the Madras coast, the loss of the **Bussorah** on her voyage to India, and the foundering of the **Persia** on her voyage from Rangoon to Calcutta, during one of those fearful cyclones which periodically sweep the Indian Ocean.

The opening of the Suez Canal in 1869, which for a time adversely affected the fortunes of the P. and 0. Co., proved beneficial to the British India Steam Navigation Co. The directors of the latter Company at once took advantage of the facilities which it offered, and their steamer **India**, requiring new boilers, was despatched to England, and was the first steamer to arrive in London with a cargo of Indian produce via the Suez Canal. Since that date the Company has added steamer to steamer until at the present date (1903) its fleet (inclusive of the British India Association steamers) numbers upwards of 120 vessels.

In July, 1891, Messrs. Bibby Brothers, of Liverpool (a firm which was founded in 1807), established a direct service of first-class and swift steamers between the United Kingdom and Burmese ports. For half a century prior to 1901 Messrs. Bibby had maintained steamship communication between Liverpool and all the principal ports of the Mediterranean. Prior to the construction of the Suez Canal, cargo from the East was carried by the P. and 0. to Suez, thence by rail to Alexandria, where it was transhipped to the Bibby steamers, which loaded in Alexandria for Liverpool to complete the journey.

A confused old man goes into a chemist's.
"Can I have some er, some, oh, what's it called? Some, er, acetylsalicylic acid?"
"You mean aspirin," says the pharmacist."
"Yes, that's it," says the old man. "I can never remember that word."

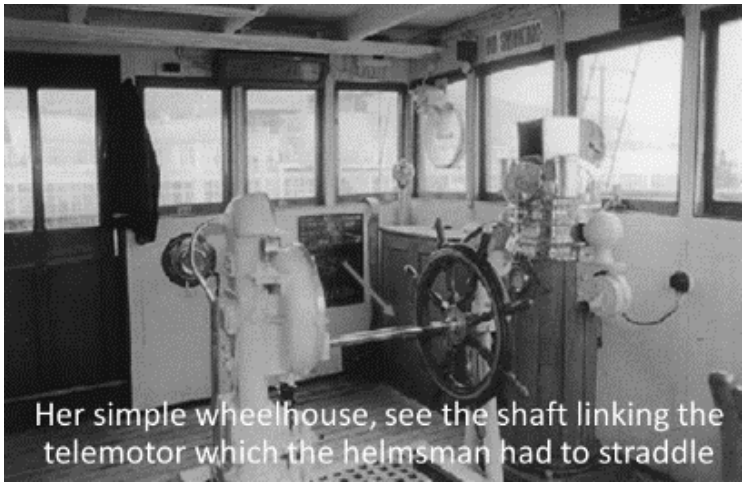
tss **Manxman** (1955 – 2012)

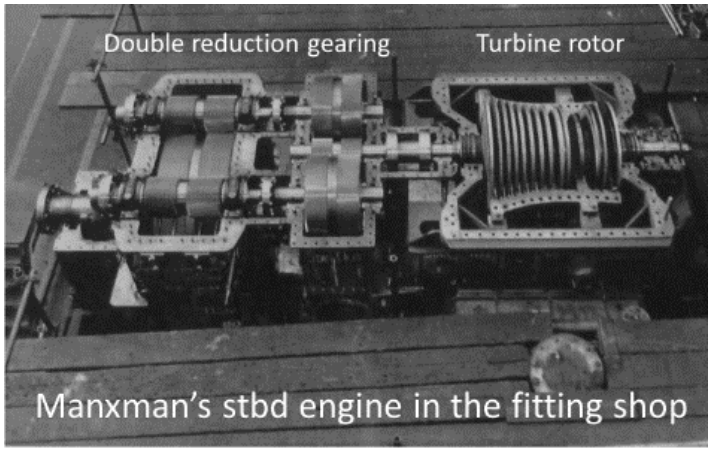
A summary of the planned presentation to the Society on 17th December, 2020
By LNRS Member Bill Ogle
but cancelled due to Coronavirus pandemic restrictions.
The video of this talk is also published on the L.N.R.S. website and available to members.

[Newsflash – in December 2020, as this paper and the accompanying video were being finalised, the new purpose-built vessel to replace the ro-pax **Ben-my-Chree** (1998) has been named. Ordered in July 2020 from Hyundai Mipo Dockyard in Korea and to enter service in Spring 2023 she will be named mv **Manxman**. A good choice!]

The **Manxman** was built by Cammell Laird at Birkenhead, launched on February 8th 1955 and entered service on May 21st that year.

She was the sixth and final version of the post-war "King Orry" class – joining her near sisters **King Orry, Mona's Queen, Tynwald, Snaefell** and **Mona's Isle.** Her key difference was the introduction of Pametrada turbines, having just one rotor per set; see picture below. They produced some 9,000 shp for a cruising speed of 21 knots. Her dimensions were 345ft. x 50ft. x 12ft. draft giving 2,495 grt. and 946 dwt. Her passenger capacity was for 2,300 with a crew of 68.


Her simple wheelhouse, see the shaft linking the telemotor which the helmsman had to straddle

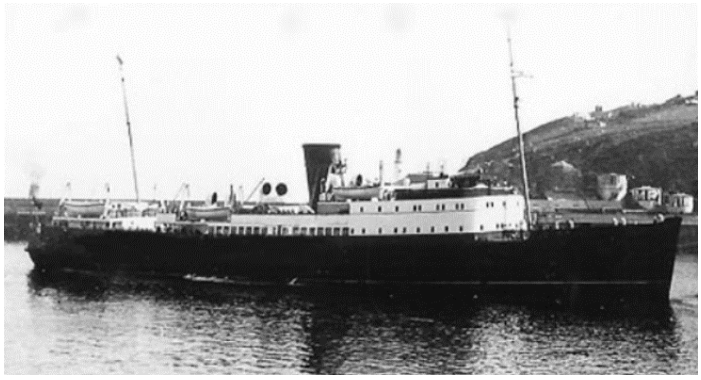


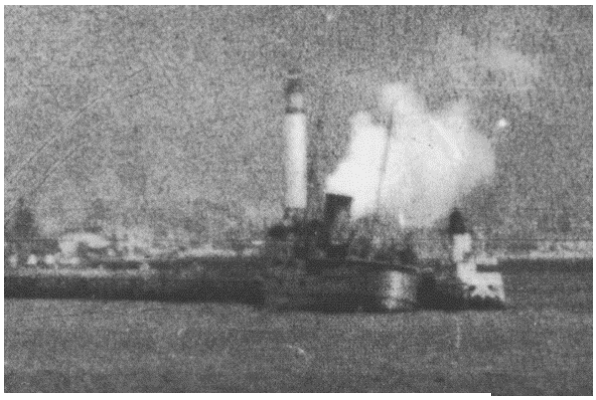
Manxman's stbd engine in the fitting shop

The Isle of Man Steam Packet Company, usually known simply as the Steam Packet, was founded in 1830, and so is the world's longest continually operating passenger company…… and this was eight years before Cunard, who strangely adopted very similar colours!

Manxman's design is almost identical to that of **Fenella** and **Tynwald** built by Vickers Armstrong at Barrow in 1936 and sadly both were lost during WW2.

The post war sisters represented the peak of short sea travel. Their passenger capacity was for over 2,300 with a crew of 65. Originally on these two class ships the forward First-Class accommodation was beautifully panelled and the Dining Room

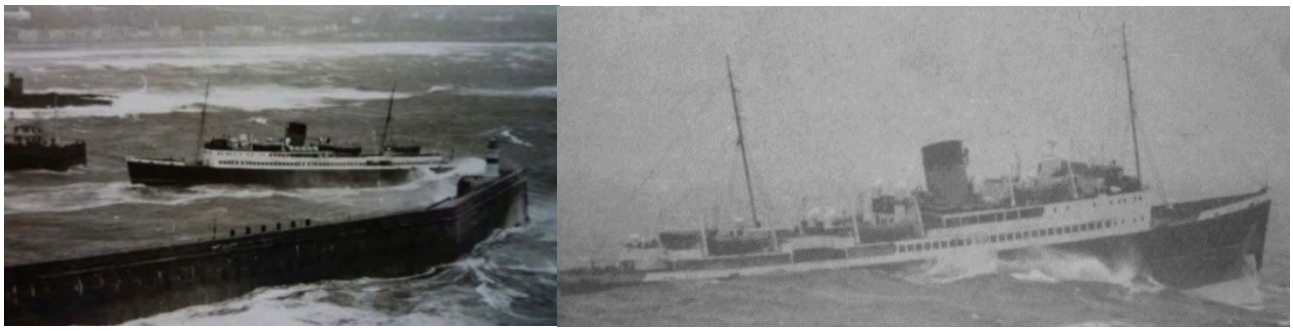




***Fenella** arriving Douglas in 1937 and alongside the East Mole at Dunkirk, 29 May 1940.*

boasted top class silver service, the Third Class less so. They were ideally suited for the frequent poor weather in the Irish Sea and, as sole carriers of mail to and from the Island, were required to sail in all weathers. A critical part of the passage was departure from Douglas because, before the extension to Battery Pier, the routine was to sail straight in and then depart stern first. They had to reverse for perhaps a mile before securing the bow rudder, and then going ahead to clear Conister Rock and Douglas Head.

Gradually the sisters were taken out of service being replaced by the more useful and economic side-loading car ferries. The last being **Manxman** in 1982 and then she was sold for use as a heritage and tourist attraction in Preston.



*The picture above shows **Manxman** departing Douglas in a full gale; and to the right is **King Orry** on a similar day*

At the start her appearance was retained but, sadly, in 1982 there was neither much heritage nor tourism in Preston and after two years the venture failed and she was sold to an unusual Greek character named Michael Kollakis. He turned **Manxman** into a gaudy night club and, once more, the old ship became a success.

However, **Manxman** did not feature in plans for a new marina in Preston docks and so began her sad and nomadic final chapters. Firstly towed to Liverpool in November 1990 where she berthed at East Waterloo Dock. Attempts were made to re-establish her successful night club operation under the name Manxman Princess; but the location was inaccessible, not attractive and attendance was inadequate.

April 1994 saw another departure under tow, this time to Hull. The decline continued. She was found to be too long for the dry dock berth planned for her, so a "notch" was cut from the stem.

Again, the planned commercial enterprise failed and she was moved yet again. This time, in September 1997, to the Pallion Engineering shipyard on the River Wear at Sunderland. (Owned by the Kollakis family and so "free parking"). Even this move caused further embarrassment to the aging ship. Insufficient attention was given to the height of her masts, resulting in them striking Monkwearmouth Bridge, and the top 25ft being broken off.

Over the years various plans were considered for her restoration but none came to anything. The spate of accidents continued to test the ship. In June 1999 she began taking on water, listing quite badly and sank to the river bed. The remaining oil on board posed a serious threat and she was surrounded by a floatation collar. After some days she was refloated, fortunately the oil contamination was restricted to the boiler room.

In June 2002 a Merseyside based group met and decided that one more effort should be made. The team made major strides in a few short years, and some memorable events were held:

- The formation of a Registered Charity and trading company (Manxman Steamship Company)
- A Development Grant from the Heritage Lottery fund which allowed for a number of surveys: hull condition and remedial works specified and costed (to permit towage to Birkenhead); identification of areas containing asbestos and costs for safe removal and disposal; costs to remove all additional fixtures and fittings associated with the night club operation
- A civic reception at Wallasey Town Hall
- The fiftieth anniversary of Manxman's launch was marked by the Mersey ferry flying the houseflag of the company throughout the day, with a commemorative service at Liverpool Parish Church followed by a reception on board the partly restored steam yacht **Nahlin**, lying in Sandon Dock.
- On three successive years a 'Round the Island Cruise' on board the **Lady of Mann**. The Lieutenant Governor, Air Marshal Ian Macfadyen being Guest of Honour on each occasion.

This led to Channel 4 tv being very keen to produce a major "makeover series". They worked with the Charity for several months and brought in many prominent supporters.

The regional tv programme *Inside Out* became involved and a short programme was broadcast. A copy is available on YouTube at:

https://www.youtube.com/watch?v=vQyMOdh3eTY&t=40s

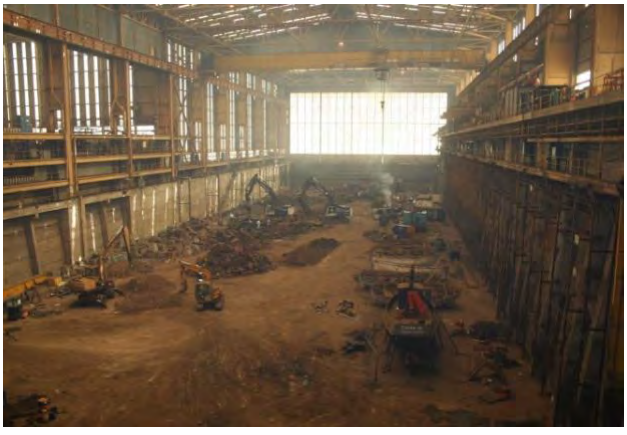
Arrival at Hull with 'notch' in stem.

Demolition in progress at Pallion

However, by now, the Mersey Docks and Harbour Company had been taken over by Peel Holdings who, in August 2008, declared that **Manxman** was "not appropriate to their plans for Birkenhead docks". With nowhere to locate the ship, the support quickly disintegrated and the project was abandoned.

Since no alternative West Coast port could be found where a ship of **Manxman**'s size could enter, both the Trust and Pallion Engineering had nowhere left to go. Nor in fact did Manxman.

The Trust was slowly wound up, the assets sold, all original documentation was kindly archived by the Merseyside Maritime Museum. The final money was divided between the paddle steamer **Waverley** [based in Glasgow] and the tug **Brocklebank** [based in Liverpool]



Pallion had no option but to apply for a demolition order, and during the early part of 2012, **Manxman** was safely demolished in their covered dry dock. any components including external staircases, guard rails and a pair of her 'Colombus' lifeboat davits were removed and 'exported' to be used at Szczecin, Poland in the full restoration of the former Trinity House pilot vessel **Bembridge**.

You can see much of the process of dismantling **Manxman** on a YouTube video entitled 'Ship breaking and recycling with improved safety and technology' here:

https://www.youtube.com/watch?v=wBvdVsJIczo&t=38s

Glengyle's Cat

Taken from 'The Story of HMS **Glengyle'**.
published by Glen Line in 1946/7 and submitted by LNRS Member Ian Duckett

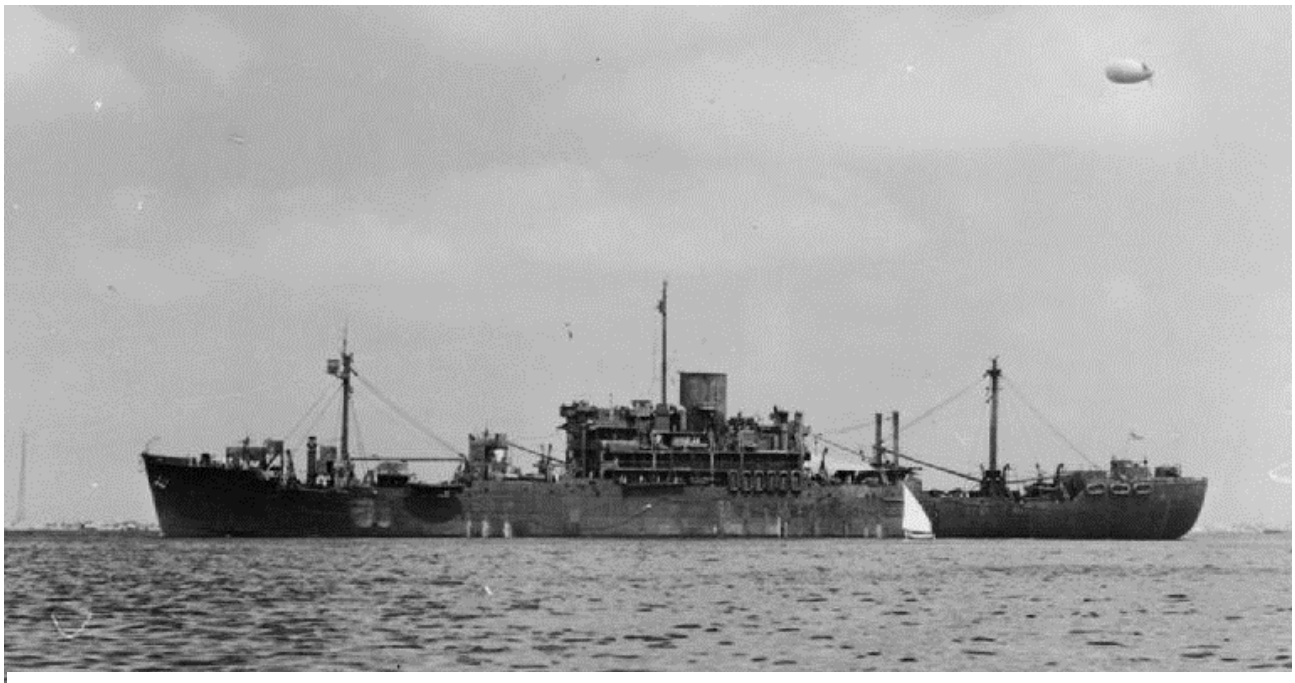
No ship is complete without a mascot, and no mascot could be more popular than our black cat Ernie

Ernie was born on **Glengyle**'s bridge in April 1941 in Suda Bay, and except for an odd "run ashore" has never left the ship since. Five years' diet of raw meat and, I suspect, an occasional tot slipped into his milk, has produced a super specimen in cats, not only in physique but also in intellect.

Whenever there is anything unusual going on (and there generally is in **Glengyle**) Ernie will be around. Storing ship, he is there to inspect the goods; embarking troops, Ernie checks them in; on passage East through the Suez Canal, he turned up on the bridge and sat on the chart table till he was quite satisfied the pilot knew his job.

During the refit in Liverpool, he fell over the side into some very oily water. For two weeks he lived in an oven in the Wardroom galley and "doctors despaired of his life." However, after temporarily losing all his fur, he pulled through.

In Brisbane, he had his photo and life story in the local paper. His latest feat



*mv **Glengyle** built by Caledon Shipbuilding, Dundee was launched in 1939 as one of four sisterships. Of 9,919grt and 507ft long these twin screw motorships had a cruising speed of 18 knots. She served throughout the war as an infantry landing ship. Picture courtesy Wikimedia Commons*

has been to take part in the ship's concert party, when he appeared on the stage as the cat who ate the Duke of Wellington's only carrier pigeon after Waterloo.

I hope Ernie always stays in **Glengyle**. If he doesn't, I'm sorry for anyone who takes him home; their week's meat ration would just be a light snack for Ernie's breakfast.

A Quartet of New Zealand Steam Tugs

Extracted from local newspaper cuttings submitted by LNRS Member Brian Smith

William C Daldy is the largest operating steam ship in New Zealand, named after Auckland's first Harbour Board Chairman, she offers private charters and public sailings.

She is a twin screw, coal-fired steam tug, built in 1935 by Lobnitz & Co. at Renfrew on the Clyde in Scotland for the Auckland Harbour Board. Dimensions being 119/32/14 ft. and of 355 grt. her bollard pull of about 17 tons makes her one of the strongest such tugs still afloat today.

After an 81-day delivery voyage to New Zealand, calling at Algiers, Port Said, Aden, Colombo, Djakarta and Townsville, she entered service in February 1936, handling shipping in the port of Auckland.

In 1977 when she was about to be scrapped, the 'New Zealand Herald', on 8th January, reported:

Last Taste of Salt for Both of Them.

Stoker Mr. R. Shaw will be relieved of a distasteful chore when the Auckland Harbour Board's last coal-burning tug, ***William C. Daldy****, retires next month. He will no longer need to swallow salt tablets.*

Like legions of stokers before him, Mr. Shaw works up quite a sweat shovelling coal into ***the Daldy****'s two boilers and his body loses salt.*

In bygone days when the waterfront 'Ambassadors Hotel' was a stoker's favourite haunt and revelled in the affectionate title of 'the Bloodhouse', bowls of salt were placed on the bar and the hardy fellows from the boiler room dropped a pinch in their beer. Mr. Shaw prefers a distasteful tablet to tainted beer!

He and his mates shovel an average of 25 tons of coal a week into the ***Daldy****'s boilers in exactly the same way that their predecessors did when the tug steamed out to New Zealand on a 12-week voyage from a Glasgow shipyard 41 years ago.*

The only change is in the position of the boilers. Two years ago the ***Daldy*** *collided with the freighter* ***Freemantle Star*** *and the shock shifted the boilers six inches. Repositioning them was too big a task in view of her approaching retirement so new supports were built under the boilers where they had come to rest.*

Steam is supposed to conjure up a mystical sort of romance but not so with the ***William C. Daldy****. As far as the crew is concerned, her present skipper, Captain E. MacDonald, sees the* ***Daldy*** *as "just a faithful old workhorse" which has reached the end of its economic life.*

The ***Daldy*** *was the first tug on which Auckland Harbour Board deputy chairman, Captain J. Forbes, served. But as he said yesterday; "It is not the ship you remember but the men who worked in her. She was a good ship and had a marvellous crew."*

*The Chief Engineer, Mr. P. Swager, may be a little more nostalgic about her passing when the new tug, also called **Daldy** in recognition of the first chairman of the Auckland Harbour Board, is delivered from a Whangarei shipyard.*

Mr. Swager is a model engineering enthusiast – model steam engines are his speciality. He recently completed a scale steam engine after two years of work.

*But he is not too sentimental about moving on from the **William C. Daldy**. He simply regards its triple expansion engines as a fine piece of engineering with a lot of life left in them.*

*"See those spare piston rings," he said, pointing to several mounted on a bulkhead, "only one has been used since **Daldy** went into service. The rest have stayed where the makers put them.*

"Steam is so gentle compared with an internal combustion engine that there is very little wear and tear. The crankshafts, for instance, have never been out of their mountings."

Harbour tugs are very much beasts of burden; there is little exciting or heroic in their lives. Compared with ocean-going salvage tugs their lives are comparatively boring.

*The **William C. Daldy**, for example, has been involved in only one rescue mission, to Captain Forbes' knowledge. It was in the 1930s when a scow, the **Rangi**, was reported sinking in the Hauraki Gulf. The **Daldy** made for the spot at full speed but all that remained when she got there was floating wreckage. The **Rangi**'s crew of six were drowned.*

*In December, 1958, the tug had to come to the rescue of the construction team building the Auckland Harbour Bridge. As engineers began manoeuvring a floating centre-section into position it was caught by 34 miles per hour winds and began to yaw. The **Daldy** provided a sustained pull for more than 36 hours to hold the 1,200 ton, 580 feet long section in position.*

*Apart from its collision with the **Freemantle Star,** the tug has been free from major mishaps. But it came close a few years ago when the telegraph to the engine room broke down. The tug was going astern towards an oil tanker and the master could not tell the engine room to 'Go Ahead.' The voice tube produced only an incoherent babble. It was only the action of the mate in dashing along the deck and shouting down to the engineer that prevented the tug plowing into the tanker.*

In 1977, the **Daldy** was about to be scrapped, but was instead leased in 1978 (and in 1989 purchased for $1) by an enthusiastic society which has since kept her in working trim and hires her out for functions and charter cruises.

This successful preservation project is still operated by the William C Daldy Preservation Society Inc. as you can see on their website:

https://daldy.co.nz/

Next to consider is the **Lyttleton**, together with her successor **Lyttleton II**. Initially named **Canterbury** and built by Ferguson Brothers in Port Glasgow to an order placed by Lyttleton Harbour Board **Canterbury**, with dimensions of 116/25/14 ft. and of 292 grt she was coal fired, twin screw and propulsion from twin 2-cylinder engines of just 155 nhp with no electrical supply. On completion she left the Clyde on 2nd June 1907. With a crew of nineteen she embarked on a 12,000-mile delivery voyage; calling for bunkers at Algiers, Port Said, Aden, Colombo, Freemantle and Melbourne with arrival at Lyttleton on 10th September 1907.

A regular task was for her to relocate the coal hulks from which coal burners would refresh their bunkers as well as the regular assistance with the handling of all types of vessel.

After just four years of service, and following delivery to the Harbour Board of a new dredger which they named **Canterbury**, it was necessary to change the tugs name to **Lyttleton**; which name she has used ever since.

Eventually the increasing size of visiting vessels meant that **Lyttleton** became unable to cope. So, a new tug was ordered from Lobnitz & Co. of Renfrew on the Clyde. Significantly larger at 124/30/13 ft. and 303 grt., again twin-screw steam powered, each of her triple expansion engines developed 625 ihp

During World War 2 the older tug was requisitioned by the Royal New Zealand Navy and, able to drop depth charges and fitted with a canon and machine gun, was able to undertake boarding and other duties. Following the war **Lyttleton** was refitted and resumed her 'normal' activities, although steadily becoming of less practical use. In 1970 she was laid up with the scrapyard her most likely destination.

During the next three years a number of attempts at rescue were made, and a group led by local marine surveyor Dick Musson, later to become the 'Tug Lyttleton Preservation Society' were able to begin the vital preparatory work. After drydocking her and a vast number of voluntary man-hours by the 45 strong group the objective was achieved. On 14th October 1973 the old tug began her new career as a passenger steamer, although still on charter from the Lyttleton Harbour Board. The main earnings stem from weddings and other functions, harbour tours and fishing trips. She became the property of the Society in 1991 when purchased from the Harbour Board for $1.00.

In January 2020 it was reported that this iconic piece of Christchurch's history is back up and running around Lyttelton Harbour. The 112-year-old **Lyttelton** tugboat is back offering public cruises after three years of being out of service due to repairs.

However, grants from the Christchurch City Council and other fundraising has allowed the society to repair the vessel so it could pass an $83,240 dry dock survey.

So the old tug and the Society still thrive as can be seen from their website:

https://tuglyttelton.co.nz/

Sadly, **Lyttleton II** had a less successful career. Leaving her builders yard on 27th February 1939 she arrived at Lyttleton on 8th June after a 107-day passage. During a full career she was engaged in a number of major events:

- On 29th December 1940 the inter-island liner **Rangatira** ran aground near the Lyttleton harbour entrance. **Lyttleton II** assisted in her refloating later that day.
- In August 1963 she voyaged some 250 miles to Port Chalmers to assist the damaged **Paparoa** into dry dock.
- On 21st September 1963 she stood by the mv **Holmbank**, when she broke her back after grounding in Peraki Bay.
- In 1977 the Harbour Board's replacement tug **Godley** began the service.
- **Lyttleton II** was laid up in November 1980, and in March 1981 sold to the Pittswater and Broken Bay Steam Ship Preservation Group of Sydney for NZ$16,000 to undertake display and cruise work and on 21 April departed Lyttleton for Sydney – the last coal-fired steamship to cross the Tasman Sea.

Lyttleton

and ***Lyttleton II***

William C Daldy

and Aucklander

In 1987 she was sold to Bay Steamers Ltd., steamed down from Sydney, renamed **Victoria** and laid up in the Victoria Harbour at Melbourne. In 1996 it was reported that reconstruction and restoration had commenced, but in 2004 she was reported to be in 'dismantled condition.' And in April 2005 that Leigh Doeg had taken over restoration. In November 2005 the Maritime Heritage Association of Victoria reports the hull to be in very poor condition, stating *"It is likely she will have to be scrapped unless a real prospect of significant funds and interest in repairing the vessel is found*

in the next few months. This would be a great pity as the ship's spacious engine room is a great example of later coal fired installations."

The crisis deepened that same year when she started to sink at her moorings. Her owners contacted the Melbourne Steam Traction Engine Club when mainstream museums declined to take up offers of the ship's engine room. She made her last trip, under tow, from Melbourne to Geelong scrappers in 2006.

The passage to Sydney was extremely hazardous as reported by the New Zealand Press Association:

*It took guts and determination in the face of appalling weather and huge seas, but the crew of the old steam tug **Lyttelton II** finally brought her safely to Sydney. In the end it was with the help of old-fashioned sail power to help eke out the last diminishing coal supplies.*

***Lyttleton II** served the Lyttleton Harbour Board for more than forty years before she was finally ruled obsolete and unsuitable for modern shipping.*

Now she is Sydney registered and owned by the Pittswater and Broken Bay Steamship Preservation Group, which intends to restore her to the original condition in which she left Scotland for her maiden voyage to New Zealand in 1939.

Captain Euan Crawford, a Lyttleton pilot, and a crew of 19 brought her across the Tasman last week on her voyage to her new home. It proved to be a daunting trip with mountainous seas whipped up during a five-day gale that had winds shrieking up to 70 mph.

Down in the boiler room firemen battled the conditions but had the added worry of knowing the coal stocks were rapidly declining because they had received a load of poor grade coal at Westport instead of the high grade ordered.

"About half-way across the Tasman we found we were burning 17 tonnes of coal a day instead of eight," said Captain Crawford. "We had been given an appalling load of coal at Westport," he said, kicking a sample pile of shingle across the deck in Sydney yesterday. "These stones are an example of what was in it. We had ordered top quality coal - $9,000 worth – and look at what we received.

"This West Coast coal is not the stuff it's cracked up to be. There was more building material in it than burning material," he said. "We should have had between 30 and 40 tonnes left by the time we reached Sydney. But we only had three, enough for about five hours steaming."

He said that three days out from Sydney the gale died away and the wind swung in from behind so they rigged up some temporary sails from tarpaulins. "They gave us about an extra knot, and that is what got us here before the coal ran out," Captain Crawford said.

He was full of praise for the crew during the hard-working trip. "They worked like trojans and their spirit was tremendous during the atrocious conditions. They are really responsible for getting us here."

The poor quality coal gave those responsible for the boilers extra trouble as a hard matt of stone and other material – called clinker – built up on top of the fires to a depth of 22 cm. and had to be broken up and dumped over the side in the storms.

*The **Lyttleton II** was burying its bow right into the huge seas, the size of which can be judged from a lone squid found washed up just outside the wheelhouse. On a calm day it's a full 5.4 metres from the waterline to where the squid left its mark!*

"It was typical bad Tasman weather – almost the worst I've experienced," Captain Crawford said. The Tasman crossing from Westport took about $8^{1}/_{2}$ days at an average speed of 5.6 knots. That was a bit slower than the last time this old steam tug crossed the Tasman in 1939 on its long 72-day voyage from Scotland.

*Then the **Lyttleton II** steamed from Brisbane to Lyttleton at an average speed of 7.6 knots.*

There is also a story in the $20,000 they paid for it – the tender price was $NZ16,000, the Australians unwittingly offered $Aust16,000 and the Lyttleton Harbour Board is said to have been not slow in picking up the extra $NZ4,000 it received from the exchange rate difference.

Twenty three years after the **Daldy** was built, in 1958 and for our final example, the Auckland Harbour Board again looked to the Clyde. This time from the Fleming and Ferguson yard at Paisley who built the **Aucklander**. With similar dimensions of 130/36/13 ft. and 454 grt her twin triple-expansion engines were each of 881 ihp., at least her scotch boilers were oil-fired.

Little is publicly available regarding **Aucklander**'s working life but, after being retired from active harbour service in 1986, she was bought by Wellington businessman Clem Griffiths for conversion to become the capital's first floating restaurant. She was steamed south by a volunteer crew from the William C Daldy Society. This passage was described as "uneventful", taking 68 hours at an average speed of 8 knots. The initial plan called for an "up market experience with a lot of brass and glass."

***Tapuhi II** as The Boat Cafe*

It would appear that this standard could not be maintained and over the years has been under several different ownerships and her name has been changed to **Tapuhi II**. She originally traded as the Tugboat on the Bay restaurant, later as Skippers Seafood restaurant and now (2020) the old tug still survives as The Boat Café in Freyburg Bay, Wellington. As her web site shows:

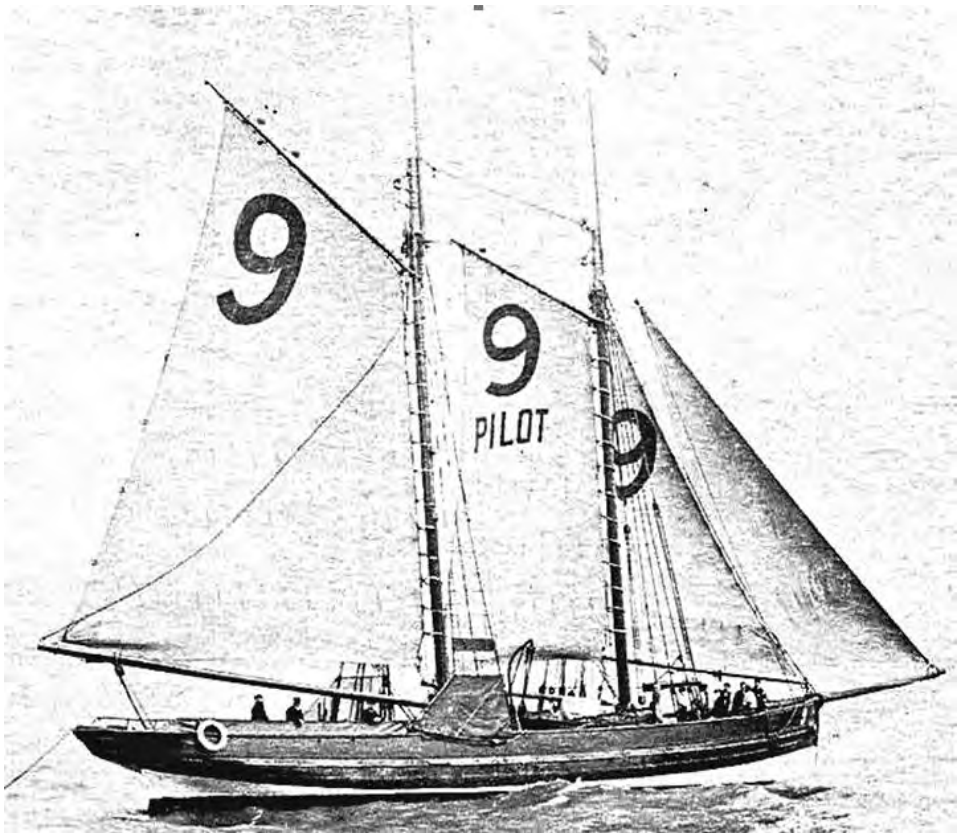
https://boatcafe.co.nz/

Liverpool Pilot Boat No 9

By Peter Kelly, Isle of Man Victorian Society, and reproduced with their permission.
Submitted by L.N.R.S. Member Dick Clague

Liverpool Pilot Boat No 9, **Guide** was built at the Ramsey Shipyard in the Isle of Man and was launched at 11.40am on Saturday 18th January 1862 whilst a great crowd lined the quayside. The local newspaper described her as having a round stern and a sharp receding bow which presented the least possible resistance to the water. She was timber-built but copper-sheathed and was rigged as a fore and aft schooner. Her interior fittings were well above the average and she weighed about 63 tons.

She was one of many pilot boats at Liverpool which were sailing ships, often taking pilots to much larger steamships. She sailed the Mersey for just over 20 years but then at 7.30pm on Saturday 25th February 1882 she was involved in a fatal collision. Located approximately three and a half miles westward of the Bar Lightship she was suddenly approached in the darkness by the steamship **Mariner** which was outward bound for Veracruz in Mexico.



On board **Guide** was John Scott the Master, along with 15 Liverpool pilots, three apprentices, two boys and a cook. The steamship hit her sideways on, cutting through the deck. Many of those on board took to the rigging then lowered themselves onto the steamer. The Captain and one boy took to a small boat and a couple jumped in the water. All were saved except one pilot, John Jones, a widower of 68 Hall Lane, Liverpool. About midnight, all from **Guide** were picked up by the steamship **Shamrock** which was on passage from Rouen to Garston Docks. The pilot boat, described as the fastest in the fleet, had sunk in about three minutes. The **Mariner** was undamaged and went on its way.

mv Cap San Diego

On 20 February 2020 a talk entitled “The White Swan of the Atlantic” was given by Society member Tony Melling at what was to be our final meeting at the Athenaeum before being closed due to the pandemic. A summary of that talk was published in the Bulletin in September 2020. That talk has now been repeated and a video recording made, which is now available to members on the website.

Wireless Operator John (William) Beever

by L.N.R.S. Member W.G. Williamson

For the young men who became Wireless Operators in the First World War, they had to not only face the dangers of enemy action but also the normal risks and perils of the sea. Such was the fate of John Beever, a young man of twenty when the war started in 1914.

John was born in Huddersfield on the 15th July 1894 and, after leaving school he took up employment in his father’s textile business. This company (John Beever & Sons Ltd) was established in 1895 and was involved in manufacturing cloth hearthrugs and uniforms at Swan Bank Mill, Cartworth, Holmfirth. Like many young Edwardians however John's real interest lay in the new technology of wireless. He lived in the family home at Brook St, Huddersfield.

In November 1913 he enrolled in the Manchester Wireless Telegraphy College at Carlton House in the Fallowfield district of Manchester. After studying for five months at Fallowfield he, along with 33 other candidates, sat his examination for the 1st Class PMG certificate. With such a large group the examinations were conducted over two days between the 8th and 9th April 1914. John Beever demonstrated a sending speed of 20 wpm and he received at 21.5 wpm. He must have been a bright lad to pass his 1st Class certificate at the first attempt, after a relatively short period of study. In fact, he was one of only ten of the candidates to pass this exam.

When the war broke out a few months later, in August 1914, Beever like many of his generation was eager to do his bit for “King and Country.” He tried to enlist in both the army and the navy but was rejected on medical ground by both services. It is believed that the Royal Naval Air Service then offered him a commission but once again he failed the medical. Foiled in these attempts he then decided to follow a career as a wireless operator in the Merchant Navy.

It is unclear whether he joined the Marconi International Marine Co Ltd or not as there are no records existing giving his name. It appears however that he joined the London and North-Western Railway Company (LNWRC) and began his sea career on

their ship **Anglia**. She originally operated on the Holyhead to Dublin North Wall service, but in 1908 on the Holyhead to Kingstown (Dun Laoghaire) service. With the outbreak of war, she was requisitioned and became a hospital ship (HMHS). It is about this time where Beever's career becomes vague, unsubstantiated information state that he became an operator on the **Hibernia**. This twin screw LNWRC passenger vessel was also was requisitioned by the Admiralty as an armed boarding steamer and renamed **HMS Tara**. She originally retained her merchant navy crew but it is known that at least some of these men were eventually replaced. It is known that Beever was the RO on this vessel while she spent a year patrolling the North Channel, from bases in Larne and Campbeltown. A report in the Leeds Mercury newspaper on 7 November 1916 reporting Beever's death states that

"*he had previously served on the **Tara**.*"

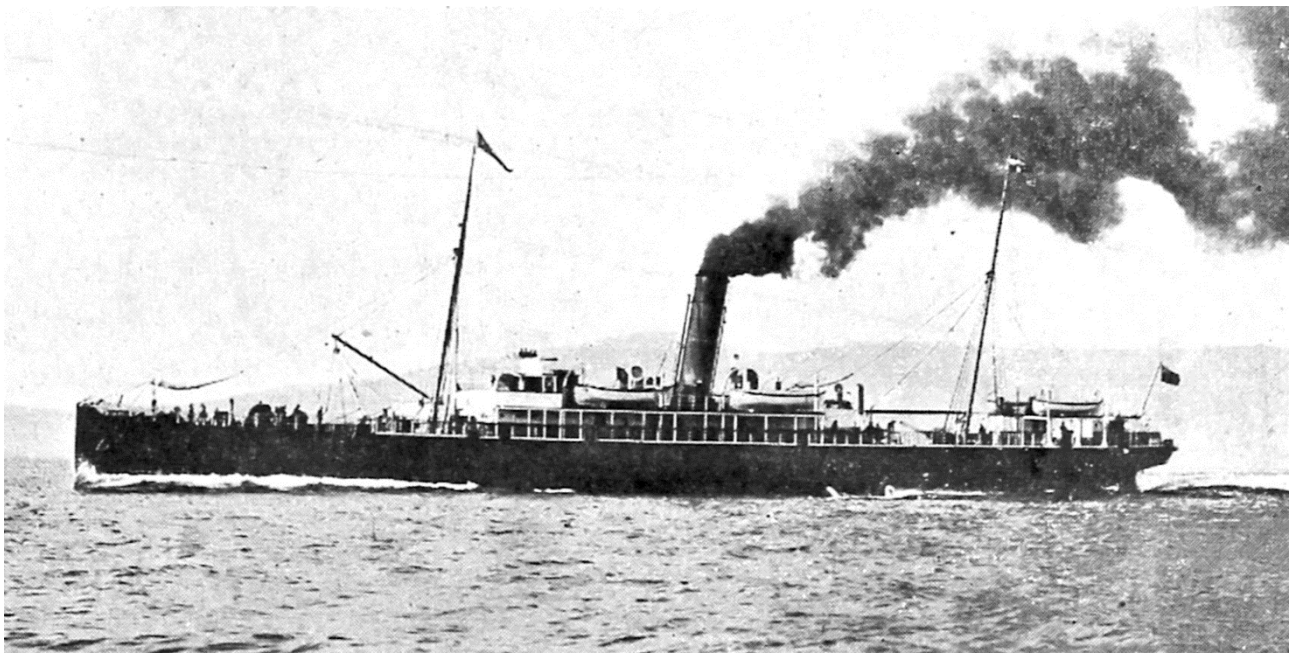
From his book "Prisoners of the Red Desert," Captain Gwatkin-Williams quotes, "We were the only ship in these waters with efficient wireless" i.e. the North Channel between the coasts of Ireland and Scotland. The **Tara** eventually was sent to the Mediterranean where she was attacked by **U-35** in Sollum Bay on the Egyptian coast on 5 November 1915. Beever was not a crew member at this time.

In February 1915 John had been appointed as a wireless operator on the ss **Connemara.** She was a passenger ferry owned and operated by the LNWRC on a regular run from Greenore, Ireland to Holyhead on Anglesey, a steel twin-screw steamer of 1,106 gross tons, built by Denny Brothers of Dunbarton in 1897, (they also had built the **Anglia** and **Hibernia**). The **Connemara** carried passengers and general cargo (often livestock) and this elegant ship had a service speed of 18 knots.

According to John's family, he had some near misses from torpedoes on more than one occasion during the two years he served at sea before his death. He once came under fire when his ship called at Dublin to pick-up Sinn Fein prisoners after the Easter Rising of 1916. He often joked that the first time he needed to send out a SOS would also be the last.

<u>Departure</u>

When John Beever went on duty in the **Connemara'**s wireless room on the evening of the 3rd November 1916, he no doubt thought it would be a routine but rough passage to Holyhead. A severe SW gale was blowing as the **Connemara** departed Greenore, Ireland a little after 8 p.m. and began making her way down Carlingford Lough. Earlier there had been rumours that the weather was too severe and the outward passage would be cancelled. Presumably the master, Captain G.H. Doeg felt he could make the crossing safely. As she left the berth the **Connemara** encountered a strong ebb tide of about 8 knots with mountainous seas and it was a dark night which must have reduced visibility.



*ss **Connemara*** *Picture courtesy Wikimedia*

A factor that contributed to this disaster was the physical characteristics of the entrance to Carlingford Lough. The bar in Carlingford is marked by the lighthouse at Haulbowline and beyond the bar is the "cut, " a narrow channel of about 300 yards wide. It is this lack of sea room that restricts manoeuvrability for passing vessels.

The **Connemara** had been equipped with a “standard” 1½ kW Marconi transmitter and an emergency transmitter in 1911. The receiver in all probability would have been a wind-up magnetic detector or “Maggie, a very common, and reliable, receiver at this time. Given the danger from U-boats, strict radio silence would be maintained and WO Beever would be starting his listening watch. The transmitter would certainly not have been switched on. Both vessels were showing dimmed lights, again for fear of U-boats.

The **Retriever**

This small, 483 ton collier was owned by the Clanrye Shipping Company and had been built by Ailsa Shipbuilding Company in 1899. She was a steel screw, three masted steamer, 168 ft long, 25 broad and 10 deep and carried a crew of nine.

The collier had left Garston, Liverpool, at 4.25 a.m. on the 3rd November bound for Newry with her cargo of coal. Although the weather conditions were severe, and extremely high seas were encountered, the crew were untroubled by the weather. They had encountered far worse conditions on previous trips and nobody was unduly concerned about the storm. However, the cargo had shifted a little during the latter stages of the rough crossing and the ship carried a slight list but not enough to cause anxiety. Being in, or approaching, the confined waters of Carlingford Lough the masters of both ships were on their respective bridges.

As they approached the narrow entrance to the lough the **Retriever**'s master, Patrick O'Neill from Kilkeel, spotted the lights of the **Connemara** leaving the quay at Greenore.

Therefore, there is nothing to suggest that the crews of both ships were not alert and keeping a good lookout. However, as the **Retriever** came in sight of Haulbowline Lighthouse off Cranfield Point, the gale had intensified and the swell was extremely heavy. The sole survivor noted that both vessels were on their correct courses and that the approaching ship seemed as though it was going to pass without any difficulty.

The Collision

About two and a half miles from where she left her berth at Greenore, the **Connemara** passed the Hawbowline lighthouse. The watchkeepers at the lighthouse were closely monitoring the situation as the two ships passed each other in the narrow cut. Observing the ships were far too close for comfort, they fired off rockets as a warning signal but it was to no avail.

In the atrocious weather conditions the **Retriever**'s cargo had shifted slightly and she was fighting wind, tide and cargo inertia, consequently she was somewhat difficult to control. The result of this difficulty and realising a collision was imminent Captain O' Neill had immediately reversed engines. However, the **Retriever** hit the **Connemara** on her port side penetrating her hull almost to the funnel.

After the impact the **Retriever** swung wide, exposing the **Connemara's** open side to the sea. Being terribly ripped below the waterline on the port side from bow to midships, water poured in and the vessel quickly flooded. Attempts to launch lifeboats were thwarted when one of the ship's boilers exploded on contact with the cold water. This explosion killed many of the passengers and crew instantly, and the **Connemara** sank within minutes. All 32 crew and 54 passengers and cattlemen aboard the **Connemara** were lost as she sank almost immediately after being struck. Young John Beever in the wireless room would have had no time to switch on his transmitter before his cabin was engulfed by the sea. Even if he had been able to transmit a distress call very little assistance would have been available.

The experiences of the **Retriever**'s sole survivor, James Boyle, are interesting. Boyle was in the boiler room stoking coal when suddenly he heard a bang and a thud, then screams. The ship shook violently and water was coming in fast and spreading everywhere. As the water got higher and, hearing the ships alarm whistle, he realized the seriousness of the situation and ran to the upper deck. Arriving on the deck he found that the **Retriever**'s bow had pierced a massive hole in the side of the **Connemara.** Captain O'Neill ordered his men to abandon ship and the seamen hurried

to launch the lifeboats. However, before they could be cut loose the collier took a heavy list to starboard, throwing the men into the sea.

Boyle, a non-swimmer, managed to cling to a lifeboat as it drifted away from his stricken ship. He reported that all he could see were waves, a lighthouse and two sinking ships. The lifeboats were empty and everyone around him was dead. He tripped and fell over into a lifeboat which soon broke up in the violent seas. He managed to cling to a piece of wreckage and although exhausted the current eventually took him ashore. He lay on a beach, utterly spent, until a man called William Hanna rescued him and took him to hospital. He recovered quickly as he had only minor injuries but he was the only survivor.

RO Beever's body was recovered and returned to Greenore where it was identified by a relative. At the time of the collision John was listed as a "Wireless Operator" of Woodland Mount, Bradford Road, Huddersfield.

Public reaction to this collision was profound. Some of the passengers were servicemen returning to the front after leave. Several young women passengers were on their way to start work in munitions factories, some young children were also among the casualties. Harrowing scenes were encountered the following morning when local people found 58 drowned bodies and cattle washed up on the shore with flotsam and jetsam. During the next few weeks many bodies continued to be found, often mutilated or burnt due to the **Connemara**'s boilers having exploded. Many of the bodies were buried in mass graves.

Memorials to this disaster were erected in Holyhead and in Ireland.

At an inquest held in Kilkeel into the incident Boyle told how the collier had left Garston, in Liverpool, at 4.25 a.m. that day bound for Newry with its cargo of coal. Although the weather was severe and the seas were like mountains in the grip of the storm, Boyle later recounted that he had sailed in far worse conditions before and no-one was worried about the storm. The ship's cargo had listed slightly during the latter stages of the rough crossing but not enough to cause the crew any anxiety.

A subsequent official Board of Trade inquiry held in Belfast found that the **Retriever** should not have proceeded to enter the narrow channel while the other boat was negotiating it in such dangerous conditions.

The Merchant Navy was designated as a "Recognised Civilian Organisation" (RCO). There were only a few of these during WW1 but far more during WW2. Members of an RCO are entitled to War Grave status and CWGC listing if they died whilst on duty **AND** of a war cause **OR** the increased threat brought on by war.

Under this definition, a merchant seaman who died because of a collision during the war does not qualify but a seaman who died when his ship hit a mine does. This is why Beever's name does not appear on any official war memorial.