LIVERPOOL MARITIME SOCIETY

The Bulletin Volume 67, No. 1, June 2023

Contents

China clay workings near Whitemoor, Cornwall *Courtesy Wikimedia Commons* *See page 6*

*Another departure for ss **Badger**, from www.ssbadger.com* *See page 22*

Liverpool Nautical Research Society

Vice-President
John Stokoe

Acting Chair
Ann Toner

Council:
Ian Duckett (Talks Secretary),
Bill Ogle (Bulletin Editor)
Ted Scaplehorn (Web Master)
Sarah Starkey (Representing M.M.M.),

Honorary Officers:
Secretary: Ted Scaplehorn Treasurer: Tony Melling

Web site: www.liverpoolnauticalresearchsociety.org

For all enquiries our contact details are: contactlnrs@gmail.com

Or via our website at
www.liverpoolnauticalresearchsociety.org

If mail is required our address is:
Hon. Secretary, L.N.R.S.,
The Archives Centre, Merseyside Maritime Museum,
Royal Albert Dock, Liverpool, L3 4A

The Port of Liverpool and the Battle of the Atlantic

by John Tebay

Editor's note: As the 80th Anniversary of the Battle of the Atlantic was commemorated in Liverpool between 26th and 28th May 2023 this article, first published in The Bulletin Volume 36 Number 4 (1993), is repeated in honour.

This year, 1993, will be the fiftieth anniversary of the Battle of the Atlantic, 1939-1943, with May 1943 as the date when the war with the U-boats in the Atlantic had reached a decisive stage. It was from this date that ship losses, sailing either in convoy or independently, dropped dramatically whilst the destruction of U-boats similarly increased.

The importance of this battle cannot be over-emphasised in as far as the determination of the enemy to cut the very life-lines of this country came, at times, very close to success. Whilst every endeavor to protect Allied shipping was made by naval forces it has to be remembered that, at first, between September 1939 and April 1941 close anti-submarine escort across the Atlantic could only be provided to Longitude 15^0W - 19^0W and then picked up again between 53½ ^{0}W - 56^0W. Figures of merchant ships lost give some indication of the severity of the campaign, showing a monthly peak of 63 vessels in October and 97 in November 1940, the latter figure being a combination of sinkings by bomber and U-boats nearly all within 250 miles of NW Ireland

These sinkings accelerated so that in the month of May 1942, 120 British, Allied and Neutral ships were lost from enemy action in the North Atlantic alone. (It is interesting to note here that the number of ships flying the 'Red Duster' currently is less than 600, and falling.) The average monthly figure for that year was 83 vessels. In March 1943 the figure was 82 ships but by May of the same year the numbers had dropped to 34 and afterwards fell away considerably. None of these figures include naval vessels lost in convoy, escort and search- and-kill operations.

At the height of the campaign and because of air attacks on shipping the Ministry of Defence required Coastal Command to concentrate its main strength to "protect the ports on which we specially rely" (Mersey, Clyde and Bristol Channel) and between February and March 1941 Churchill gave absolute priority to Fighter Command to defend the North Western Approaches.

What of Liverpool during these years? The Royal Navy recognised both the strategic position of Liverpool and its port facilities to provide round-the-clock berthing for naval vessels for stores and repairs. The HQ of Western Approaches Command and the Liverpool Sub-command were soon to be established in the basement of Derby House. This was no small fleet to be controlled, eventually comprising, between Liverpool, Greenock and Londonderry, 25 groups of escort vessels totalling 70 destroyers, 18 sloops, 67 corvettes and 10 ex-US coastguard cutters. This force was to employ some 100,000 personnel. Apart from these vessels

Liverpool also was to provide facilities for capital ships such as **Rodney, Barham, Illustrious, Hood, Furious, Ark Royal, Ramillies, Indomitable, Eagle, Devonshire, King George V,** and **Duke of York.** The port grew to be one of the largest naval bases known in the Empire and the Flotilla Club on West Gladstone Dock known the World over for its cheer and hospitality.

On the civilian side the potential for Liverpool to become the vital UK port in a war had been recognised before the outbreak of hostilities and certain committees and powers were already in place. Nevertheless the transfer of trade from the East and South coast ports was to prove a considerable challenge. The expansion of port facilities to deal not only with the naval vessels but merchantmen in convoys of up to 50 ships at a time, each to be docked, unloaded and quays cleared in time for the next arrivals was to be achieved not only by organisation but by the determination and dedication of all the port workers. At no time was this more evident than during the 68 bombing raids on Merseyside between July 1940 and January 1942- particularly between September '40 and May' 41. In 62 of these raids bombs were dropped on the docks and it is little wonder that in the desperate fight to keep open this life-line of food and war supplies, via the West Coast ports, Churchill was to refer to it as " *.... the most dangerous part of our whole front*". During this time, seen now as being the most bitter part of the Battle of the Atlantic, 3,966 people on Merseyside were killed and 3,812 seriously injured. Ten thousand homes were completely destroyed with 184,000 damaged and the area became the most severely attacked in the UK outside London. Despite all this the population continued to get to work with those on the Dock Estate averaging approximately 50,000 daily. Ships continued to be docked, turned round and undocked rapidly and often in the most difficult and hazardous circumstances. Within the total war period the port handled 1,285 inward convoys bringing in essential food and war supplies totalling 75,150,000 tons. Some 18,655,000 tons were sent out to battle fronts all over the World, 73,782 aeroplanes and gliders were landed in the port from ships and over 4,700,000 troops passed through, of which I,200,000 were American.

*Huskisson Dock after the explosion of ss **Malakand** May 1941*
Picture courtesy the University of Liverpool

Apart from the considerable damage done to the Dock Estate the Mersey Docks & Harbour Board salvage craft gave assistance to 202 vessels, some sunk in dock by bombs or by aircraft or mines at the Bar, in the approach channels or in the River. This does not include vessels within the port environments to which no help was possible. Pilot cutters rescued between 200 and 300 persons and a number of deeds of

personal heroism are recorded. The following list of ship sunk or seriously damaged within the port does not record the outstanding services rendered by ships' crews, salvage workers and NFS firemen, pilots and tugmen; often in circumstances of considerable difficulty and great danger to themselves.

Late 1939: Three vessels, not directly due to war-time exigencies but after shoreside blackout and all navigation lights had been drastically reduced in intensity. **Pegu** ran ashore outside Crosby Channel - lost. **Ionic Star**, part of an inward convoy, overran Bar in poor visibility, grounded on Mad Wharf lost. No. I Pilot Boat, **Charles Livingstone** ran ashore off Ainsdale - salvaged; but 8 pilots, 8 apprentice pilots and 7 crew lost.

Early 1940: Five vessels sunk at Bar by mines before salvage vessels could reach them. Feb. Four vessels of an inward convoy ran ashore near Bar in fog - all refloated by tugs.

Name	Date	Built	grt	Col. added 2023
1940				
Gracia	16-Jan	1921	5,642	(Donaldson Line) Mined at bar. Salvaged; later sunk in Irish Sea
A convoy	12-Feb			A small convoy of four ships ran aground on Taylor's Spit, all were refloated without serious damage
Europa	03-May	1927	183	(E. Sloots, Goningen) Bombed and sunk Brocklebank Dock. Refloated and moved to drydock. Bombed again See March 1941. Scrapped.
Counsellor	08-May	1926	5,068	(T&J Harrison) Mined at Bar. Sank.
The Lady Mostyn	23-Jul	1938	305	(Darwin & Mostyn Iron Co) Mined, Askew Spit. Sank
Ousebridge	29-Jul	1929	5,601	(N of England SS Co) Mined Crosby Channel, broke in two, sank immediately. Crew rescued by pilot boat.
Dosinia	26-Oct	1938	8,053	(Shell) Outward. Mined inside Bar. Broke in two. Pilot boat laid alongside; crew of 57 rescued including injured.
Katanga	26-Oct	1917	5,183	(Cie Maritime Belge) Outward mined. Beached by pilot. salvaged. Loaded with military stores.
Gorsethorn	08-Dec	1917	429	(Ribble Shipping Co) Underwater explosion (mine?) at Bar. Sank
Catrine	21-Dec	1940	5,218	(Moral Ltd) Mined at Bar. Salvaged and docked.
Innisfallen	21-Dec	1930	3,071	(British & Irish Stm Pkt., ferry) Mined near New Brighton. Sank
Silvio	21-Dec	1913	1,293	(Ellerman Wilson) Bombed Alexandra Dock. Sunk. Scrapped 1947.
Bifrost	22-Dec	1923	1,781	(Wood, Skinner & Co) Bombed(?) Sank in Alfred Dock. Dock run down, vessel patched and salvaged.
Elax	22-Dec	1927	7,403	(Tanker, Shell) Mined off North Wall. Beached by pilot on Waterloo foreshore. Attacked by bombers, no hits. salvaged.
Poolgarth	22-Dec	1922	179	(Tug, Rea Towing Ltd) In River off Canning Dock.
Buenos Aires	31-Dec	1920	5,646	(A.A. Johnson, mgr) Mined at Bar, Abandonded. Large pumps put aboard by **Vigilant** and towed into River. Salvaged.
1941				
Two minesweepers lost early in the year.				
Karri	15-Jan	1938	345	(Fishers & Sons, mgrs) Mined at Bar. Salvaged
Mancunium	15-Jan	1933	1,286	(Manchester Corporation, Sludge vessel) Mined at Bar. Sank.
Westmoreland	29-Jan	1917	8,976	(Federal S.N. Ltd) Mined at Bar. Pumps put on board, vessel docked with name on stern just above water
Empire Simba	01-Mar	1919	5,691	(Bank Line) Attacked and damaged in Irish Sea. Towed in with after deck awash. Salvaged
Ruth II	04-Mar	1920	321	(F.T. Everard) Damaged at Bar. Salvaged.

Mammoth	12-Mar	1920	1,542	(M.D & H.B. crane) Bombed and sunk. Later salvaged. Also damaged at same time the cranes **Titan, Hercules** and **Sampson.**
Tacoma City	13-Mar	1929	4,738	(Reardon Smith) Mined at anchor in River. Sank.
Ullapool	13-Mar	1927	4,891	(Ropners) Mined at anchor in River. **Vigilant** and Pilot Boat rescued crew.
Myrmidon	14-Mar	1930	6,268	(Blue Funnel) Sunk by underwater explosion in West West Float. Bombed in later raid whilst refloating. Salvaged.
Nestos	02-Apr	1919	5,764	Went ashore in poor visibility on East Hoyle Bank - well to south'ard of Bar.
Virgo	? Apr	1898	119	Sunk by mine. Possibly wreck "F" about 10 milea West of Bar.
Bra Kar	03-May	1928	3,778	Sank in Canada Dock. Raised and off-loaded but then scrapped.
Cantal	03-May	1916	3,178	(MOWT) Set on fire. Saved by Fire Service. Further work by MD&HB salvage team.
Corbet	03-May	1909	468	(Alexander King) Set off unexploded bomb when passing Herculaneum Dock. Destroyed.
Domino	03-May	1925	1,453	(Ellerman Wilson) Bombed and gutted in No. l, Alexandra Dock Salvage attempted but eventually scrapped.
Elstree Grange	03-May	1916	6,598	(Houlder) Bombed and set on fire. Scrapped.
Europa	03-May	1931	10,224	(Danish owned) Bombed in dry dock. Scrapped
HMS **Adventure**	03-May	1926	6,740	(Minelaying cruiser) survived bombs in Canada Dock .
Sirius	03-May			(Lightship) Sunk in Herculaneum Dock. Scrapped.
Skirmisher	03-May	1884	582	(Cunard tender) Damaged by fire. Salvaged.
Hornby	03-May	1936	201	(Tug, Alex. Towage) Sunk, then salved in East Hornby Dock
Malakand	3 / 4 May	1919	7,649	(Brocklebank) Loaded with high explosive in Huskisson Dock. Set on fire during air raid, initially by stray barrage balloon and again by dockside fires. Blew up in early hours after long fire-fight. Most sensational incident on Merseyside. Destroyed whole of No 3 Branch and sank two other vessels. Parts of ship's plating found 2½ miles away. Fire continued for 72 hours. Only four people killed. Branch subsequently filled in.
Roxburgh Castle	04-May	1937	7,801	(Union Castle) Sunk by bomb in Alexandra Dock. Complicated salvage operation but vessel eventually dry-docked in Birkenhead. When on blocks the sides split, then unexploded bomb found between stern and dry-dock gates.Salvaged.
Silversandal	04-May	1930	6,770	(Silver Line) Arrived in port after being aet on fire during air attack. NFS extinguished fire. Ship berthed in Birkenhead.
Mimosa	05-May	1905	8,071	(French) Damaged in Kings Dock, with Clan MacInnes. Salvaged
Adda	06-May	1922	7,816	(Elder Dempster) Severely damaged by fire. Salvaged.
Asiatic	06-May	1928	3,741	(W.H. Cockerline) Set on fire Harrington Dock. Saved by Fire Service. Further work by MD&HB salvage team.
Clan MacInnes	06-May	1920	4,672	(Clan Line) Bombed. Sank in Kings Dock. Salvaged.
Moscha D Kydoniefs	06-May	1915	3,874	(Greek owned) Set on fire in Dock. Fire extinguished and eventually towed for re-fit elsewhere.
Nadin	06-May	1904	3,582	(Greek owned) Set on fire in no 3, Alexandra Dock. Fire extinguished and eventually towed for re-fit elsewhere.
Salland	06-May	1920	6,447	(Dutch owned) Set on fire. Saved by Fire Service. Further work by MD&HB salvage team.
Baron Inchcape	07-May	1917	7,005	(Hogarth's) Bombed. Sank by the bows. Salvaged.
HMS **Hurricane**	07-May	1939	1,883	(Destroyer) Badly damaged in air raid on Gladstone Dock and moved to West Float dry-dock in sinking condition. Returned to service June.
HMS **Maplin**	07-May	1932	5,739	Ocean Boarding vessel. Survived bombs in Canada Dock
HMS **Viscount**	07-May	1918	1,120	(Destroyer) Badly damaged in air raid on Gladstone Dock and moved to West Float dry-dock in sinking condition. Returned to service June.
Lobos	07-May	1921	6,479	(PSNC) bomb in no. 5 hold. Survived.
Waiwera	07-May	1934	12,435	(Shaw, Savill 10,000grt) Unexploded bomb penetrated three decks in No 6 hold whilst in Canada Dock. Bomb defused
Kylemount	07-May	1906	704	(Walton SS Co) In sinking condition after raid on Gladstone Dock. Salvaged.

Marton	08-May	1933	4,969	(Kaye & Co.) Destroyed by bombing in Langton dry dock
Stromboli	08-May	1902	1,376	(Fred. Olsen & Co.) Bombed. Sank in Huskisson Dock. Scrapped.
Trentino	08-May	1919	3,079	(Ellerman's Wilson) Sunk in the Langton system. Salvaged.
Talthybius	07-Aug	1912	10,254	(Blue Funnel) Survived raids with unexploded bomb in hold and further one in dock shed.
Three destroyers				(Unnamed) Damaged in air-raid on Birkenhead.

The following vessels were all damaged on 7 May 1941 in one way or another but survived after fire services and assistance rendered:

Leopold II (1906, 2902grt, Belgian owned), **Argos Hill** (1922, 7178, Counties Ship Mgt) , **Empire Bronze** (1940, 8142, Bank Line) and **Keswick** (1885, 161, barge, Liverpool Grain Storage)

1941 Summary:	Casualties dealt with	153
	Vessels salvaged	125
	Awaiting attention	16
	In one period 60 ships were damged in the port and very considerable damage to the dock estate	

1942 Summary: The following vessels arrived in the port with damage and requiring assistance:

Mosfruit		1938	2,714	Norwegian owned, fire;
Jamaica		1933	6,968	United Fruit Co, USA, fire;
Clarissa Radcliffe		1915	5,754	T. Radcliffe & Co. sinking condition;
John Wise		1942	7,181	War Shipping Administrtion. Hold flooded;
Clan Ross		1914	5,897	Houston Line London, making water;
William H Daniels		1923	1,772	Great Lakes steamer, requisitioned for war service 1940 and left Lakes. Sank, salvaged and repaired. Returned to Lakes in 1950
Amelia Lauro		1919	5,329	Ministry of Shipping, fire
Aegeus		1920	4,538	Pateras Bros, Piræus. Making water
HMT True Reward	)	1913	93	Fisher drifter, requisitioned as mobile wiping unit, accident
HMT Birdlip	)	1941	750	Hill Class Admiralty trawler, accident with above
Tai Shan	)	1929	6,962	Wm Wilhemsen, accident with above
Diloma	}	1939	8,145	Shell tanker, accident
Empire Mist	}	1941	7,241	MOWT, Haldin & Phillips, Mgrs, accident with above
Silverteak		1930	6,770	Silver Line, fire in engine room
Empire Rowan		1922	9,545	MOWT, Royal Mail Lines, grounding
Bonaire		1926	3,164	Tanker, Curacao Government, making water
Lucita		1926	2,604	Tanker, NV Scheepvaart Maats, hull fracture.

Editor's note: Port in a Storm concentrates on the major air raids on Liverpool in May 1941. Known as the May Blitz, the raids continued for seven successive nights in the most concentrated series of air attacks on any British city area outside London during the war. It lists 127 vessels sunk or damaged in the port during that seven day period, and omits some smaller vessels and those suffering trivial damage.

References:	*The War at Sea*	Captain W.S. Roskill
	Port at War	MD & HB Publication
	Draft notes by W. Morrison	(Liverpool Pilot). From Morrison Papers, MRCM Merseyside Maritime Museum
	Port in a Storm	John Hughes, 1993, National Museums & Gallaries on Merseyside

China Clay to the Mersey

A summary of the talk presented by member Dick Clague on16 February 2023

The earliest earthenware pottery finds in Britain go back to about 4000 BC. By the 14th century the Chinese were able to make porcelain, as their native clay was kaolin and they had developed high temperature kilns (1350^0C). Some of this was brought to Europe by Marco Polo but the European potteries had neither the raw materials nor the skills to compete. The first European porcelain factory (in Meissen) was not established until 1699 and the first English one in Plymouth in 1768 – following the discovery of china clay (or kaolin, highly decomposed granite rotted by the action of water) in Cornwall in 1745.

This was transformational because it enabled British Potters to produce Chinese type porcelain in quantity, something no other European country could do. The main area of British pottery production was Stoke on Trent, an area well supplied with the wrong sort of clay but plenty of coal to fire the kilns – and it had skilled workers too.

The Potteries were a long way from Cornwall and this was still the era of stage coaches and horses and carts. Before the arrival of the railway the main means of bulk transportation was the sailing ship – which was fine for moving cargo round the coast.

In Cornwall the clay is obtained by open cast quarrying and then the hard granite is converted into a greyish or white powder. In the early days it was shipped as a powder in bulk or in casks and handling methods were somewhat basic. As many of the ships carried coal, stone or aggregates on return voyages keeping the cargo clean (and also dry) was an issue.

By the mid-19th century 65,000 tonnes a year of china clay were being mined in the St Austell area – the largest deposits in the world, which to date produced 165m tonnes with an estimated 60m tonnes still in the ground. For every tonne of china clay extracted there was about 5 tonnes of waste. By 1910 annual production was 1m tonnes, 75% of which was being exported by sea. Further uses had developed as a whitening agent in paper, paint and rubber goods. Production peaked at about 3m tonnes in 1988 but had halved by 2008. Now most of the workings have been abandoned with most production having been switched to Brazil by Imerys – the French Company who took over English China Clay in 1999.

Potteries were established in other places too, but were often reliant on poaching skilled workers from the Stoke area. One such was the Herculaneum Pottery in Liverpool which operated between 1793 and 1841. Most of its production was exported to North America, through its own small tidal basin. When the south docks were expanded in 1866 the last remnants of the pottery were lost but the new dock was named after the old pottery.

Even after rail connections between Cornwall and the Midlands were established in the 1850s, china clay shipments from Cornwall to the Potteries

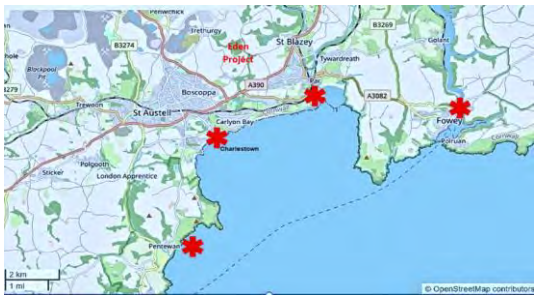
continued by sea – but neither the clay pits nor the potteries were on the coast. In 1776 the economist Adam Smith had recognised that if you could not locate on the coast then your next best bet was to locate on a navigable river. He could have gone on to say that if you hadn't got a river then build a canal.

Josiah Wedgwood was one of the leading figures in the industrialisation of the manufacture of pottery and by the 1760s was exporting his production world-wide and became a backer of the Trent & Mersey Canal which ran from Stoke on Trent, not to the Mersey but to join the Bridgewater Canal at Preston Brook and thence on to Runcorn. From 1835 the completion of the Shropshire Union also provided a direct route from Ellesmere Port (which had opened as far as Nantwich in 1795) to the Trent & Mersey canal at Middlewich.

Later the Trent and Mersey was linked to the Weaver with the construction of the Anderton boat lift in 1875. One thing to note here is that everything moving between coasting vessels and the canal system had to be trans-shipped, and often more than once because of the mix of canal widths.

The Weaver had also been canalised in 1732 and improved by 1765, so there were several transhipment options for china clay from sea-going to canal craft. The movement of finished pottery for export suffered less damage when taken by water – and at one stage finished stock was held at Anderton ready for quick despatch to Liverpool for export around the world. At the Potteries end of the operation Wedgwood had encouraged the building of the canals where he built his potteries.

In Cornwall most of the china clay deposits are north of St Austell – so moving product from mine to ship was a challenge. Although steam railways were still two hundred years away there were horse drawn mineral railways being built in various places from 1603 onwards and this was very much the pattern in Cornwall – but there was also a lack of suitably located ports for handling this “Cornish gold”.

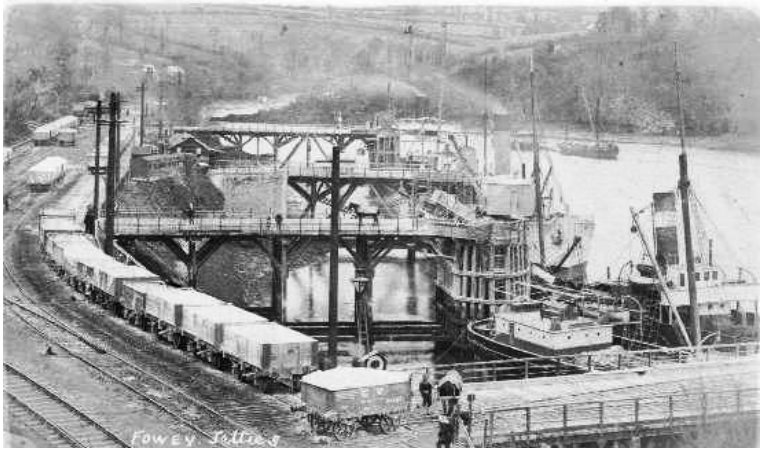


The main china clay ports were Fowey, Charleston and Par, of which only Fowey now handles regular commercial traffic. Pentewan closed in 1940 and is now completely silted up. The final china clay shipment from there was in 1929 by the schooner **Duchess** to Runcorn.

Fowey is historically an ancient river port, being part of Lostwithiel until 1869 when ownership was transferred to Fowey Harbour Commissioners, several hundred

years after the upper reaches had silted up. Originally tin and iron were the major cargoes handled, brought to the berths by horse drawn carts.

Serious development of the port to accommodate the china clay traffic only started in the 1860s with the railway to Fowey opening in 1887. By 1911 there was a shortage of berths and the largest yet was planned – to be built by GWR but with war intervening this didn't open until 1923 as Jetty No 8 – and then only after intervention in Parliament. Today the old small china clay berths used by the sailing ships have been demolished and exports all go through one terminal which is well up river from the tourist area. This is still railway owned having been built by GWR but on long lease to Imerys. In 2022 about 240,000 tonnes of China clay were shipped from Fowey, but another 60,000 tonnes went by rail to the Potteries.



Loading china clay at Fowey jetties c 1910. From Wikimedia.

Tall ships in Charleston May 2010. The last remaining chute for loading china clay is on left, foreground. Picture Wikimedia

Charleston today is a well preserved picturesque tourist hotspot. Once a small fishing village with a population of 9 it was developed as a harbour between 1791 and 1801 designed by John Smeaton who built the third Eddystone lighthouse (now rebuilt as Smeaton's Tower in Plymouth). By 1911 the population was over 3,000. There is an outer tidal basin and an inner floating dock – so sailing vessels had to be towed in and out of the harbour – for which the charge in 1890s was about £2 [£250 today!]

The proposal to build a railway line was never developed so access was only by road – usually horse drawn waggons – the last of which was used in 1949.

Finding ships of a size to fit Charlestown became an increasing problem and the last china clay shipment was on 13 Dec 1999 on mv **Ellen** and the port was shut to commercial traffic in 2000.

Par was developed in the 1830s and by the late 1800s was the largest of the china clay handling ports. Its development was helped by being rail-connected, but being a tidal port was mainly used for the coastal trade (with larger deep sea vessels using Fowey). The last sailing ship to load at Par was the **Kathleen & May** in 1955.

In the early 1970s Par handled over a million tonnes of clay a year, having been extended in the early 1960s to be able to handle 12 medium sized coasters at once. By the mid-1990s sales of china clay were declining and the business was switched to Fowey where larger vessels could be handled. The last vessel loaded with china clay left the port about 2007 and now the port is rarely used by commercial traffic.

The port of Par is owned by Imerys (through their acquisition of English China Clay) but when Trinity House transferred pilotage responsibilities to local harbours under the 1987 pilotage act the china clay producer didn't want to take that one on, so Fowey Harbour Commissioners are now pilotage authority for Par and Charlestown.

Despite the industrial revolution of which one of the obvious manifestations was the rapid growth of the railway system through the 19th century, the long-haul from Cornwall to the potteries stayed with sailing ships via the Mersey ports well into the 20th century – 100 years after commercial steamships had first appeared. This seems remarkable when the Shropshire Union Canal was leased to the London and North Western Railway and the loading facilities at Fowey had been built by the GWR. The railways were involved in the movement of china clay by sea at a time when it appears perfectly possible for them to have done the whole job by rail.

However in 1920 almost 1.8m tons of clay were carried by rail. In December 1922 the railways were being accused by the recently formed British Sailing Ship Owners Association (BSSOA), meeting in Liverpool, of "deliberately diverting from sea to rail the transport of china clay which can be carried by water, and has been for over 100 years before the war".

Apparently the GWR were the main culprits and had not only dropped their rates to obtain the business, but had also increased the harbour dues for sailing ships to try and finance the concessionary freight rates. This led to 100s of sailing ships being laid up, with crews laid off and women and children with only the "bare necessities of life". The BSSOA chairman commented "If ships no longer carried the china clay, the Potteries would be in the hands of the railway Company, who would be able to charge whatever rates they liked."

The coastal trade rebounded between the wars but the number of sailing vessels declined. The Second World War also took its toll and there was a shortage of suitable shipping which led to a motley collection of vessels being used thereafter.

There was a question in the Commons in March 1948:

"In view of the long term needs of the pottery industry is it considered advisable to encourage the export of china clay?" To which the minister replied *"anything which encourages exports is a desirable thing".* The MP who asked the question seems not to have been impressed: *"It seems like it*" - but he was the MP for Stoke on Trent.

There for now the story ends.

Bow, McLachlan & Co.

By Society member Bill Ogle

This article will serve as a reminder of one of the Clyde's long-lost shipbuilders who created an unusual niche market for themselves.

In 1872 William Bow and John McLachlan established the firm of Bow McLachlan and Co at Abbotsinch, Renfrewshire, Scotland. Initially manufacturers of steering gear and light marine engines, the business turned to shipbuilding, following the acquisition of the Thistle Works at Paisley, (just two miles away) in 1900.

Many readers will recall the steam tugs **Goliath** and **Samson** which were based in Colombo and built in 1902 by Bow, McLachlan & Co. Ltd. Ordered through The Crown Agents for the Colonies they were unregistered in 1972 by the Government of Sri Lanka, Colombo and deleted from Lloyd's Register in 1987

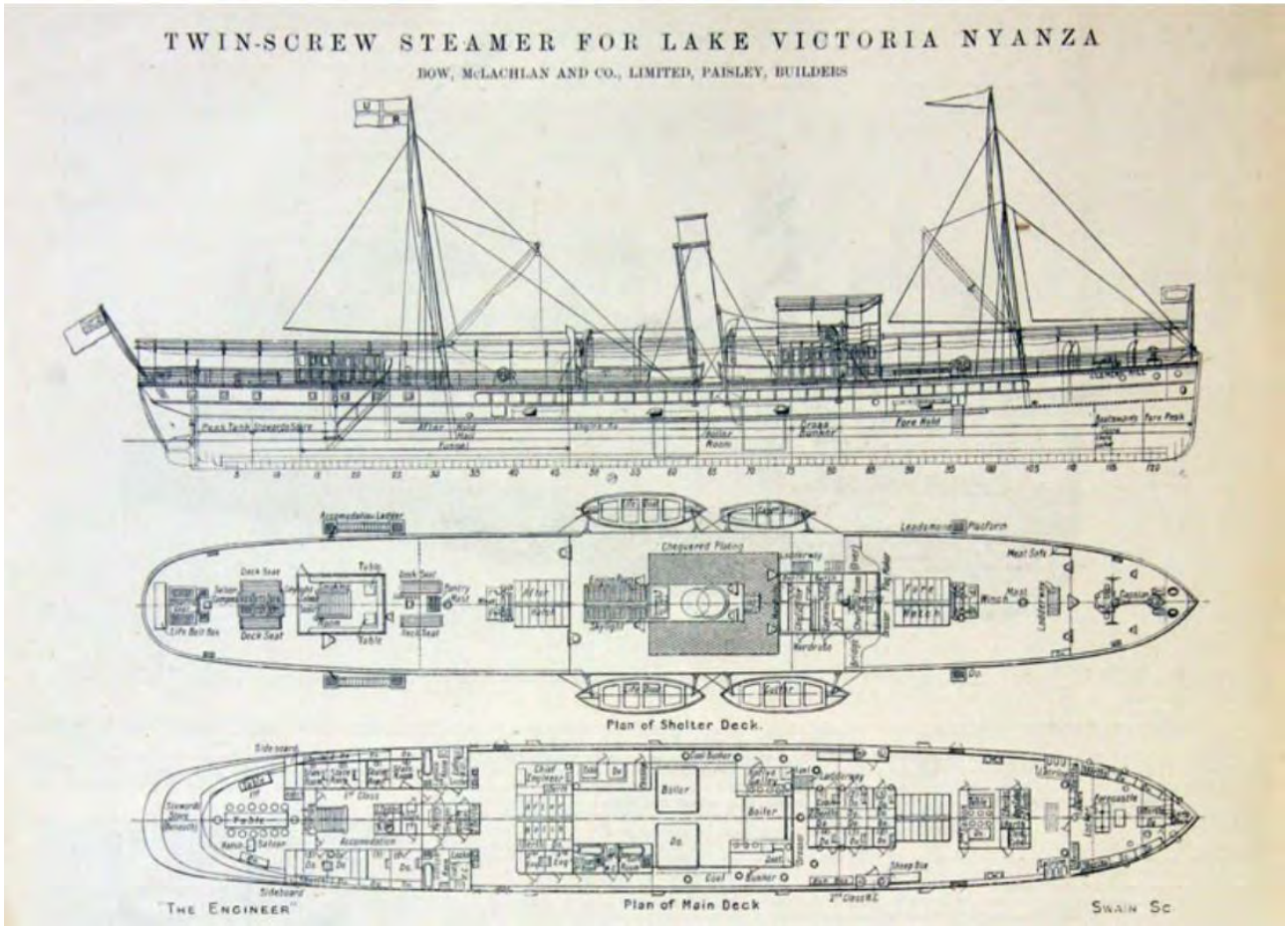
With dimensions of loa 120ft., beam 26ft., draft forward 5ft. and aft 11ft. the tonnage was 310grt. Coal fired and unusually they were twin screw powered by two

***Goliath** at work in Colombo harbour Picture from Clyde Built Ships.*
Can anyone name the two Brocklebank steamers in the background?

double expansion steam engines with cylinder diameters of 20" and 42" with a stroke of 24"; their combined power was 1200ihp

Being some distance from the Clyde their specialisation became the manufacture of vessels supplied in kit form. Assembled in the yard by being bolted together rather than riveted, each sub assembly carried its unique reference number so that when transported to foreign locations (often many miles from the sea) they could be reassembled using conventional riveting. Typical examples which were built and transported to Lake Victoria for Uganda Railways were the passenger/cargo sister ships **Sybil** and **Winifred** in 1901 (Length 189ft., beam 29ft and 812grt and powered by two triple expansion engines) followed in 1907 by the larger **Clement Hill** (1905 and 225ft long by 32ft beam and 1,134grt she was powered by a triple expansion

engine of 635nhp) and the cargo ship **Nyanza** in 1907 (she was of 812grt and powered



This drawing is from Grace's Guide ( ) and published under Creative Commons Licence

by twin triple expansion engines of 450nhp).

In 1903 the company shipped the 100ft long shallow draft steamer **Myee** to Australia for assembly at Sydney, remaining in service until 1933, and in 1904 the 206grt steam yacht **Hildegarde** for Lord Pender; and the following year built the 470grt cable layer ships for his companies; **Cormorant** for the Western Telegraph Co. and **Sentinel** for the Eastern Telegraph Co.

In 1912 they built the two 'mini-liners' (length 245ft and beam 44ft and 2320grt they were powered by a single engine of 366nhp) the **Princess Mary** and **Princess Sophia** (details of the latter's ill-fated final voyage were published in the Bulletin of June 2021) for the Canadian Pacific Railway coastal service in British Colombia. In 1913 two more 'knock down' passenger cargo ships the sisterships **Usoga** and **Rusinga** (with a length of 220ft and 35ft beam and 800grt they were powered by a single 400nhp triple expansion engine) were built for Uganda Railways

The company was totally committed to naval construction during World War One building the Azalea class sloop HMS **Camelia**, the Acacia class HMS **Marigold** and HMS **Mimosa** and the Arabis class HMS **Myosotis**. The also built several Castle class naval trawlers and the Hunt class minesweepers HMS **Cotswold, Cottesmore, Blackburn, Bootle, Caerleon, Camberley, Carstairs** and **Caterham**. In 1919 they built several Moor class mooring vessels for the Admiralty.

The company suffered a devasting blow in 1920 when a senior director (possibly a son of the founder) was fatally injured at South Shields when a lifting chain broke bring a triple expansion engine down on top of him. Coupled with a reduced level of economic activity this accident probably led to the company's voluntary liquidation in that same year, but it was immediately reconstituted as a new company with the same name. During the 1920s the company supplied export orders from countries including Australia, Greece, India and Portugal. In the early 1930s the company supplied export orders including a series of six tugs for the Chilean Navy

In 1932 National Shipbuilders Securities took over and closed down Bow, McLachlan although in the Second World War the yard was reopened briefly to build landing craft.

The Bow, McLachlan 'Thistle' yard in Paisley From Paisley Oor Wee Town
Ships were launched into the White Cart Water, a tributary of the Clyde.

The Royal Visit to Liverpool, 11 July 1913

By Tony Whittaker

King George V became King in May 1910 with his coronation just over a year later. There then followed a tour of Ireland, then still part of UK, and a trip to India for the Durbar ceremony to recognise the new King Emperor. King George was well-travelled and had a strong social conscience and sense of duty, very different to his father whose social relationships were … complicated, and whose travels seemed to be mainly pleasure-seeking in Paris.

After the return from India, there must surely have been at least a year of planning for an 8-day royal tour of 37 towns in the industrial north-west heart of Lancashire in July 1913, one of the power-houses of British prosperity. There were also many other tours and shorter visits around UK. The King also had an interest in engineering, and it was his personal wish to visit two big north-west railway engineering works in 1913 – Crewe and Horwich.

The Lancashire tour plan was for the King, Queen Mary, with Albert Prince of Wales (age 19, the future short-term King Edward VIII on what may have been his first outing on adult royal-tour duty) plus various royal staff, to stay at Knowsley Hall with the Earl and Countess of Derby. As the senior-ranking local aristocrat, Liverpool linchpin and fixer with grand mansion to match, his Knowsley Hall would be the natural base for the royal party during the whole Lancashire tour.

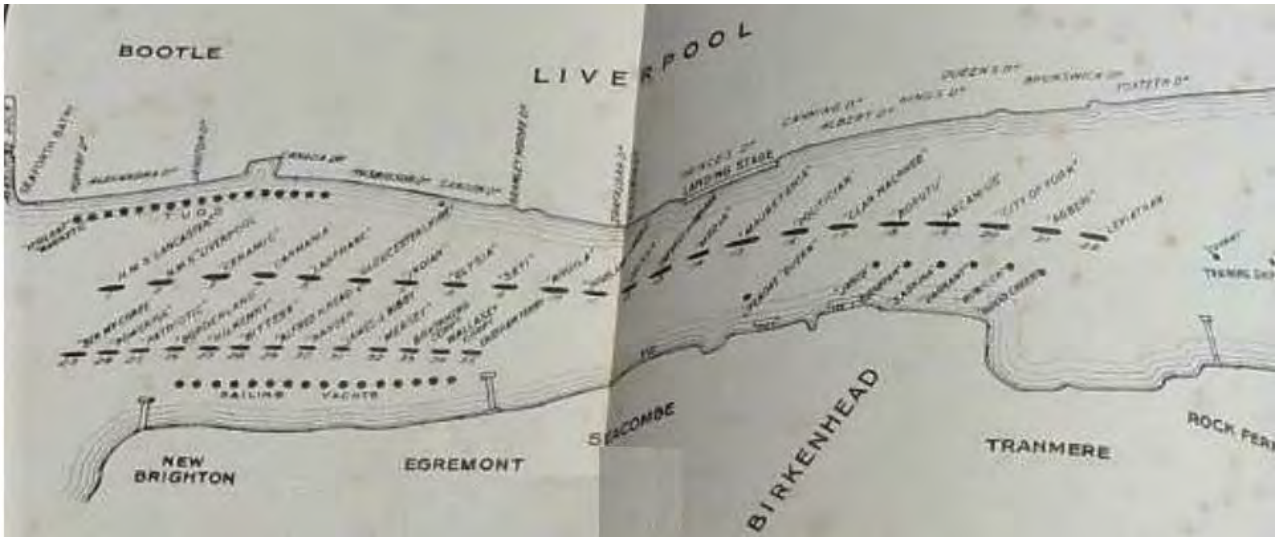
It was a dizzying schedule, a highlight being the day spent in Liverpool upon which this article is based [the full article will be available on the LNRS website].

Liverpool's turn to entertain the royal party came on Friday 11 July, and of course the city had the most awesome arena for it – including the entire river, which was used to spectacular effect. (There had also been earlier events during the week to mark the visit). Other Lancashire towns and cities could only really offer civic receptions, factory tours, and displays of music, singing or marching. Of course, they would all put out the equivalent of their best china. (Manchester, on the following Tuesday and final day of their tour, would offer nothing but an hour and a half of carriage riding through the city, town hall receptions in Manchester and Salford, and reviews of troops. No singing or performing children. No boat rides. No opening of prestigious projects.) Liverpool's 'china' was fabulous – not just the river and waterfront, but the exquisite 18th century town hall and the awe-inspiring St George's Hall, still arguably the best neo-classical secular public space in the world. On this visit, King George and Queen Mary would be walking in the footsteps of the King's royal grandparents, for Queen Victoria and Albert had been entertained in both Halls on a visit in 1851 and were also taken for a river trip, albeit it much shorter and in appalling weather. Queen Victoria returned as a widow for a three-day visit in May 1886. She also waved to the crowds from a dais outside St George's Hall. She also had a boat ride to review shipping, on board the first **Claughton**, a paddle-steamer ferry, and she opened and visited a previous Liverpool Exhibition.

So what did the day's events look like? Few of those who met or watched the royal party could guess at the terrible times coming in little more than a year, in which all would be involved directly or indirectly. The world would change for ever. Some of the vessels and their crews on display would be lost to enemy action, and another would be sunk earlier in a tragic peacetime accident comparable in scale to **Titanic**. Of the 28 merchant vessels on display, 18 would be lost during WW1 or WW2 by enemy action or (for two) accidental sinking. The soldiers, dressed so ceremonially in 1913, would soon be wearing muddy khaki. For some, only their names would return, to be commemorated on local war memorials and in the Town Hall's 'Hall of Remembrance' Many more who returned safely would then be carried away by the pandemic of 1918-19, which killed three times as many as Covid per head of population, mainly young people, including a member of my family after returning from the Front.

This day (and linked events in the preceding and following days) were arguably the most spectacular of their type ever held on the Mersey; perhaps only the visit of the Navy's Channel Fleet in 1907, and the Three Queens visit in 2015 are comparable. For there were 37 larger vessels anchored in line (see below) along five miles of the river along with over 100 smaller vessels, all dressed in flags, awaiting review by the King as he sailed past them. The ships to be reviewed represented all aspects of Mersey shipping, from the biggest liner and freighters, down to ferries, tugs and dredger. Other vessels that happened to be in dock along the river would also get a grandstand view.

At 11am, the royal party left Knowsley Hall by car and first visited the Liverpool Exhibition located near Botanic Gardens where they were met by the Lord and Lady



Mayor for an official welcome to the city. They then transferred to open-top horse carriages belonging to Lord Derby, accompanied by a mounted escort provided by the 1st Life Guards, for the journey to St George's Hall. The Lord and Lady Mayor made the journey in their own civic coach. The route (and many other city streets) was decorated with flags, and lined with waiting crowds to cheer the royal party.

	Name of vessel	GRT		Name of vessel	GRT
HMS	Lancaster	9,800	ss	Poland	1,740
HMS	Liverpool	4,800	ss	Kilkenny	1,419
ss	Ceramic	18,000	ss	Bittern	1,797
ss	Andania	13,000	ss	Alfred H Read	409
ss	Lanfranc	6,287	ss	Ranger	63
ss	Gloucestershire	8,124	ss	Muncaster Castle	4,757
ss	Antillian	5,608	ss	Leviathan (Dredger)	8,590
ss	Elysia	6,374	Brigantine	James J Bibby	1,446
ss	Stie	3,090	ss	Mersey	450
ss	Aguila	2,114	ss	Wallasey Corporation	475
ss	Highland Harris	6,023	ss	Eastham Ferry Co	195
ss	Orissa	5,360			
ss	Empress of Ireland	14,191		Yachts	
ss	Media	5,437			
ss	Mauretania	31,938		Jason	780
ss	Politician	7,228		Sunbeam	532
ss	Clan MacEwen	5,140		Sabrina	513
ss	Burutu	3,863		Vagrant	484
ss	Ascanius	10,048		Rubicon	68
ss	City of York	7,811		Good Cheer	
ss	Agberi	2,651			
ss	Ben my Chree	1,607		Also 16 small sailing	
ss	Powerful	1,607		yachts and 50 tugs	
ss	Patriotic	2,254			

Summary	
Cruisers	2
Liners and short sea traders	27
Yachts, ferry boats, training ships and tugs	80

The public were not allowed onto St George's Plateau, but 100 members of the King's Liverpool Regiment were waiting, as well as 3,000-4,000 children from 'charitable institutions' (presumably children's homes, perhaps workhouses too) waiting each side of a red walkway (with small dais) going up the stairs to a main door of the Hall. Closest to the walkway, and therefore the royal party, was a group of blind citizens. Children's bands struck up as the royal party approached.

Inside the fabulous Great Hall were gathered 2,500 guests representing many different Liverpool organisations. Some had been waiting since 10am, entertained with music by the City Organist until closer to the scheduled 11.55am arrival time of the royal party. The audience then heard Lord Derby and the Lord Mayor speak an appropriate welcome, to which the King replied. After various speeches, the Lord Mayor was knighted by the King. Before they departed the Hall, the royal party stood on the dais for a review marchpast by Territorials and the Liverpool Scottish regiment.

Then it was a short carriage ride to the Town Hall, arriving 12.40pm. Yet another army honour guard outside the Town Hall – King Edward's Horse. More crowds, more

cheering, followed by lunch in the great ballroom with the Lord and Lady Mayor and some 200 invited dignitaries. The newspaper report lists their names and even the menu! Musicians played from the gallery. The Town Hall had been specially redecorated for the occasion. Indeed, paint suppliers must have rejoiced as mile after mile of the city was prepared for the great day.

Then back again into the carriages for the drive to the Pierhead, surely for what the King found to be the best part of the day. One part of plan was for the royal party to visit Cunard's fabulous liner **Mauretania**, anchored in the river. She still held the Blue Riband for the fastest crossing of the Atlantic and had arrived in Liverpool from New York at 2.40am on July 8, giving three days to prepare for the visit. Before and after this ship tour, the royal party would sail down the Mersey, reviewing the anchored vessels large and small, decked out in flags for the occasion. Finally, they would sail into Gladstone Graving Dock (the largest in the world at the time) for its opening ceremony. There was a moratorium on shipping movements in the river for several hours while the royal party were moving on the river.

After a welcome from the Chairman of the Dock Board on the Landing Stage, the royal party boarded the Dock Board steam yacht **Galatea**, to stand under a canopy on the open upper bridge.

Now the King and Queen would get a grandstand view of transformed waterfront, perhaps for the first time. The new and imposing Liver Building was gleaming in the sunshine, its new fresh granite still spotless and not yet smoke-darkened; the clock faces noticeably larger than London's Big Ben. The new Dock Board headquarters building was also shining limestone white, its beautiful proportions surely reminding the royals of maharajahs' palaces they had seen in India two years before. (The last of the 'Three Graces', the unbuilt Cunard Building, was still just a hole in the ground between the other two.) Close to the Dock Building was the Albert Dock, named for and opened by George's grandfather 67 years earlier.

The ferry **Claughton** followed **Galatea**, carrying the Lord Mayor's party of council members and other important invitees, many of whom who had already enjoyed a luncheon on deck. (Attendees who had previously been at St George's Hall or the Town Hall had to come late and miss the food.) But the two vessels did not proceed directly to **Mauretania**, only minutes away – they first sailed past her and up the river to reach the wide anchorage area of 'The Sloyne' where the furthest-anchored vessel **Muncaster Castle** was on display. Almost all the assembled vessels had been built in the 20th century, and there was little to represent the past: one paddle steamer, the **Eastham Ferry**; and only two sailing training ships, even though many large steel ocean-going sailing cargo vessels were still operating from the

Mersey. (The old training ship **Conway** was a static sailing ship, also anchored in The Sloyne.) The intention was to demonstrate the modern merchant navy and showcase Liverpool's leading role in worldwide trade and travel. Britain's Royal Navy was something of a bit player on this day, tucked away at the end near the Gladstone Dock. After the bizarre anchoring of HMS **Antrim** in the Mersey during the 1911 strike, another gunboat at the heart of the river would surely not be good optics.

Above them, there was not only sky. A buzzing noise like a hornet grew louder, for pioneer local aviator Henry Greg Melly was in the air. After a morning solo flight to Altcar in his two-seater, he'd circled one of the display vessels **Ben-my-Chree** to salute her, and received her acknowledgement as a whistle blast. Now at 2.30pm, he took off again from the Waterloo shore and flew over **Galatea** at 1,200 feet.

Then **Galatea**, followed by **Claughton**, circled **Muncaster Castle** to return down the river and review other vessels anchored on the way to **Mauretania**. There was now a magnificent forwards view right down the river for the King and royal party on **Galatea**'s platform. On the port side were crowds waving from the riverside roads of New Ferry, with the training ship **Conway** anchored nearby. To starboard was **Muncaster Castle**. They were level with Herculaneum Dock on the Liverpool side, with dock staff and crews from berthed vessels standing on the dock wall. From the high land of Dingle, crowds were watching and waving in the distance. Two miles down the river, **Mauretania** already looked dramatically resplendent, just 15 minutes away. There must have been more public on the Wirral side with its public roads and ferry jetties, but mainly dock staff and mariners along the southern Liverpool docks. They sailed past **Politicia**n's port side (not the later vessel of the same name which featured in the true Whisky Galore film). **Galatea** came alongside **Mauretania** on her port side facing the Wirral. A closeup view of a liner from a small vessel is seriously awe-inspiring. By now it was 3pm.

Once on-board **Mauretania** in a visit that lasted an hour, the royal party were received by the Chairman of Cunard and his wife, and presented to the deputy chairman, as well as Captain William Turner, Staff Captain F G Brown, the chief engineer and senior officers.

Returning to **Galatea**, the King and Prince chatted on the bridge to Commander Mace the Dock Board's Surveyor, while the Queen went down to the saloon where she was waited on by **Titanic** survivor and stewardess Mrs Robinson, so the Queen

had many questions and received a detailed account of the stewardess's memories of the tragedy only 15 months earlier.

A number of VIPs were also on board. The little ships steamed down the centre of the river while the King continued to review the wonderful assemblage of vessels. Crews in their smartest uniforms and invited guests were on deck to wave and cheer. One report refers to Chinese-heritage crew drawn from the Empire (describing them with an outdated term) waving as a group, another mentions African crew on deck, presumably on an Elder Dempster vessel which traded with West Africa. The whole occasion was quiet. No ship hooters were allowed, as it would certainly have been a deafening experience for the Royal Party to experience five miles of continuous hooting. The gun salutes at the beginning and end of the river journey were the only noisy signal of respect, though the Melly aeroplane was buzzing around for some of the review. But as **Galatea** passed each moored vessel, its stern ensign was dipped to half-mast in the accepted marine sign of respect. Some of the display vessels had bands on board, both to entertain their guests and to serenade the royal party.

Next to **Bidston** at Seacombe Ferry was the fabled Wallasey ferry **Daffodil**. For Wallasey was not to be outdone by Birkenhead (their ferry companies were separate), and on board were 350 invitees, guests of the Wallasey Mayor and Mayoress, along with the band of Mr Brassey Eyton. (That was surely his stage name; if it was his actual first name, it was the best 'nominative determinism' ever!) Unlike **Bidston** however, **Daffodil** would not follow the royal review party sailing down river. But they got a trip later. At 4.30pm, **Daffodil** would sail down the river and became the second vessel, after **Galatea**, to enter the Gladstone Dock after it was opened.

Downstream of Pierhead, where the river widened, there were two lines of anchored display vessels; **Galatea** and followed by the two ferries sailed between them. On board **Bidston** there may have been the noted Liverpool-trained marine artist James Scrimgeour Mann, whose dramatic oil painting of the occasion is so evocative. It is, bizarrely, titled "Flotilla, including White Star Line, on the River Mersey, Liverpool". No mention of the royal occasion. (This is also true of many of the postcards of the occasion.) Was the painting commissioned by White Star to try and reposition history, feeling jealous that a Cunard four-stacker had a starring role? For dramatic effect, the painting gives a foreshortened view of all the vessels as if seen through a telephoto lens. It looks back up the river and also depicts a following small vessel. This is not a Mersey ferry, and strongly resembles the larger Cunard tender-tug **Skirmisher** – the bridge has a distinctive shape. The rendering appears an accurate and careful record, as were all his paintings. Victoria Tower (hexagonal with six clocks on its faces, showing the time clearly from any angle) at the entrance to Salisbury and Collingwood Docks, is clearly visible on the left-hand of the painting. There is evidence that **Skirmisher** did follow the royal party down the river.

As **Galatea** and the two ferries sailed down the river from **Mauretania**, crowds were waiting at all the publicly accessible places on both sides of the river. The Wirral promenade, unbroken from Seacombe to New Brighton, was crowded with waiting

spectators. On the Liverpool side it was continuous docks into which the public would not normally have access, but perhaps dock staff families would have permission.

As the royal party neared Gladstone Dock, they would see on their starboard side the second Cunard 'four-stacker' **Lusitania***,* sister ship *to* **Mauretania**. For she had suffered serious and expensive low-pressure turbine-blade problems, twice, and been embarrassingly under repair for the whole year. She would finally go back into service at the end of August, and the company's design team learned valuable lessons which they would apply to the third of the three sisters currently under construction, **Aquitania**. Steam turbines were new technology, and **Carmania** (1903) was the first Cunarder to be turbine driven. The royal party would also see her anchored in the river near to **Lusitania**'s location. All three Cunard 'four-stackers' were required by the government to be built with provision for the installation of guns to convert them into armed merchant cruisers, and they were also designed to be less vulnerable to torpedo attack. In the event, the guns were never installed; their size and speed made them more suitable to be troop or hospital ships.

***Galatea** enters Gladstone Dock*

The Gladstone dock complex was an ambitious and enormous project to accommodate the largest vessels. The first part to be completed was the enormous graving dock – a stepped dry dock for ship maintenance – and it was this that the King was to open. At this time, the main area of the dock for normal commercial freight was still under construction. However, war intervened, construction was paused and not completed until 1927, when the King and Queen were to return almost exactly 17 years later in **Galatea** to open it, though only on a day visit from London. Because the rest of the dock complex was not yet constructed, the temporary entrance to the graving dock was directly onto the river and at 90 degrees to it. Access could only therefore be at high tide, to provide sufficient draught and when there was barely any current in the river. This will have dictated the time for the royal visit. Press reports mention that it was only on the morning of this day at low tide that mechanised grabbers removed the temporary soil bank separating the temporary entrance channel of the dock from the river. Was this day the first that the dock was in water?

Close to Gladstone Dock were two anchored naval vessels, the appropriately chosen HMS **Liverpool** and HMS **Lancaster**. Crews lined the decks, and on one of the ships a gun crew would be preparing to fire a salute. They must have had a spotter on the dock, to signal the exact point at which **Galatea** was about to break the opening ribbon. The guests on board **Claughton** and **Bidston** did not disembark at Gladstone

Dock as there was not time, they remained moored in the river, but still with a good view into the dock and the opening ceremony. Presumably any ferry guests whose attendance were required at Gladstone Dock would have left **Claughton** at the Pierhead while the royal party was still on-board **Mauretania**. They would then have made their own way to the dock ceremony, to be seated well in advance of the arrival of the royal party.

The ceremonial cutting of the ribbon stretched across the dock entrance was achieved by **Galatea**'*s* bow as she sailed in. Another warship gun salute was fired at that moment (surely just a single shot), then amalgamated choirs sang *Land of Hope and Glory* accompanied by the band of the Irish Guards. Flag experts may be able to explain why **Galatea** had changed flags since **Mauretania** – now she is carrying a Liver Bird flag on the foremast.

The royals disembarked **Galatea** to the sound of the National Anthem and a guard of honour from the warships was inspected. By now, the sunshine had gone and the skies turned grey, but happily no rain was to fall. Two large decorated marquees awaited them to the south side of the dock, which had been filling up with invited guests since 3pm. Semi-circular seating looked across to the dais which was under a smaller marquee canopy roof for the royals and others taking part in the ceremony. Helenus Robertson, chairman of the Dock Board, handed over his written address to the King of what he would have said, and the King handed over his written reply. What a marvellous timesaver! It should be employed more often. Then the choir sang two verses of a hymn, the Bishop of Liverpool offered a prayer, and the King moved across from the dais facing the two other marquees to a small balcony overlooking the graving dock, to declare the Dock open in a few words. For the second time in the day, he knighted a participant, this time Helenus Robertson, who then presented the members of the Dock Board to the King.

Your author's ancestor, Richard Crafter, was the Harbourmaster and a member of the Board; he and his department would have been frantically busy for many weeks planning the visit. He was essentially the chief operating officer for the shipping movements in the docks and on the river, including journeys handled by the Pilotage Department which came under his control. There would have been planning meetings and liaison with the ship owners, Buckingham Palace, the police, the Navy, Lord Derby, and the Lord Mayor who seems to have been lead organiser for the city-based part of the day. Printed plans and operational requirements would be sent to dockmasters, shipmasters, anyone connected with the docks and shipping. Richard Crafter would have known many of the masters and officers of the ships on display from his time as a Dockmaster since 1888. Happily as Harbourmaster he certainly did get to meet the King later, and for his huge efforts during WW1 to keep the port running in the face of enormous challenges was rewarded with an OBE.

If the royals were by now flagging, it would be understandable. It was approaching 5pm, but the day was not yet over. The royal carriage party next made its way from Gladstone Dock to Bootle's North Park for another civic welcome complete with children's choirs, massed bands and speeches.

The final carriage ride was to Everton FCs Goodison Park ground, three more miles lined with cheering crowds and flags. It was to be the first royal visit to any League ground. After a welcome by the organising committee, the royals sat down for a striking spectacle. Remarkably, the stands were packed full with 37,500 children, almost every child in the city aged 11 and over. On the pitch, the programme describes coordinated displays by nearly 2,000 children.

And so ended the long-awaited day for the royals, but not for Merseyside, oh no. And whether we are particularly royalist or not, we can admire the stamina of the royals during these long visits. But this day was really about the people as much as the royals. All respect to the many thousands in Liverpool and Bootle who planned and achieved such a remarkable and unique spectacle. They did it not just for the Sovereign, but for Merseyside and to make a party day for themselves, their families, their communities. A substantial percentage of the population must have been spectators or involved at some level; they would long remember it and for some it would be handed down as family memory. And there was still time in the evening to party. And the next day too.

In the evening, both river banks would be illuminated by festoons of coloured lights, as were the Town Hall and other locations. The two warships off Gladstone Dock were lit up by spotlights, with illuminated festoon-bulb outlines – a Liver Bird on HMS **Liverpool** and, for HMS **Lancaster**, a Lancashire rose. Many of the vessels, those that did not need to move off before the evening, were also encouraged by the Dock Board to be illuminated. **Mauretania** was very well-lit. Many vessels held evening parties and receptions on board. Three anchored barges in the middle of the river, positioned from Tranmere to Egremont, provided a grand firework display. A party for invited VIP guests was held on board **Claughton** with a 2-hour evening cruise to view the illuminated ships. There was a grand military tattoo and fireworks at the Liverpool Exhibition site; fireworks would feature at many other locations.

The following day, Saturday, was designated “The People’s Day” and there were many more such events – garden party at the Botanic Gardens, more evening fireworks (and ‘day fireworks’ – noise, smoke, and spinners), Punch and Judy, Pierrot display, band concerts. The Lord Mayer requested that a Melly plane go on static display at his garden party. So a plane was taken by road, doubtless the first time many had seen a plane so close, Melly and team surely there to answer questions and safeguard the exhibit. This whole day was carnival time. There must have also been countless small local community events, as well as families taking the opportunity to get together and celebrate. The King put in a brief appearance on the Sunday, to inspect the Territorial church parade at St George’s Hall. Even on the following Monday, there were midday events to entertain the ‘aged poor’ – at St George’s Hall, the Drill Hall, Garston and Walton. It is an admirable element of the main day, and of events before and after, that the poor, old, children (including those in care) and people with disability were included. On the Tuesday, the Lord Mayor put on an event to thank the many staff involved in decorating the Town Hall.

ss **Badger** - Featured ship

by Society Member Bill Ogle

SS **Badger** is a passenger and vehicle ferry in the United States that has been in service on Lake Michigan since 1953. Operating between Ludington, Michigan, and Manitowoc, Wisconsin, a distance of 62 miles. She is the last coal-fired passenger vessel operating on the Great Lakes, and was designated a National Historic Landmark on January 20, 2016.

Originally constructed as a rail car ferry by the Christy Corporation of Sturgeon Bay, Wisconsin, together with her sister ship **ss Spartan,** they featured reinforced hulls for ice-breaking. Intended for year-round service but now the service operates only from May to October.

She was launched on 6 September, 1952 and entered service 21 March, 1953, for the Chesapeake and Ohio Railway. After 1972, service was gradually curtailed; all but the three newest vessels were retired, and sailings to Milwaukee, Wisconsin, and Manitowoc, Wisconsin, were discontinued, leaving only the route between Ludington and Kewaunee, Wisconsin. In July 1983, the railway company ended its car ferry service when it sold the steamers **Badger, Spartan,** and **City of Midland** to Glen F. Bowden of Ludington, who set up the Michigan–Wisconsin Transportation Company (MWT) to continue the operation.

The railroad car ferry on Lake Michigan was facing serious economic troubles during the 1980s and by November 1988, **Badger** was the only vessel running; the last of the 14 ferries based in Ludington remaining in service. On November 16, 1990, facing bankruptcy, Bowden laid up **Badger**, ending 93 years of railway car ferry service out of Ludington and 98 years on Lake Michigan as a whole.

After sitting idle for a year, the three ferries were purchased by Ludington business man Charles F. Conrad in July 1991. He undertook a major overhaul and refit of **Badger** exclusively for carrying passengers and automobiles. The ship is an icon of car ferry heritage on the Great Lakes.

SS **Badger** is unusual as a registered historical site in two states. The Michigan Historical Commission and the Wisconsin Historical commission each named **Badger** a registered historical site in 1997. In 1996 her propulsion system was designated a mechanical engineering landmark by the American Society of Mechanical Engineers and in 2002, **Badger** was named Ship of the Year by the Steamship Historical Society of America. The ship was listed on the National Register of Historic Places on December 11, 2009. On January 20, 2016, the National Park Service designated the ship a National Historic Landmark.

Badger's large deck space allows the carriage of tractor trailers and larger commercial loads, carrying more than 1,000 such loads annually. She carries wind turbine blades from Wisconsin, some 150 feet (45.7 m) long and weighing 70 tons.

Her propulsion system is most unusual in respect of not only her main Skinner 'Steeple' Unaflow engines but also her coal fired Foster Wheeler 'D' Type boilers.

The conventional compound steam engine has three cylinders set alongside each other, with the steam passing sequentially from high pressure, intermediate pressure and then low pressure. The cylinders diameters progressively increase to allow for expansion of the steam. In the Skinner tandem compound the cylinders are arranged end to end on a common vertical axis with both pistons mounted on the same rod and moving together. There are only two stages with the high pressure cylinder above the low and the increasing diameters produce an upwardly tapering structure, hence the nickname of a 'steeple' engine. The arrangement of inlet valves mean that each piston is 'powered' for both the upward and the downward travel. On **Badger**, each engine has four such columns and produces 3,500 shp at 118rpm

Steam is supplied by four Foster Wheeler 'D' Type boilers, although only three are required for normal operations. They are coal fired producing superheated steam at a temperature of 750^0F and pressure of 470lbs/sq in. With demand for increasing levels of emission reductions the control of the furnaces has received regular upgrades to keep pace with evolving technology. However disposal of the ash was dealt with by the simple expedient of discharging overboard. In 2008 this became a critical environmental issue so from 2015 ash is collected on board into removable storage bins which are taken ashore and the contents used in concrete production. Up front in the operation the coal is dropped from road trailers into storage bunkers below the car deck. This pulverised coal is then mechanically fed to the furnaces. The remaining environmental issue relates to the use of coal; clearly for the ship to continue in service a replacement must be found. **Badger**'s owners need a long term solution, a recent company briefing stated *"We are currently working with the Great Lakes Maritime Research Institute to explore the option of converting the Car ferry to run on clean-burning natural gas. Many feel that natural gas is the fuel of the future for the marine industry."*

Steeple engine piston rod with its pistons. From Skinner's brochure

Details of ss Badger:
Launched 6 September 1952, in service from 21 March 1953
4244grt 6650dwt length 410ft beam 60ft
Speed max 21 knots, cruising 16 knots
Passengers 680 180 cars plus tour buses and trucks. Crew 50 – 60

YouTube has much about the **Badger**, copy this *youtube.com/ss+badger* to your browser.

The brig **Sancho** of 1866 – Part 2 of 2

By John M. Anderson

Five miles up-river from Liverpool is the small port of Garston. Here the **Sancho** loaded the inevitable coal at the New Dock (the North Dock today), and sailed for Pernambuco (Recife, Brazil) on July 19th with Captain Rhodes in charge. From Pernambuco the brig sailed for Britain on November 10th., arriving at Crookhaven (SW tip of Ireland) on January 2nd 1879, 53 days out, damaged with five feet of water in the hold, as noted among the *Casualties*.

Sancho. Report of Henry Rhodes, Master of the Sancho, 280 tons, of North Shields, from Pernambuco, Nov 10, at 3 pm., for Falmouth or Queenstown (sugar, for orders). Proceeded and all was going well until Wednesday, November 13, the weather fine, and going through the water at the rate of six knots per hour, the wind being SE, I shipped a seaman named Robert Cunningham at Pernambuco on the 10th. He did no duty. On the 11th he was seized with delirium tremens, and gave him such medicine as I thought necessary. On the early part of the 13th he appeared much better, but still had the watch on deck look after him, when he, all of a sudden, at 5.30 am., of the same date, jumped overboard; ship at the time going at the rate of six knots. Called all hands, put the ship about, lay too for half an hour, ship labouring very much at the time, but considered it unsafe to launch the boat; hove a lifebuoy overboard, but the man made no appearance on the surface afterwards. Immediately proceeded. On Thursday Dec 5, at 2 am., tide not known, weather clear, wind WSW, a gale, the ship was labouring very heavily and shipping a great quantity of water at the time. At Noon of the same date shipped a heavy sea, which stove in the port side of the companion, and also burst the skylight, the sea filling the cabin to a depth of about four feet. I immediately put a number of hands to bale out the water, which was completed in about an hour, the ship being in lat 27 11N and long 27 13W. At midnight of Dec 11 shipped very heavy seas which carried away port bulwarks and water closet; the ship strained very much and labouring heavily. The coating* of foremast burst, which admitted a quantity of water into the hold, and I also found the gammon knee* started, which I immediately got secured by a cable chain; the wedges of the mast 'tween decks worked out which I replaced with new ones. On Dec 13, at about 9 pm., shipped a very heavy sea, which carried away topgallant bulwarks and rail. At 11 pm., of the same date the decks were constantly full of water, which tore the tarpaulin and washed away the battens from off the hatches, which I immediately supplied by new ones. On Tuesday, Dec 17, I opened the after hatch, went down the hold, and found the cargo much damaged by the last gales. I trimmed the cargo from fore and aft to midships in order to ease the ship, the cargo amidships having sunk down to the mainbeams. On Dec 24, strong gale, ship labouring very heavily,*

carried away a quantity of the fore and main starboard lanyards of lower rigging; also the port topgallant backstays. Ship was making more water than usual. Pumps carefully attended to throughout the whole passage. I also made the rigging good. Split several sails throughout the passage. Rock Island. Jan 2.[1]

* Water closet – a progressive fitting, many ships still just had the primitive and dangerous 'heads' right at the stem.

* Coating – the mast coat, a carefully tailored canvas sleeve fitted around the mast where it passed through the deck in way of the wedges.

* Gammon knee – supported the bowsprit – the loss of which with its attendant stays would result in dismasting.

It isn't known if the brig had wire or rope lower rigging, but it was fortunate that the loss of several stays did not result in dismasting. Captain Rhodes frequently says 'immediately' but of course the work, hard dangerous work in most trying circumstances, took time. From the gear that was replaced it is obvious that the brig was well found with stores.

With the situation under control the brig continued on to Liverpool where the necessary repairs would be made. Initially she was in Herculaneum Dock but by February 17th 1879 the **Sancho** was across the Mersey at Birkenhead loading for Bahia, cargo unknown. The brig sailed on March 13th, one of 27 departures that day. She was back at London from Bahia with *sugar* on August 19th. She had spent a week at Queenstown waiting for orders. She was handled at the Tobacco Dock, which may be indicative of her cargo. From London the brig proceeded to Cardiff, loaded coal and sailed for Bahia on September 25th and arrived on November 17th, 53 days out. She left Bahia on December 16th for Pernambuco, 300nm to the NNE. The **Sancho** sailed from Pernambuco on March 2nd 1880 and arrived at Copenhagen on April 28th, 57 days out. The route taken isn't known, but given reasonable weather the route west of Ireland and north of Scotland would avoid the obstacle course and heavy traffic of the English Channel and North Sea.

Next, she loaded timber at Soderhamn on the Gulf of Bothnia. The brig returned to London on June 18th, 14 days from Soderhamn. The Baltic business was conducted rapidly – 37 days from arrival at Copenhagen to departing Soderhamn. The run was about 1,400nm so must have had fair weather. Then back to Blyth, loaded coal for Malaga (Spain), arrived August 23rd, thence to Cadiz, probably loaded salt, and arrived at Bahia on November 22nd, 52 days from Cadiz. The **Sancho** departed Bahia on January 22nd 1881; had a slow run to Queenstown, departing there on April 14th and arriving at Hamburg on April 28th. The **Sancho** sailed on May 19th 1881 for Cardiff, taking 17 days for the run. At Cardiff Captain Matthews replaced Captain Stephen who had made the previous voyage.

Once again the **Sancho** loaded for Bahia; sailed June 30th; arrived August 22nd – 54 days. With cargo for London she sailed on October 12th and arrived on December

[1] Shipping and Mercantile Gazette, 9th January 1879.

5th, 54 days passage. *Just landed ex Sancho – 2,030 pkgs Bahia Piassava*.[2] Piassava is a stout palm fibre used in brushes and brooms. The brig then returned in ballast to Blyth, spending a day or two anchored in Yarmouth Roads presumably due to foul weather. At Blyth Captain Newgreen took over.

Back to Malaga the **Sancho** went, sailing from Blyth on January 22nd 1882 and arriving on February 20th, 29 days out, but 20 from Start Point in the English Channel. From Malaga the Sancho went to Torrevieja, about 250nm to the NE, or midway between Cartagena and Alicante. Salt, produced locally, would be the most likely commodity to load there. The **Sancho** passed Gibraltar westbound on April 19th; *Passed Semaphore Point (Spain)- all well, wind E*, bound for Gefle, on the Gulf of Bothnia. The brig passed Deal on May 10th and was reported on May 17th at 56°N, 6°E, about 300nm E of Leith, but it was May 30th before she passed Elsinore. On May 17th the Sancho was 350nm from Elsinore by steamship route, so obviously the wind did not oblige. Arrival at Gefle was on June 7th. Gefle is about 40nm south of Soderhamn and like that port, timber and pig iron were the main exports. Sailing about July 9th the brig passed Elsinore on the 21st and arrived at Portsmouth on August 4th, the cargo destined for Fareham, in the NW corner of the harbour. From Fareham the brig sailed to Swansea, loaded for Lisbon, and made a fast run of 9 days, arriving on September 27th. From there she proceeded to Vlaardingen, probably with salt and returned to the Tyne on November 18th. There was little respite at Shields; the brig cleared for Lisbon on November 27th and arrived on December 20th.

The next three months are unknown but the **Sancho** sailed from the Tyne on March 14th 1883 for Castellon, with Captain Millgate in charge. Castellon is several miles NE of Burriana. From Castellon the brig sailed to Algiers, 250nm to the SE. It is likely the brig loaded ore at Castellon for deadweight, then filled up with Esparto grass at Algiers. Leith was the destination, also the centre of the Esparto business in Britain. She sailed from Shields on July 14th for Lisbon; 35 other vessels also departed that day. Then it was back to Vlaardingen sailing from Lisbon on August 21st, and was back at Shields on October 9th. On October 21st, while moored in Tyne Dock the brig was struck by the steamship **Gypsy Queen**, causing minor damage and delaying departure. It was probably a hard weather passage; passed Dover on November 12th, put in at Falmouth November 18th and arrived at Lisbon on December 7th.

The **Sancho** arrived at Leith from Lisbon, perhaps with wine again, on February 1st 1884. From Leith the brig shifted across the Firth to Kirkcaldy and loaded for Yarmouth, coal or salt being likely cargo. Yarmouth was a major fishing centre, about 500 boats belonging to the port, and also visited by French and Dutch fishermen. Arrival at Yarmouth was on February 25th and she returned to Blyth on March 11th.

The Northeastern Railway Co., was expanding its services resulting in the **Sancho** loading the first shipment of Durham gas coal from the new Shipping Staithes at Blyth, for Marsala (Sicily). Sailing on March 29th it was April 10th before she passed Dungeness, and arrived Marsala on May 3rd – 35 days, a decent run once past

[2] Public Ledger and Daily Advertiser, 3rd January 1882

Dungeness. Marsala provided a safe harbour for moderate sized vessels; those drawing 14 ft of water had to work in the roadstead. From Marsala the brig continued on to Rettimo (Crete), about 700nm to the east, arriving there on May 30th. The exports of Crete included fruit, nuts, wool, olive oil and other agricultural products. The **Sancho** reported off Falmouth from Rettimo on August 14th and arrived at London on the 20th. Business concluded at London the brig sailed for Newport, arriving on September 22nd. There loading for Lisbon, arrived October 13th , thence to Plymouth from Lisbon, and sailed on December 29th for Cardiff.

The Shipping and Mercantile Gazette merged with *Lloyd's List*, and the **Sancho** does not appear once in 1885 so the record is sketchy. One might presume that she loaded coal at Cardiff for an Iberian port; by April 25th 1885 the brig was back in Leith Roads, likely from Lisbon or a North African port. On May 23rd she departed the Tyne for the Canary Islands, whether Las Palmas or Santa Cruz is uncertain, and arrived on June 21st, a slow 29 days run. From there the **Sancho** proceeded to Lisbon, about 750nm for a steamship, but might be very much longer under sail. Sailing on August 15th for Vlaardingen, arriving on September 6th in 22 days. By October 28th she was back at Lisbon from Blyth. The rest of the year is unknown.

However, the **Sancho** arrived at London on February 13th 1886 from Faro, a small port in southern Portugal, berthed at the discouraging Deadman's Dock buoys (Deptford, now part of Surrey Quays). Records for 1886 are decidedly sparse. By March 9th the brig was back at Blyth. She was at Muhlgraven (a district of Riga) in July. This Russian port had particularly onerous regulations about discharging ballast. Exports included a variety of grains and seeds, wool, tallow, hides and timber. In May the following appeared – *New companies registered... Sancho Shipping Company Ltd, capital £500 in £25 shares...Millgate, Wood & Co*.[3] This is mentioned in *Lloyd's Register 1887* but annotated in *1888 Dent & Co*. On October 19th the **Sancho** departed Swansea for Bona (Annaba, Algeria) with *480 tons patent fuel*. Patent fuel, in briquettes, was a mixture of coal dust, resin, tar and sawdust. Being in blocks, a ton occupied only about 75% of the space of a ton of coal.

Records for 1887 are scanty too. The **Sancho** arrived at Grangemouth on February 1st 1887 from Bona; iron ore, esparto and grain were exports from Bona. The brig was reported at Elsinore on July 1st and arrived at Wisbech from Cronstadt on July 20th. Wisbech, an ancient, confined port, is 12 miles up the River Nene. At this date most ships were towed in and out. Exports were of agricultural products. The **Sancho** would be close to the maximum size for the port. On August 1st the brig was reported loading at Wisbech for Cronstadt, cargo unknown; sailed August 19th and arrived Cronstadt on September 18th, 30 days out. On October 5th she sailed for Honfleur (at the mouth of the River Seine), passed Elsinore on the 28th and arrived on November 12th, 37 days out. *The **Sancho** and **Millgate**, from the north, with deals, has arrived here with part of deckload thrown over*.[4] The **Sancho** sailed from Honfleur

[3] Manchester Courier & Lancashire General Advertiser, 29th May 1886
[4] Lloyd's List, 1st December 1887

on November 27th and was back at Shields on December 1st., then sailing for Bonanza (Spain) on December 9th, doubtless coal-laden. Bonanza is a small port at the mouth of the Guadalquivir River, a few miles north of Cadiz. On the 14th the brig was in St Helen's Road, presumably wind-bound. St Helen's Road – an excellent anchorage just off the east end of the Isle of Wight. And that was the last ever heard of the **Sancho**. More wood ships than not met an untimely end, only a minority surviving to be used as hulks or scrapped.

> *Grave fears are now entertained for the safety of the brig **Sancho**, of Blyth bound for Bonanza, Spain, and as now nearly sixty days have elapsed.... must have foundered during the severe hurricane in the Bay of Biscay of December 26th....Captain Edward Millgate, who resided at Blyth, the chief officer being Mr Joseph Dunn, also a native of Blyth – both married men with families. She is the property of Messrs Dent & Co., shipbrokers of Blyth and Newcastle.*[5]

The paper of 9th February gave the full crew list, nine men in all ranging from 16 to 50 years of age; master, mate, cook/steward, 3 able seamen and 3 ordinary seamen, all of Blyth or Tyneside. The **Sancho** was posted missing on 21st March 1888, as were two other local vessels.

> *The Losses of Local Vessels. An Appeal to the Benevolent. Anent to the recent losses of the **Darien, Algitho, Lord Collingwood** and **Sancho**, very heavy calls have been made on the Society for the Relief of Widows and Orphans of Shipwrecked Mariners (founded in 1831). There is now £406 16s 10d due to the Treasurer, and the claims passed at the last committee meeting will, it is feared, increase this overdraft. There have been at least 98 men lost in these vessels....had a quarter of their number been killed in a colliery accident all the newspapers in England would have been full of this intelligence, and a large subscription would have been opened for the widows and children. In the case of our sailors, all that is done is by this and other kindred societies giving the widow a few pounds.... Any subscriptions or donations, however small, will be thankfully received.*[6]

As opposed to ships engaged in the distant water trades, those in the shorter trades were more exposed to the hazards of coasts, shoals, tides and currents, and heavy traffic. Just how many days annually a ship spent at sea or in port varied greatly from one trade to another. Arrival and departure are frequently the most risky times of a voyage; that was more frequent in the shorter voyages, as was the use of anchors and sail handling (due to more frequent course changes). Sailors in small vessels were frequently higher paid than those in the big distant water traders, and not because the owners were more charitable. Over the years the masters of the **Sancho** would have encountered officials and merchants speaking eleven different languages, a multitude of different buoyage systems varying from port to port even in the same

[5] Shields Daily Gazette, 4th February 1888
[6] Shields Daily Gazette, 11th May 1888.

The Brig **Sancho**

Annual Voyage Summary

Year	Ports	Approx. nm sailed
1867	Sunderland-Ferrol-Santander-Liverpool- Cronstadt-London	5,350
1868-9	Blyth-Constantinople-Taganrog-Falmouth-Gloucester-Newport-	7,800
	New York -Buenos Ayres-Paysandu-Liverpool	18,700
1870-1	Liverpool-Bahia-Britain-Mersyn-	13,200
	Malta-Marseilles-Quebec-Montreal-Plymouth-Swansea-Cadiz-Leith	12,400
1872	Leith-Alloa-Dieppe-Newhaven-Lisbon-Stornoway-Blyth-	
	Reykjavik-Archangel-Hull-Blyth-Tyne	8,750
1873	-Port Louis-Lucea-London-Blyth-Naples-Tunis-London-Santander	16,300
1874	Santander-Hartlepool-Tyne-Tarragona-London-Blyth-Spezzia-Burriana-Leith	10,250
1875	-Demerara-Liverpool-Archangel-Peterhead-Aberdeen-Blyth-Lisbon-	14,700
1876	-Bahia-Santos-Hamburg-Tyne-Lisbon-Vlaardingen-Greenock-Troon-Demerara	19,150
1877	-Bristol-Cardiff-Lisbon-Vlaardingen-Blyth-Lisbon-New York-Queenstown-Rouen-	14,850
1878	-Cardiff-St Thomas=Mirogoane-Liverpool-Garston-Pernambuco-Crookhaven-	19,300
1879	-Liverpool-Bahia-London-Cardiff-Bahia-Permanbuco	15,350
1880	Permanbuco-Copenhagen-Soderhamm-London-Blyth-Malaga-Cadiz-Bahia-	13,300
1881	- Bahia-Queenstown-Hamburg-Cardiff-Bahia-London	16,100
1882	Blyth-Malaga-Torrevieja-Gefle-Fareham-Swansea-Lisbon-Vlaardingen-Tyne-Lisbon	10,000
1883	Lisbon-??-Tyne-Castelon-Algiers-Leith-Tyne-Lisbon-Vlaardingen-Tyne-Lisbon	9,700
1884	Lisbon-Leith- Kirkcaldy-Yarmouth-Blyth-Marsala-Rettimo-London-Newport-	
	Lisbon-Plymouth-	9,550
1885	Cardiff-?-Spain/Portugal-Leith-Tyne-Canary Islands-Lisbon-Vlaardingen-Blyth	
	-Lisbon-??	7,950
1886	Faro-London-Blyth-??-Baltic Port-Riga-Swansea-Bona	6,000
1887	Bona-Grangemouth-??-Baltic Port-Cronstadt-Wisbech-Cronstadt-Honfleur-Tyne	
	-Towards Bonanza	8,900
	Total nm run over 21 years	257,600
	Annual average nm run	12,267

country. The first lighted buoy in British waters was established in 1880 (East Oaze, in the Thames approaches). Similarly, eleven different currencies at least, and in a world without any standard system of weights and measures. Ballast runs were generally short, London to the Tyne, Plymouth to Swansea for example. Port Louis to Lucea was among the longest ballast runs; more often than not the brig appeared to be carrying a paying cargo. While only once making the news with heavy weather damage, the brig obviously had numerous encounters with rough weather as a matter of routine. Captain Lord mentions once crossing the bar at Goree Gat for Vlaardingen in marginal conditions and bouncing hard over the bar. On the plus side – a brig was one of the most versatile, handy rigs ever devised, as is demonstrated by the prevalence of the rig earlier in the century before big ships became routine. No less an authority than Captain James Cook swore by brigs as the handiest of rigs. All that aside, it was a hard calling by any measure.

The majority of British brigs were no more than 300 tons and few were built of iron. An exception was the **Pelham** – iron brig, 340 tons, built at West Hartlepool in 1865. The **Sancho** seems to be a typical product of the mid-1860s but the writing was already on the wall. The changing scale of commerce and other economic pressures would soon ring down the curtain on the brig. Brigantines (more economical to run) would continue to be built in Britain, and particularly in Canada. However, by 1877 the *Supplement to Lloyd's Register of Shipping 1877* contains but one new brig built in Britain, the **Evelyn**, 202 tons, of Portmadoc. Commentary on fast or slow runs is very subjective; there were so many variables, most obviously the weather. Notably fast ships periodically made slow runs; run of the mill ships occasionally made fast runs. The Blyth barque **Stamboul**, 350 tons (and not notably fast generally) ran from Blyth to Cronstadt in 11 days once but was also 20 days another time. Similarly, she ran from Constantinople to Falmouth in 64 days in 1863, but 30 days in 1864. The famous **James Baines** made a record 64 day run from Liverpool to Melbourne, but was also a worrying 105 days to Liverpool. Fast or slow is a retrospective issue. The real issue is did the vessel meet the owner's commercial expectations, and for Mr. Dent the **Sancho** apparently did.

The Next Meetings of the Society

Will be held at the Athenaeum, Church Alley, Liverpool with coffee at 1200 noon and the talks to commence at 1230

21 Sep. ‘23	William S. Lindsay – A Victorian shipping magnate	Bill Lindsay
19 Oct. ‘23	Wise and Foolish Builders – Naval v land based architects	Jim Bellew
23 Nov. ‘23	The call of high canvas - The brig **Zebu**	Susan Handley Place

Going up for the Board of Trade 2nd Class Engineer Certificate of Competency in about 1900

Submitted by society member Alston Kennerley

From William McFee, *Watch Below: A Narrative of the Golden Age of Steam when Coal took the place of Wind and the Tramp Steamer's Smoke covered the Seven Seas* (London, Faber & Faber, 1940), 104-110

William McFee, was a well-educated ships' engineer who served the usual engineering apprenticeship ashore before going to sea in merchant ships about 1906. He rose to Chief Engineer while turning his hand to writing about life at sea. His early work, *Letters from an Ocean Tramp,* came out with acclaim about 1908. Becoming a full-time writer after World War I, he settled in the United States.

In this fictionalised account, transcribed by Alston Kennerley, Jim is an uncertificated junior engineer who has served enough sea-time in charge of a watch to allow him to attempt the 2nd class examination. The marine engineering school he attended may have been the Marine Engineering Academy in the Aldgate area of London, featured in the *Marine Engineer & Naval Architect* in 1915.

Jim … had decided to join Teague's School in Oldgate. Some years later I [McFee] went there myself. No matter how well equipped a candidate may be in actual technical information, in such ordeals it is worth the school fee to get the coach's vast experience. Week after week, year after year, these men are putting panic-stricken but competent young seamen through the mill of test questions. Often they fail, only to be given a sort of third degree, a heat treatment and a hypodermic injection of knowledge and are sent up again the following week in a coma. If their practical knowledge is right and their testimonials in order, the coach will get them passed almost by main force. I have seen him shake his fist in the face of a huge, dim-witted student, leaning his vast and empty head on a hand like a shoulder of mutton, and yell at him, 'Gawd almighty, mister, you mean to say you don't know that? How the hell did you ever get through a watch on the main engines?'

It transpired that the wretched victim knew it all the time. He was merely suffering from stage fright brought on by unfamiliar surroundings.

Truth to tell, the examiners knew that such candidates had to be handled with expertness, for they were the very men who did best at sea. Jim had heard some tremendous tales of the inquisition in Mark Lane [location of the BoT engineer examination rooms], and while he was not actually frightened to death, he girded up his loins, as it were, when he went in to see the proprietor of Teague's Marine Engineering School on the top of an old building near Oldgate Pump.

The proprietor was an alert middle-aged gentleman in a grey frock-coat, who certainly did not resemble any marine engineers Jim had ever seen. Mr. Battle, however, was very much a marine engineer. He not only had an extra first-class certificate of competency, a voluntary examination far beyond Jim's range, but he was the author of an authoritative work on the refrigeration of mutton. He had also written a book that Jim was destined almost to learn by heart, *Q's and A's*, a technical catechism of high merit and pocket format. Mr. Battle, on receiving Jim's three guineas for the course, presented him with a copy of this masterpiece and admitted him at once to the school-room where a dozen or so more sweating acolytes were at work in a blue haze of tobacco smoke, surrounded by sectional models of pumps, furnaces, boilers and dynamos.

Jim took his seat at a vacant desk and fell to work. He found squared paper, pencils, scratch-pads and inkpot before him, and a syllabus of operations.

So our marine engineers, sitting at the feet of the grey frock-coated Mr. Battle and his colleagues in the large seaports of Britain, were carefully insulated from the real nature of their profession and concentrated on learning by rote a set of formulae, another set of answers to elementary questions, and achieved with immense difficulty the feat of learning how to make mechanical sketches, not to scale but sufficiently proportioned to show that the creators were not congenital idiots.

The atmosphere at Teague's School was curious. We have to remember that, while the tuition, especially of the juniors like Jim, was almost kindergarten in its methods, the pupils were from twenty-two to thirty-five years of age. They were tough seafarers, who had brawled, some of them in the ports of the Orient. They had stood watches on ships of all kinds, from squat coasters to lordly P. and O. liners. They had spent the night on occasion in Calabozos and their acquaintance with bars and *bordellos* was extensive and peculiar.

Moreover, the men were always changing. Jim had hardly got through two days' study before two men in his row had passed and he had a huge red-headed newcomer at his side who had been junior ninth engineer on the giant 4,916 ton **Pera** of the Peninsular and Oriental S.N. Company's eastern service. Each day a new face somewhere in the room and each day a familiar figure was no longer there.

There were exceptions, of course. Mr. Battle didn't have many, but all schools enjoyed the dubious company of a man or men so unutterably dumb that no human power of coaching, cajolery or hypnotic suggestion was successful in thrusting them through the far from narrow portals of the government examination.

The unfortunate part of this business was that these weaker brethren, as Mr. Battle referred to them at times, never got far enough in the examination to be failed in practical knowledge. The chances were they would not have so failed, but if they had, the custom was to send them to sea for another three months before admitting

them for a new trial. But they only failed in simple school work of formulae and calculating the strength of furnace-crowns, combustion-chambers and safety-valves. As a rule, the school gave a man another coaching for half fees, and it sometimes happened that the unfortunate victim of an austere government department spent ten or twelve pounds before he stood in Mr. Battle's office with the coveted blue slip of paper in his hand, the warrant of his having passed. On one occasion, Jim heard, after a dozen tries, an almost permanent resident of Teague's School got through and Mr. Battle fainted. On recovering, he commented, 'Oh well, if he was sick of the sight of you as I am, mister, I expect he passed you to get rid of you.'

… Jim took hold rapidly and in two weeks Mr. Battle said he was ready to go up. That gentleman had given Jim several sound tips when he discovered that Jim had that valuable quality, a retentive memory. He showed him, for instance, how to study anywhere, on top of a bus, in a train, or while sitting in a room.

He gave him fifty plain cards, on which Jim wrote out numbered leading questions he was bound to get. On the other side he wrote the answers. It was absurdly effective. Jim was ready to go up in two weeks.

Second-class engineers [candidates] had three days of it. First of all they had to pass in 'arithmetic'. The next day, if they survived, brought 'elementaries'. The final day, was the real test, for it constituted in sitting at a table facing the examiner and answering any questions he might ask. Jim called this inquisition 'verbals' The great thing, the coach told him, was not to be afraid. 'He can't eat you,' Jim was told. Jim noticed he had excellent teeth, however, as he looked up at the young man in the inevitable blue-serge suit, the stout black boots and sixpenny tie.

The examiner only needed one glance to see that Jim had been on a tramp even if the papers before him, revealing every day of Jim's life since he left school, had not already informed him. He saw the hard callus on the outer side of Jim's right forefinger, where the big oil-feeder had chafed him eight times every watch, when he went round oiling the top and bottom ends, the valve-stem brasses, the eccentrics, main bearings, pump-link brasses and the trunnion bearings. Big liners might have oilers, tramp engineers were alone on watch and did everything themselves. (The examiner had been in tramps and he noted the details of the **Wyvenho**e's wanderings with mild interest*.)*

'Any breakdowns while you were at sea?' he inquired mildly.

Jim started and cleared his throat. The coach, Mr. Battle's assistant at the afternoon lectures, having dug out of Jim his exploit plugging a leaky tube in the combustion chamber, had said briskly:

'Good for you. When he asks, "Any breakdowns?" don't make a yarn of it. Tell it as if you were sending a cable at a shilling a word. If you want to tell stories

try the magazines. He'll drop it and change the subject if you don't keep on course.'

Jim remembered and made his story as short as possible. The examiner nodded.' A hot job,' he said.

He asked a number of other questions, one of which Jim didn't know. The examiner told him the answer. Jim felt rather warm.

'You served your time at -----, I see.'

'Yes sir. Two years on the lathes and five in the machine shop. I was six months on outdoor erecting.'

'So I see. I see Mr. Anderson was manager there?'

'Mr. Anderson, sir? Yes sir.'

'He's been there a long time.

'You know him, sir?'

'Very well. We were at Laird's together as apprentices. He was a friend of mine.

'Yes, sir.'

There was a moment's silence and Jim sat uncomfortably flushed. He wondered if his case was hopeless, after not knowing that question about working an evaporator on a vacuum, that the examiner was trying to let him down easy. Then, as if out of nowhere, a blue slip suddenly appeared on the desk before him, the precious voucher that informed the world that James Barnes would in due course receive a certificate of competency as Second-Class Engineer, issued by the lords of the Committee in Privy Council for Trade, signed by one of the assistant secretaries of the Board of Trade, countersigned by the Registrar-General and registered at the office of the Registrar-General of Shipping and Seamen.

How Jim got out of the murky offices in Mark Lane he never remembered and did not care. From the feeling he had he must have floated out of the window…. He … completely forgot to go back to the school to report his success…. He decided to continue [home] and call at Teague's School in the morning. From there it was only a step to Saint Mary Axe, where he would report to the superintendent engineer of the Hoe Steamship Company with a view to another ship as soon as possible.

LST Poem

Submitted by Society Member Bob Settle

Bob's father had been the coxswain of **LST421** which he had picked up from the builders in Baltimore in 1943 and taken through all the landings in North Africa, Sicily and Italy before landing at Juno Beach on D Day. This was discovered amongst his personal effects.

LST-421 was laid down on 11 November 1942 by the Bethlehem-Fairfield Shipyard, Baltimore, MD; launched 5 December 1942; then transferred to the United Kingdom and commissioned on 26 January 1943.

1

She's not very good from a looks point of view
She's not very old but doesn't look very new
She's broad in the beam and bluff in the bow
She's as flat as a flounder and a bit of a cow
But for those in the know and with eyes that can see
She's a useful old tub that — L.S.T.

2

One mast and one funnel, one boat that won't go
She plugs her onwards with diesels below
She picks up her Cargo through wide open doors
Then toddles along to the enemy shores
Where she sticks her snub nose right up on the sand
And pongoes and tanks go "back to the land"

3

She's not very welcome back at the base
She's just a darned nuisance, told right to your face
We haven't got this, and we haven't got that
We can't do the job, work off your own bat
Canteen and naval stores, Good God man
We've only enough for ourselves in hand

4

The lads that manned them were painfully new
With a few old hands to teach a new crew
But they learnt very soon to stand on their feet
And to scrounge as good as the Navy's elite
When given a chance to fire off their guns
They can make it darned hot for the pestilent Huns

5

They've done a good JOB and astonishment's waned
That they've returned from the sands again & again
They've been hit with selections of infernal things
But mostly bobbed up with varying grins
SO at last I believe they almost agree
That it's a useful old tub that — L.S.T.

In company with sister ships **LST-324** and **LST-412,** she left New York, 13 March 1943, with refinery equipment bound for Curaçao, and then sailed to Freetown, Sierra Leone. **LST-412** participated with the Royal Navy during the invasion of Sicily, the Salerno landings, the Anzio landings, and the invasion of Normandy, June 1944.

She was returned to US Navy custody in 1946 with whom she saw no active service. Struck from the Register in August 1947 she was sold to Singapore based owners and converted for merchant service. Nothing further is known.

From Our Archives – 1963

By E.W. Paget-Tomlinson

This must rank as one of the Society's most successful evenings. The meeting was held at 7.30 p.m. on Thursday, 14th November, on board **Landfall**, and an audience of around fifty gathered to hear Sir Ivan Thompson, an ex-Commodore of the Cunard Line, reminisce over his fifty years with Liverpool ships. Sir Ivan was born at Bruges in Belgium, but he started his sea career in the **Drumlanrig** of Liverpool as a cadet. This vessel was a tramp steamer owned by Gillison and Chadwick, but she did not see Sir Ivan after his first passage, for he left her on arrival at New York and went up to his father's farm in Massachusetts. He found the incubating of White Leghorns a very time consuming occupation, so left to join a travelling circus. This was 22 hours a day job, worse than the incubators, so Sir Ivan returned to New York and joined the **Mauretania** as a trimmer.

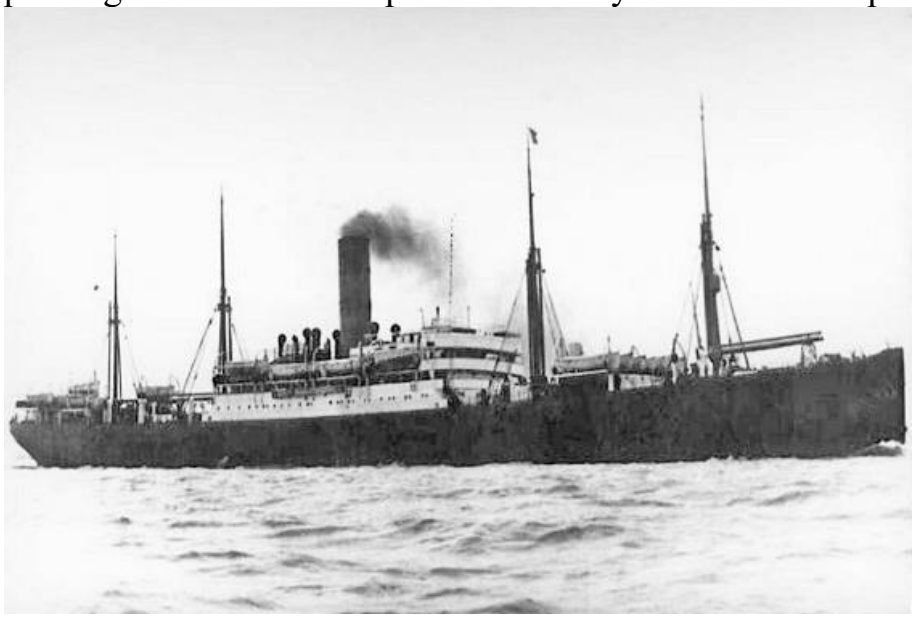
He was discharged in Liverpool and then joined the Harrison Line as an apprentice. This was in 1911. Harrison ships took him to San Francisco where he evaded crimps, to Vancouver, the Canaries, and to Belfast where in the spring of 1912, he found the whole City stunned by the loss of the **Titanic**. In the early part of the Great War Sir Ivan was second mate of Harrison's **Cognac**, trading between the British Isles and the Charente. This little ship set fore and main staysails and fore and main trysails, the only sails Sir Ivan used in his sea-going career.

*ss **Cognac** Her furled sails are visible. From Clyde Built Ships.*
1902 – 1936 841grt 422nrt 205ft/ 31/ 15

From the **Cognac**, he went to the Cunard with whom he stayed until his retirement. During the latter part of the Great War he was in the **Andania**, **Pavia** and **Caronia**. The last-named was a trooper and his service coincided with the terrible flu epidemic of 1918. Many men died and mass sea burials were held very frequently.

After the Great War, Sir Ivan went to the **Pannonia**, which transported hundreds of Italian emigrants to New York in disgraceful conditions. The ship herself was very poorly maintained with rust and corrosion everywhere, and even holes patched with canvas in the bulkhead of the captain's cabin. Sir Ivan went on to recall being held in an ice field, a fire on board the old **Mauretania** at Southampton, which nearly destroyed the ship, and his time in the Cunard's Mediterranean trade, aboard the **Phrygia**.

He had some harsh words for the depression of the 1930's and for the way in which Merchant Service Officers were treated. He praised here the work of the Mercantile Marine Service Association and Captain W.H. Coombes. During the 1930's passenger liners were kept in service by means of cheap cruises. The **Mauretania** ended her days cruising to the Caribbean, while the **Lancastria** offered a 17 day cruise for £17.



*ss **Pannonia*** *From Clyde Built Ships.*
1902 – 1922 7,838grt 5,046nrt 487ft/ 59/ 37

During the Second World War, Sir Ivan was fully occupied. He spent a fair amount of time in the Orkneys taking over a captured Hamburg South American liner, the **Cap Noort**, which was eventually towed to Leith. His time in the **Britannic** was a succession of narrow escapes from U-boats and bombs. Then he joined the 'Queens' serving as Staff-Captain in both the **Queen Mary** and **Queen Elizabeth**. These two could carry 15,000 troops each at a time, and together they could move 50,000 troops a month across the Atlantic. Two meals a day were served to the troops, with the galleys working round the clock. Embarkation and disembarkation used to be rehearsed ashore, so there was no confusion when the troops arrived on the quay. Sir Ivan told how the **Queen Mary** rammed and sank the cruiser **Curacao**, and how the **Queen Elizabeth** was struck by a heavy sea off Greenland. The wheelhouse windows were stove in with such force the pieces of glass embedded themselves in the steel bulkhead and the helmsman was washed into the chart room. All the ship's deck machinery was wrecked and the foredeck was considerably distorted. Six weeks' work by the Bethlehem Steel Company put the **Queen Elizabeth** back into the war effort. Her absence from service, said Sir Ivan, was a serious drag on the flow of reinforcements to Europe.

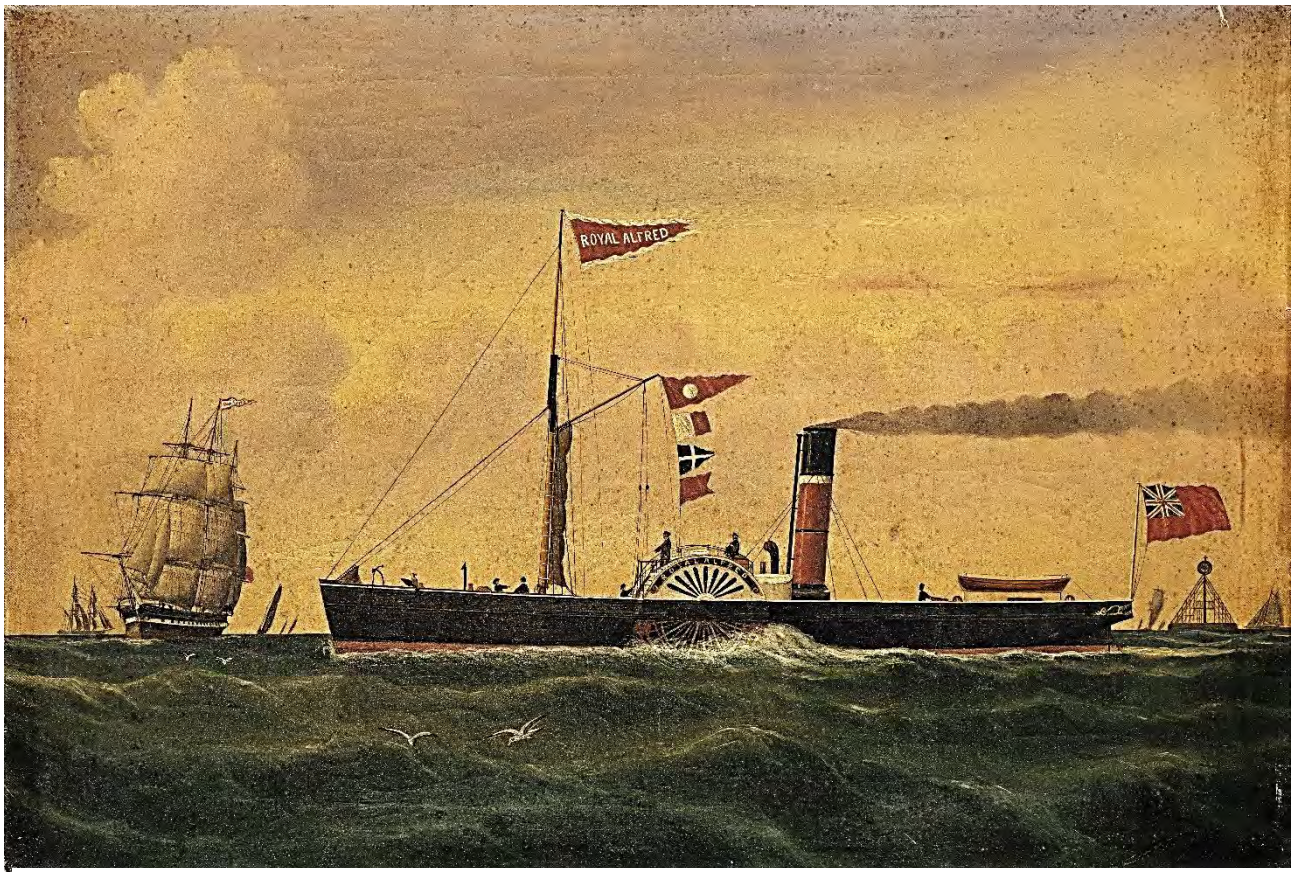
The last seven years of Sir Ivan's career at sea were spent as Captain, commanding both the **'Queens;'** on his retirement he returned to Liverpool, whose ships he had served for half a century. Captain Ayre, who proposed a vote of thanks to Sir Ivan, recalled their long friendship and admired Sir Ivan' s devotion to the Red Ensign. Captain Ayre was seconded by the Chairman who spoke for the whole Society in praise of a wonderful evening, full of wit and spicy anecdote. The meeting loudly acclaimed their appreciation of Sir Ivan's fascinating story.

LIVERPOOL MARITIME SOCIETY

The Bulletin Volume 67, No. 2, September 2023

Contents

HMS Wellington pictured in 1942 *Courtesy Wikimedia* *See page 9*



*The steam tug **Royal Alfred** with the ship **Anne Royden*** *Courtesy Wikimedia* *See page 35*
Oil painting held by Royal Museums Greenwich

Liverpool Maritime Society

Vice-President
John Stokoe

Chair
Ann Toner

Vice Chair
Bill Ogle

Council:
Ian Duckett (Talks Secretary),
Mervyn Rowlinson (Bulletin Editor)
Ted Scaplehorn (Web Master)
Sarah Starkey (Representing M.M.M.),

Honorary Officers:
Secretary: Ted Scaplehorn Treasurer: Tony Melling

Web site: www.liverpoolnauticalresearchsociety.org

For all enquiries our contact details are: contactlnrs@gmail.com

Or via our website at
www.liverpoolnauticalresearchsociety.org

If mail is required our address is:
Hon. Secretary, L.N.R.S.,
The Archives Centre, Merseyside Maritime Museum,
Royal Albert Dock, Liverpool, L3 4AQ

Liverpool Maritime Society
Acting Chair's Report 2022-23

When I was elected Vice-Chair at the last AGM, I thought I had a full year ahead of me before taking over as Chair, plenty of time to settle in as a member of the Council and learn how all the various aspects of the Society fitted together. It came as a tremendous shock to learn in January that our then Chairman Willie Williamson, who has done so much for the Society not only as Chairman but throughout his many years of membership, would be standing down immediately because of a serious illness. Together with the sadness caused by the news about Willie was a different type of shock when I realised that I would now be taking over much earlier than expected.

I knew from my eight months as Vice-Chair that the Society faced a challenging future. Your Council, under Willie's direction, had identified a slow but inexorable decline in membership numbers as the greatest threat to our long term future, and had implemented a number of strategies aimed at reversing this, including the change to the Society's name agreed at the Special General Meeting held in October. As it happens, our membership numbers have held up well this year and we currently have 191 active members, five more than at the same time last year.

The underlying problem remains, however, of a steadily ageing membership and few new, younger, members, so we are continuing with our plans to broaden the scope of the monthly Talks programme, and to modernise the website to make it more appealing to a younger audience. The website is undergoing extensive redesign and the work is taking longer than we had hoped but we are confident it will be completed in the near future. As a result of these measures your Council feels that we now have several years to resolve the membership issue, during which time we can continue to provide a service that our members value.

What I had not foreseen when becoming Acting Chair was a much more immediate and potentially disastrous problem with the Society's administration. For several years there has been concern that those Council members with specific responsibilities: Secretary, Treasurer, Talks Secretary, Editor, Webmaster, and Video Producer (not a Council post) have been performing their roles without anybody providing day-to-day assistance and potentially being able to take over in the event of illness or resignation. Throughout the tenures of the last two or three Chairmen there have been repeated attempts to recruit deputies, with virtually no success. The situation has now come to a head because three of the four incumbents have either stood down or indicated that they intend to do so in the foreseeable future and, without anyone to replace them, the Society will not be able to function. I do want to

stress that this is not a sign of discontent in the Council! All these members have been in post for extended periods and have arrived at their separate decisions, reluctantly in every case, for a variety of reasons. I wrote to members in February to highlight the seriousness of the situation and ask for help but, so far, only one potential volunteer has stepped forward. Welcome as this is, it will not be enough by itself to avert a crisis.

We have a full programme of Talks planned until May 2024 and the current Council (if re-elected) will continue to operate normally until then. But, because of the amount of forward planning that goes into the Talks programme, we have set 21 September 2023 - the first Talk after this summer break - as the date on which a final decision about the future of the Society will have to be made. I am sorry that my first annual report should be so downbeat, but the Council officer situation is very serious and it would be dishonest to suggest otherwise.

From almost every other perspective our Society is in good shape. Our membership, as I mentioned earlier, is relatively stable, although sadly I have to report the deaths of two members: our President, Captain Mike Jones in July last year, and Mr John Lewis in February. We will miss them both.

The Bulletin, under Bill Ogle's editorship, continues to thrive, and despite a noticeable drop-off in research articles by members we are still reasonably confident about its future.

The Talks programme routinely attracts high calibre speakers on interesting topics, and although the Athenaeum audience has not yet returned to pre-Covid levels, all Talks are now recorded and available to members through the website.

Our finances, as you will hear shortly from Tony Melling, the Treasurer, are healthy, and the overall administration of the Society is, I believe, sound, and while the application process for new members is still a bit too paper-based for the 21st Century, we intend to address this with the new website. I think that's all I have to say. It only remains for me to thank all the members of Council for their support, and for all the work that goes into keeping our Society running smoothly. Finally, I'd like to thank you, the members, for your continuing support and confidence. With your help, I hope, as I'm sure you all do, that we can find our way through these current problems and ensure a solidly based and long lasting future for the Society.

Thank you.

Ann Toner

Acting Chair Liverpool Maritime Society

Liverpool Maritime Society, Talks Programme– 2023/2024

2023

Sept 21st: 'William S Lindsay – a Victorian Shipping Magnate with strong Liverpool connections' By Bill Lindsay

'*Lindsay was a self-made man who ran away to sea and, within 9 years, was a ships master. He went on to own one of the largest shipping companies in the UK and had connections with both Lamport & Holt and the SS* ***Great Eastern*** '

Oct 5th : 'The loss of the SS **Atlantic'** By Bob Chaulk

'Bob is making a special visit to Liverpool from Nova Scotia, Canada, where he is actively involved in preserving the story of the loss of the SS ***Atlantic*** *in 1873. The White Star Lines first but not last major shipping disaster.'*

Oct 19th: 'Wise and Foolish Builders ' By Jim Bellew

'*A serious comparison of the work of naval architects compared with the work of their land-based brethren, with a bit of whimsey thrown in*! *Jim is a former Blue Funnel engineer who then had a career in the marine supply industry '*

Nov 16th: 'The Call of the High Canvas' By Susan Hanley-Place

'*The story of how hundreds of Merseysiders, of all ages and backgrounds, rebuilt and re-rigged the Brigantine* ***Zebu*** *and how the experience changed their lives and enhanced their communities.'*

Dec 14th: 'The **Bluebird** K7 Story' By Keith Hick

'*This talk reviews the world water speed records of the 1920/30s and details the exploits of Donald Campbell in the 1950/60s before looking at the recovery of* ***Bluebird*** *from the bed of Coniston Water in 2001, and its return to the water in 2018'*

2024

Jan 18th: 'The Story of the **Manxman** updated' By Bill Ogle

'*Bill served as chairman of the charitable trust that sought to restore the former IOMSPC's RMS **Manxman**. The talk will outline her long and multi role career and include a rare video of her life and times. Bill will also give some insight into another Manxman. '*

Feb 15th: 'Sink the **Tirpitz'** By Glyn Evans

'*This is the story of 'Operation Title', the audacious plan to sink the German Battleship **Tirpitz**, whilst she lay in a Norwegian fjord, using two-man torpedoes known as Chariots.'*

Mar 21st 'Pirates, Privateers, Corsairs & Buccaneers' By Alison Telfer

'*A look at the rise and fall of piracy, focussing on the 'Golden Age', its global impact and the role of the RN then and now. We will examine the causes of piracy, some key 17/18C figures and their influence on modern understanding'*

Apl 18th 'Shipping Architecture In Liverpool' By Iain Jackson

'*Detail to be confirmed*'

May 16h 'Nautical Terms used in Everyday Language' By Peter Swarbrick

'*Nautical expressions pepper our everyday language. Peter, a retired journalist and experienced sailor, will speak about the origin and meanings of some of the nautical phrases still in use today'*

Please note that this talk will follow the AGM.

Eight Bells – Changing the Watch

By the Editors

For some time now I have been aware that the Bulletin deserves a fresh mind to see it forward to renewed successes, and so it is time to put away a well-worn quill.

On checking the records I see that, with the help of many others, during my tenure since March 2011 there have been 50 copies of the Bulletin, some 575 articles and no less than 150 contributors. It is they who have made the Bulletin, my role has been primarily to collect and co-ordinate, and it is to they that I owe a sincere thank you for all the hard work and diligence. The experience throughout has been most rewarding and I will miss those tricky deadlines!

I must also thank our stalwart proof readers, John Stokoe and David White, for you would not recognise the draft Bulletin they have to deal with. I must also thank the Stokoe household for their hard work in filling all of those envelopes each quarter, and for their use of the Encyclopedia Britannica to compress those envelopes. Fortunately I can say that this vital support team is willing to continue this important role.

For the future the Bulletin will be in the safe hands of Dr Mervyn Rowlinson who I am delighted to welcome aboard and wish him every success for the future:

Thanks, Bill. I am looking forward to taking over as editor of the Bulletin. Although I have sailed in and out of the Mersey many times, I must admit my strongest connection with Liverpool is being married 50 years to a ‘girl’ from Mossley Hill. However, I was first introduced to the Bulletin by the late Alan McClelland , well over 15 years ago. Alan was very helpful and encouraging with my research on short-sea shipping. I never got to meet him, but we had a regular postal connection, made complete by Alan’s marvelous sketching of coasters! I was also highly impressed by the copies of the Bulletin that Alan sent.

It is my intention to ensure that the high editorial standards at the Bulletin are maintained. As you will have gathered, I am hardly a ‘nipper’ but I intend to commit to more than a ‘dogwatch’ in order to keep the Bulletin ‘’alive and kicking”.

I hope to meet you in September.

Mervyn

The Six:The Story of Chinese Seamen

Summarising the talk to the Society on 19 January 2023 by Yvonne and Charles Foley

The film 'The Six' tells the story of the Chinese mariners who were passengers on the ill-fated vessel the **Titanic**. As hundreds died, they managed to make their way through the ship from their third class accommodation, get on a lifeboat and be picked up by a rescue vessel. It shows how they saved themselves when others could not. After the event they were accused of having dressed as women, smuggled themselves onto one of the lifeboats and survived as many others drowned.

But this was not true. The men survived because they were professional mariners going to join their ship in America. They knew what to do and they did it. And they lived whilst others did not. But why were the Chinese accused of being cowards? Of breaking all the rules of what was seen as manly behaviour? Why were they expected to behave badly?

When the **Titanic** went down in 1912 the Chinese seamen were representatives of a country and culture that had undergone almost a century of humiliation. They were looked down upon by many and seen as willing to take any job for whatever pay was offered. In other words, not 'real' men.

China was being taken apart piece by piece. Britain, Germany, France and even the Japanese were exacting concession after concession. The government, such as it was, was unable to resist and suffered military defeat by the British and the Japanese. If the country was so weak, the argument went, this was obviously due to its people. They, too, were weak and incompetent and not worth being regarded in the same light as truly civilised men.

The Chinese on the **Titanic** were like thousands of other men through the preceding centuries who had sailed the world's oceans. China had been trading with the Middle East for hundreds of years. For example, Arab merchants were residents of China in the Tang dynasty in the eighth century and China was open to and was aware of the world as Europe was not.

The Chinese mariners had explored the Far East and knew the routes to the Middle East so well that the Yongle Emperor sent out a fleet with ships over 400 feet long and 180 feet in the beam to 'show the flag' on these routes. Between 1405 and 1433 they went out 7 times to show just how powerful China was and how advanced was their ship building.

The white men arrive

By the seventeenth century the Dutch were operating in the South China seas and using the Chinese as replacement crews for men who had died on the long voyage from Europe to China. By the eighteenth century recruitment of Chinese had increased considerably amongst European shipping organisations.

Despite this, little was known of the country and China was mysterious and was a difficult nation with which to trade. A British expedition in 1792 led by Lord Macartney was sent away by Emperor Qianlong having been told that there was *no*

need to import the manufactures of outside barbarians. But Qianlong was the last great Emperor. England was about to industrialise and China's position in the world was going to change and with the change in her status so would the position of the seamen alter.

By the beginning of the nineteenth century Qianlong was dead and the situation had changed dramatically. The Chinese seaman was now an individual who could be exploited. In 1813 the British Parliament was forced to pass an act requiring care to be taken of these men. Accommodation consisting of a bare room was simply not good enough. Little notice was taken of this and between May 1813 and April 1814 over 30 men died in such accommodation. It had all gone wrong very quickly for China and her mariners.

Through the nineteenth century things got steadily worse for the Chinese Empire and for its seamen. In 1839 the action that seemed to begin the inevitable dismemberment of China began as the First Opium War broke out. The backwardness of China was ruthlessly exposed. The British took Hong Kong and gained a number of so-called Treaty Ports where expatriates were subject only to their own laws. By 1859 there was a second war with Britain. Once again China was defeated and yet more of China was ceded to the British.

Internationally the Chinese were now regarded as an inferior species to be being kept at bay by a legal web that stopped them from settling in the West. In Australia action taken from the 1850s kept their families out of the country. In 1901 the Immigration Restriction Act was enacted. Only in 1973 was this repealed. Edmund Barton, Australia's first Prime Minister, said that he regarded the Chinese as 'unequal and inferior'.

In America the Chinese Exclusion Act came in 1882 and stayed in force until 1965.

Britain never passed such legislation but for many the Chinese were a threat to their wages. They were a force that pulled down the wages of English people.

Blue Funnel

Then came the Taiping rebellion. Led by Hong Xiuquan, an individual who thought he was the younger brother of Christ, the war continued for 12 years from 1859 to 1871. Twenty million died and the Chinese started to leave. Emigration was permitted in 1860 and those in the Treaty Ports took full advantage of this.

In 1866, coincidental with the Taiping rebellion and the Imperial Edict permitting emigration, came Alfred Holt's first direct service to China. And 1867 saw the opening of the Suez Canal. The route to China was much, much shorter and the scene was set for all the desperate young men in China to make some money that would feed their families. If things had got worst for him during the last half century there was now a way out. But China was now looked down upon by the West and so was the Chinese seaman. He was still an excellent employee. Still well regarded by Western captains but looked down upon by Western society.

So well thought of were they by Alfred Holt in particular that by the early twentieth century the majority of their crews were Chinese. They were well regarded and cheap. Very cheap. Where the companies would have to pay a British seaman £4.65 a month the Celestials, as they were known, only cost £1.41.

However, they were still only a very small proportion of the British merchant marine. In 1908 there were 4,695 Chinese sailing on British ships. Far, far outnumbered by the 417, 681 men of British descent. But few as they were and cheap as they were their pay was being consumed by a shoal of sharks.

From the middle of the nineteenth century Britain had passed Acts to protect the mariners but none seemed to work. In 1908 Winston Churchill tried to stop the keepers of the boarding houses in which they stayed when ashore from cheating the men. Their pay was targeted by the agents in China who recruited them. When they got aboard a ship their fellow Chinese took another cut from their pay. The 'number one', or foreman, who spoke English when they did not, demanded a further slice to 'guarantee' them a good job. When they got ashore the owners of the boarding houses would be snapping at their heels.

All this was against a background that made life for the Chinese extremely unpleasant. In 1916 a national wage was agreed for those in the merchant marine but 'Chinese, Asiatics and coloured ratings' were excluded from this. The National Union of Seamen wanted them banned completely.

Chaos

The First World War had seen a huge increase in the pay of British and Chinese seamen but the Chinese still lagged far behind their white counterparts. By 1919 the white seamen were earning £7.50 to £8.00 a month. In contrast, the Celestials were getting £3.50 to £5.00 a month. Sadly, despite the fact that it was the law that kept their wages low, they were seen as stealing the jobs of the locals and from January to August of that year there were riots focussing on non-white sailors. Liverpool, Cardiff, Newport, Barry, Glasgow, Salford, South Shields, Hull and London all saw violence directed against these mariners. Five men were killed and the Chinese got further and further into debt with the boarding house keepers as they failed to find a ship to take them away.

Then came the Great Depression and with it a stark reduction in ships that came from and went to the Far East. In China the Emperor had lost his throne in 1911 and the country descended into civil war. Invaded by the Japanese in 1931 the country now seemed to be at the mercy of the foreigner to add to the civil war that was consuming it.

World War Two.

Twenty thousand Chinese were on British ships replacing the men who had gone to the Royal Navy. As ever, paid much less than the British by the beginning of 1942 they could no longer go back to China. The Japanese had taken Hong Kong, Singapore and Shanghai. Trapped in the United Kingdom on Chinese pay they refused to sign on vessels leaving the country and by May of that year had a measure of

equality in their pay. By 1943 further pay increases meant that they finally had equality. But it did not last long.

At the end of the War their pay was cut virtually to what it had been at the beginning of the conflict and the sharks were back in business. Thus, Quan Hong Zhu could recruit 400 men for a western company, which paid them $85 a month. Quan charged the men $20 plus an agency fee of $32.50. Quan earned $13,000. These were Chinese dollars and inflation was astronomical.

The Communists

On October 1st 1949 Mao Zedong declared the creation of the People's Republic of China. The Communist Party had taken control of the country. The Kuomintang Party that had been the government fled to Taiwan and China closed in on itself. When it re-emerged on the death of Mao it built its own fleet and China became a force once again. Trained at the Maritime University Dalian in Liaoning, the officers of the new fleet sail ships built in China and crewed entirely by Chinese.

Perhaps the Chinese are at last getting the recognition that once was theirs. No longer regarded as they were, it seems that the Chinese merchant marine is a major force in the world and likely to remain so in a China that is the new workshop of the world as Britain once was.

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 Honourable Company of Master Mariners (HCMM) and HQS Wellington

By Society member Bill Ogle

The article on page 36 of the Bulletin for June 2023 referred to the Liverpool shipowners, Gillison & Chadwick, with an office at No.10 Tower Buildings North on Water Street. The company was originally J (James) Gillison for whom Joseph Chadwick was employed as book-keeper before being taken on as a partner. Later, Joseph took over the business which then became J Chadwick & Son. The son in question was Robert Burton Chadwick who, as a sixteen year old straight from school sailed round the Horn in one of the Company's ships. By the time he was 25 he had been round the Horn six times and obtained his Extra Master's Certificate then, later, taking over the Company which became Chadwick & Weir.

In a career as shipowner and Member of Parliament, R B Chadwick (1869 – 1951) eventually became Sir Robert Burton-Chadwick, First Baronet Chadwick of Bidston in the County of Chester, dying in May 1951. Along the way he had collected a Royal Humane Society award for saving the life of a drowning man, served in the Imperial Yeomanry in South Africa, won the Queen Mary's Cup during Cowes Week, August 1936 in his 31 ton cutter, **Lady Edith**, was responsible for setting up the Liverpool Merchants Mobile Hospital in France during the Great War, and acted as Counsellor for Shipping to the British Embassy in Buenos Aires from 1940 to 1947.

In 1921 during a speech by Sir Robert Burton-Chadwick at the Adelphi Hotel, Liverpool, on the occasion of the Annual Shipmasters' Dinner, he suggested that their profession was entitled to form, and was quite capable of forming, a Guild or Company very much along the lines of the old City of London Livery Companies

City of London livery companies have grown and evolved since the 12th century in parallel with the City itself. Indeed they share common goals and are integral to the City's governance since liverymen elect the Sheriffs of the City of London who endorse the election of the Lord Mayor and play a prominent part in major events.

Those working in the same craft lived and worked near each other, grouping together to regulate competition within their trade and maintain high standards. The early London guilds benefited their members and customers alike, controlling the manufacture and selling of most goods and services in the Square Mile. As the guilds became more established, many set up their headquarters in large houses or Halls. As well as a meeting place, these became the venue for settling trade or domestic disputes. London street-names today still bear witness to areas where individual trades gathered and flourished.

Today, there are more than 100 liveries, and though trading conditions have changed, since their inception, their work is as pertinent as it always has been. Different in size, structure and interests they share the same ethos: supporting trade,

education, charity and fellowship, working in the best interests of the communities in which they operate. The charitable dimension of their work now amounts to over £75m each year.

Sir Robert's suggestion for a shipmasters' livery company landed on fruitful ground and his vision was realised on 25th June 1926 when he successfully founded the Company of Master Mariners. The City of London welcomed the new Company with great warmth, indeed many of the existing Companies made generous gifts of silver at the time of the inauguration.

His Majesty King George V announced on 14th February 1928 his wish to 'bring into line' the merchant service with the Armed Forces by having a member of the Royal Family as its Head. So doing, The King conferred upon the Mercantile Marine the title 'Merchant Navy' by appointing that day His Royal Highness Edward, Prince of Wales, as the first Master of the Merchant Navy and Fishing Fleets. In turn, the Prince became the Company of Master Mariners' first Royal Master the following day. Following his abdication (as King Edward VIII) Sir Robert became the second Master of the Company and served until 1940

It was always the ambition of the founding members of the Company to have a Livery Hall. Up to the outbreak of war in 1939, various proposals were examined, including the potential purchase of the sailing ship, the **Archibald Russell.**

After the war, it became apparent that the possibility of building a Hall in the City of London had been rendered very remote. In 1947, the Grimsby class sloop **Wellington** was made available by the Admiralty. The Company decided to buy her with money subscribed by the Members and convert her to a floating Livery Hall – an appropriate home for a Company of seafarers.

Thus, between 1948 and 2023, instead of the usual livery hall, the Honourable Company of Master Mariners had as its headquarters the ship, HQS **Wellington**, moored on the Thames at Victoria Embankment. She was converted for use as a floating livery hall in Chatham Dockyard, the conversion being paid for by donations from Lloyd's of London, private benefactors, shipping companies and other livery companies. In December 1948, the ship was moved to her permanent mooring along the Victoria Embankment. In 1991, the ship was extensively refurbished following a period of dry-docking in the private yards at Sheerness Dockyard. In July 2005,

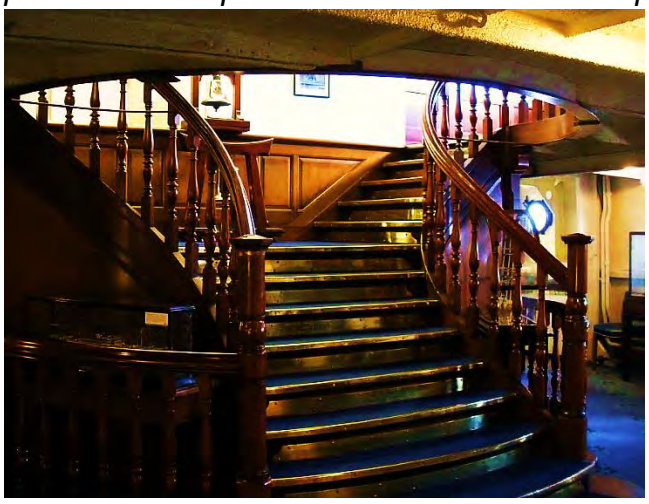
ownership of HQS **Wellington** was transferred from the Honourable Company to a new organisation, the Wellington Trust, although the company retained its home onboard and was largely responsible for leadership within the trust.

The HCMM aids nautical schools and promotes nautical research. Members meet regularly to socialise, discuss technical issues and assist with the mentoring and training of young officers who will train at sea to reach Master Mariner status. The Company ranks seventy-eighth in the order of precedence for Livery Companies and nominally has the right to allow two of its Masters to serve as nautical assessors in the Admiralty Court.

On 6 April 2023, it was announced that:

*"It is with sadness and many fond memories, that The Honourable Company of Master Mariners announces that we will be leaving our floating livery hall, HQS **Wellington**, which has been our home at Victoria Embankment these past 75 years.*

*The safety of all members, guests, staff and visitors is, and always has been, of paramount importance to HCMM. The ship is now 90 years old: as mariners we know that no ship lasts forever and, sadly, HQS **Wellington** is no different. Since 1948, the Grand Old Lady has served the Company well but, increasingly, safety issues have been raised with its owner, the Wellington Trust. Those issues are now such that staff and visitor safety cannot be guaranteed by HCMM."*



Apart from the HCMM having its origins in Liverpool, a further connection exists between Liverpool and HQS **Wellington**. The Irish Sea ferry ss **Viper** was built in 1906 and sold by her owners G & J Burns in 1920 to the Isle of Man Steam Packet Company who renamed her **Snaefell**. In 1945, at the end of her seagoing days, **Snaefell** was sent to the breakers yard at Port Glasgow. There, her central staircase was rescued from destruction and donated by Commander J C Munro, RNR (Rtd) for installation in HQS **Wellington** which at that time was being converted at Chatham dockyard for the HCMM. One hundred and seventeen years later (2023) the staircase continues to grace the ship.

The Wellington Trust, a registered charity, owns the ship, and is working hard to preserve this vessel today and for future generations. The Wellington Trust is active in promoting study and education through its successful school's programmes, lectures, exhibitions and other onboard and online events. The Trust urgently seeks additional financial help and funding for this work. More information on this can be found on the Trust's website at https://www.thewellingtontrust.org/

Liverpool: When Cotton was King

Presented to the Society at the Athenaeum by video - Dr Nigel Hall

[*Editor's note: this presentation was made to the Liverpool History Society on 10 February, 2023 and, due to the cancellation of the Liverpool Maritime Society's planned speaker, LHS kindly permitted its use as a worthy replacement.]*

On the eve of the First World War, in the year 1913, *The Times* newspaper calculated that if all the cotton stocks in the world cotton markets of New York, New Orleans, Bremen in Germany, Havre in France and Bombay in India were put together, the number of bales of cotton in those markets would only *just* exceed the amount of cotton held in the vast Liverpool cotton market. The Liverpool market was supplied by dozens of merchants and cotton shippers while the market was staffed by hundreds of cotton brokers - selling cotton for merchants, buying it for spinners and trading cotton 'futures' contracts in the recently built cotton exchange on Old Hall Street. On the eve of 1914, cotton truly was king in Liverpool. It has been said that both in terms of volume and value, cotton was the greatest Liverpool import ever.

However, the situation some 120 years earlier than 1913 could not have been more different. In the late eighteenth century, London rivaled Liverpool as the main British cotton importing port; there were only a handful of general brokers in Liverpool, and the cotton spinners bought their cotton in a Manchester-centred cotton market, not in Liverpool. This article will trace the rise of the Liverpool cotton trade and market and sketch the key developments in cotton trading at Liverpool up to the year 1914 - the period when the trade was at its peak.

The background to the rise of Liverpool's cotton trade was the rapid growth of the British cotton textile industry from around the mid-eighteenth century onwards**.** This trade was centred upon the county of Lancashire – not least because of the abundant number of rivers and later coal reserves for power. The cotton industry continued to expand throughout the nineteenth century, and despite the development of cotton industries in other countries, the British, Lancashire-centred, cotton industry remained the largest cotton industry in the world into the mid-twentieth century, and Britain's largest manufacturing industry.

The source of the supply of cotton was crucial to the emergence of Liverpool as the key British cotton market. In the mid-eighteenth century, the bulk of the cotton that came to Britain was either the slave-grown supply from the West Indies, or that which came from the Middle East. London had long held the lead in trade with the Middle East, while West Indian cotton arrived in ships which also brought sugar and rum – these commodities were just as salable in London as Liverpool (if not more so), so a considerable amount of West Indian grown cotton, later destined to be spun in Lancashire, was landed in the capital, alongside Middle-Eastern cotton.

The key development in the supply of cotton for the British cotton industry was the emergence of the southern states of the USA as the great world supplier of cotton. However, the indigenous variety of cotton which grew in the American South, called *Gossypium Hirstutem*, had a disadvantage over other types of cotton, from other parts of the world. This was that the fibres of the American cotton adhered to the hairy seed in the cotton boll (or head of the plant). It was a time-consuming and back-breaking job to clean the cotton, and so in the eighteenth century, the slave plantations of the southern states tended to grow other crops. However, towards the end of the eighteenth century, one Eli Whitney invented a machine – called the saw gin. This could quickly clean the cotton fibres from the seeds in American cotton. The result was that the slave plantations of the southern United States rapidly extended the growing of cotton – largely to feed the British demand and high prices for cotton.

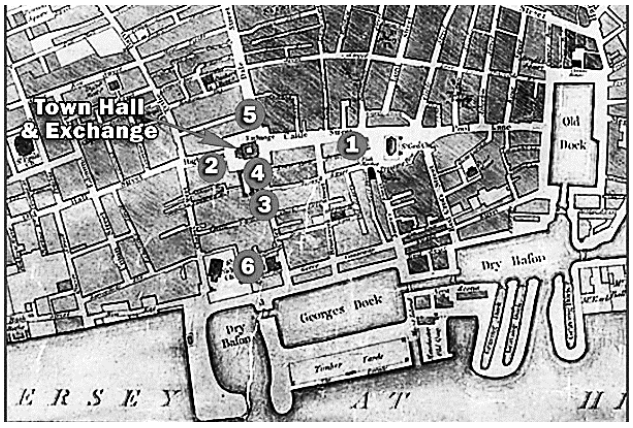
Liverpool was well-placed to dominate the trade in cotton from the southern United States to Britain. Liverpool had developed trade with North America since the seventeenth and early eighteenth centuries for a range of commodities. Liverpool merchants quickly turned to American cotton as its growth rapidly extended. London merchants took little interest in the trade in United States cotton. In an era before railways, there was little point in importing American cotton into London, from where it would have to be slowly and expensively taken to Lancashire. The emergence of the United States as the key supplier of raw cotton for the British spinning industry, explains why Liverpool quickly surpassed other British ports to become the leading cotton port of the country in the early years of the nineteenth century.

In the eighteenth century most Liverpool overseas traders dealt in a variety of commodities – not least among which were enslaved people. The surviving records of eighteenth-century Liverpool merchants indicate that they would freight their ships in Liverpool with a range of goods; sail on to Africa where enslaved people were purchased, and then sail across the Atlantic to America or the West Indies. Here the enslaved Africans would be sold to work on plantations. The Liverpool ships then sailed back to Liverpool with goods such as sugar, rum, tobacco, and cotton. This was the so-called ‘triangular trade’.

The British abolition of the slave trade in 1807; the rapid take-off and growth of United States cotton, coupled with the insatiable demand for this raw material from the Lancashire cotton industry, led to a complete change in the Liverpool merchant community importing cotton into Liverpool. Liverpool ships were sent – sometimes only in ballast (perhaps with Cheshire salt) out to the ports of the southern USA purely to acquire cotton. Shortly after the close of the European war in 1815, we can speak of many Liverpool mercantile houses primarily, or even exclusively, as cotton merchants.

Alongside the emergence of the specialist cotton merchant serving Liverpool's cotton trade in the early nineteenth century, the merchant body bringing cotton to Liverpool changed significantly. As noted, some Liverpool merchants came to specialize in cotton, but the most significant trend was for the growing wealth of Liverpool's cotton importing business to attract merchants from elsewhere to play a key role in Liverpool's cotton trade. By the years 1830 to 1850, all the leading cotton importing firms in Liverpool had origins from outside the port. Some well-known ones, such as Baring Brothers of London, opened branch houses in Liverpool to import cotton. Other firms came from both London and Scotland; again, opening Liverpool branch houses to deal almost exclusively in cotton. Another group of merchants, who were ultimately to dominate, were from the United States. One example is Brown Brothers. The Liverpool street, William Brown Street, was named after the leading merchant from this American firm. This is not to say there were no indigenous Liverpool cotton merchanting firms – rather that they had been pushed into the second and third ranks of cotton importers, behind the newcomer, large, international firms.

Turning back to the late eighteenth and early nineteenth centuries, there is the question of how cotton was traded in the Liverpool market once landed. Some commodities were undoubtedly sold directly by the merchants themselves; however, it was more common for merchants to employ a broker to sell imported commodities on their behalf. The surviving Liverpool trade papers and street directories of the late eighteenth and early nineteenth centuries indicate that there were several dozen broking firms in Liverpool at this point in time. These brokers sold some goods privately, but the Liverpool trade papers suggest that they normally sold by auction – often in the various commercial coffee houses which were dotted around the Town Hall and Exchange Flags area. The goods they sold: Timber, sugar, rum and others, often included cotton. The brokers would publish catalogues and allow samples of the wares on sale to be examined. Gradually, as the volume of cotton imported into Liverpool grew, auctions just of cotton took place and by the 1820s a special cotton sale room existed in one wing of the buildings surrounding Exchange Flags, Liverpool, purely for cotton auctions.



Late 18th C Liverpool with the location of coffee houses:

1. *George's Coffee House, Castle Street*
2. *Neptune's Coffee House, High Street*
3. *Pontack's Coffee House, Water Street*
4. *Exchange Coffee House, Water Street*
5. *Merchant's Coffee House, Dale St, after c1787*
6. *Merchant's Coffee House, OldChurchyard, before c 1774 & possibly site of the former Bath Coffee House*

In the late eighteenth and the early nineteenth centuries, cotton stocks held in Liverpool were not bought directly by the members of the cotton spinning industry or owners of the cotton mills. Rather, it was purchased by a group of middlemen that developed from the mid to late eighteenth century and continued in existence into the nineteenth century, and these were specialist middlemen called 'cotton dealers'. They had warehouses in and around the cotton spinning districts, especially Manchester, in which they kept stocks of cotton from which the mills would buy their raw material. These dealers were not brokers: they bought and sold cotton on their own account with their own capital. It was generally these dealers who went to Liverpool, purchased cotton, and then resold it in the spinning districts. Hence, although Liverpool was a cotton market in one sense in this early period – it supplied middlemen who in turn sold to spinners away from Liverpool – the port was not the exclusive centre of cotton trading.

The cotton dealer system and auctions of cotton were not destined to continue. A new group began to emerge in Liverpool from around the end of the eighteenth century: specialist cotton brokers. Some of these new cotton broking firms developed out of the ranks of the older, general Liverpool broking houses, but which now came to specialize in cotton. Some of the cotton brokers were cotton dealers who moved to Liverpool to become cotton brokers. Some cotton brokers were set up in business directly by owners of cotton mills to buy cotton for them.

Liverpool's cotton brokers were two overlapping classes: those who specialized in selling cotton for merchants, and those who specialized in buying cotton for the spinning mills. They generally did not trade cotton at auction in Liverpool, but rather through private sales between a broker acting on behalf of a merchant and a broker buying cotton for a spinner.

Buying through a Liverpool broker offered the industry major advantages and brought the centre of cotton marketing away from the spinning districts and concentrated it in Liverpool, supplanting the inland-based cotton dealers. The advantages of buying through a broker were several. A broker worked on a fixed commission rate, rather the cotton dealer working on his own account. Indeed, there are several accounts of cotton dealers speculating and trying to force up the price of cotton in the later eighteenth and early nineteenth centuries. When buying from a dealer, a manufacturer might have to visit a considerable number of warehouses before he could obtain the cotton he wanted. A broker, acting on the manufacturer's behalf, could trawl through the whole Liverpool cotton market looking for suitable cotton – yet the manufacturer only had to deal with one person: his cotton broker.

One important difficulty existed in the early nineteenth century, and this was transport between Liverpool and the cotton mills. One of the roles the cotton broker fulfilled for his spinner was to forward the cotton he had bought to the cotton mills.

Although canals had been built, they were slow, increasingly congested in the early decades of the nineteenth century, and even prone to freeze over in the winter – necessitating some cotton to be transported expensively over land. A new, reliable, and faster means of bulk transport was needed. Therefore, it should come as little surprise that those with interests in cotton were key promoters of the Liverpool to Manchester Railway project. Indeed, the promoters of the Liverpool and Manchester Railway pleaded the needs of the growing cotton trade as a key reason as to why the construction of the railway was highly desirable.

Once completed in 1830, cotton could be transported with alacrity to the mills around Manchester along the new railway. It also became much swifter and easier for cotton mill managers to visit Liverpool and their brokers in the port. Typically, a cotton buying broker would collect a wide range of samples of cotton in his office to have ready to show to a mill manager when he stepped off the train. Not surprisingly, mill owners, cotton merchants and cotton brokers were key proponents of the many other railway lines which spread across Lancashire in the wake of the success of the Liverpool and Manchester Railway.

The early 1840s was a significant period for the Liverpool market, as at this stage the Liverpool Cotton Brokers Association came into existence. It developed out of earlier meetings which had been held weekly by cotton brokers to collect market statistics as early as the first decade of the nineteenth century. The new association existed as an institution to govern the cotton market, formulate trading rules, and resolve disputes between traders. In the decades that followed, the 1840s and 1850s, the Liverpool cotton trade and market continued to grow, as the Lancashire cotton industry expanded prodigiously. The number of broking firms grew rapidly so that by 1860, there were 322 cotton broking firms in Liverpool.

A calamity now befell the Liverpool cotton trade and market: the American Civil War of 1861 to 1865. In this war, the Union (northern) forces blockaded the ports of the Confederacy. One key aim was to stop the southern, Confederate states from exporting cotton – so financially vital to the South. At first, the Liverpool cotton market was relatively calm at the outbreak of the war in 1861. It was widely believed in Britain that the Union blockade would fail, or peace between the North and the South would be reestablished, or that the Confederacy would win the war - and win quickly. Under these scenarios, it was argued that the Southern cotton would soon reach Liverpool again. However, nothing of this sort happened, and gradually, the Liverpool cotton market and its operators realized that the war would be prolonged.

The shortage of cotton in Liverpool became serious. Consequently, cotton prices began to rise dramatically – especially from 1862 onwards. On the eve of war, 'Middling' quality American cotton sold in Liverpool on average during the year 1860 for 6 ¼ pence *per* pound weight. In 1861 the price average over the year was $8^{3}/_{8}$

pence *per* pound. In the following year, as the seriousness of the situation was becoming increasingly apparent and Liverpool's cotton stocks became seriously depleted, the price of cotton in 1862 averaged 17 ¼ pence. In 1863, the average price was 23¼ pence and in 1864, the price averaged 27½ pence – in other words, a staggering five times increase over the pre-war price.

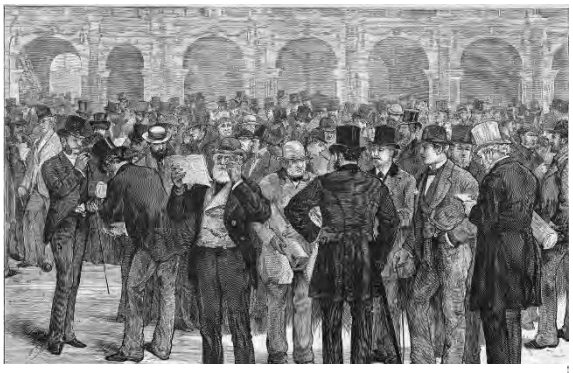
The American Civil War was the era of the 'Lancashire Cotton Famine', when many mills simply stopped production, and mill workers were thrown out of work. There was some alleviation of the crisis through the greater importation of cotton from British India (and a few other sources), but this failed to make up for the lost bulk supply of the American variety. Besides, Indian cotton was different from the better American type of cotton the British spinners used. It was generally inferior: it had shorter fibres and often suffered from not being clean or properly baled.

The period of the American Civil War brought some significant changes to the way the Liverpool cotton market operated. The most important of which was the origin of what became known as 'futures' trading. Limited supplies of actual cotton to trade in Liverpool during the conflict meant that market operators began to trade in *promises* to supply quantities of cotton in the future. The market conditions after the close of the American war in 1865 did not end this practice. This was because it took the southern United States years to recover its ability to grow the quantities of cotton shipped on the eve of the war in 1860. As the United States slowly recovered, and, year on year, American cotton supplies gradually increased, there was a period of years in Liverpool of generally declining cotton prices. This market situation was complemented by a key development in communications. In 1866, the direct telegraph was established between Britain and the United States. This technological development was quickly put to use by Liverpool's cotton traders. They could now communicate almost instantly with cotton shippers and merchants in the USA, and contract for cotton to be shipped to Liverpool in a fraction of the time previously required, when communication was by ship-sent letters. The problem was that, in the environment of generally falling cotton prices, by the time the cotton was actually landed in Liverpool, it might be worth less than was paid for it. Therefore, building on the practices of the American war, and the trading of promises to buy and sell cotton in the future, Liverpool market traders began the process known as 'hedging' cotton. This worked as follows: as soon as a Liverpool buyer of cotton from the United States had safely bought a cotton cargo using the telegraph, he would sell a promise to supply cotton in Liverpool. This locked in his profit margin and protected him from the value of his cargo falling while in transit. This 'hedging' quickly became the universal practice for all Liverpool cotton traders.

A vast and complex market developed in Liverpool in these promises to supply cotton. The contracts became highly standardized and regulated under the

auspices of the Liverpool Cotton Brokers Association. This Liverpool 'futures' market was the first such market in Britain and even Europe – far preceding in date the futures and derivative markets of London (that still trade in this important manner today). As one was not dealing in the bulky, physical commodity of cotton, but standardized promises, cotton futures contracts were often used by speculators seeking to profit from the fluctuations in the price of cotton. The considerable number of speculators made this Liverpool cotton futures market larger still. Eventually, towards the end of the nineteenth century, some cotton broking firms came to specialize in trading cotton futures. Some broking firms came to *only* trade futures.

The buying of the actual, physical cotton for the mills took place in the cotton brokers' offices, in and around Exchange Flags in central Liverpool. However, traders of cotton futures required a central venue at which they could rapidly and easily trade their contracts between a large number of brokers. The venue they took to using first was the open-air Exchange Flags, behind Liverpool Town Hall. Visitors to Liverpool in the 1870s and 1880s could witness the cotton traders, formed in a ring – rapidly buying and selling cotton futures. The futures market became more sophisticated when a special 'clearing house' and later 'cotton bank' were established in the 1870s for dealing with futures contracts speedily.



Cotton traders on Exchange Flags in 1874

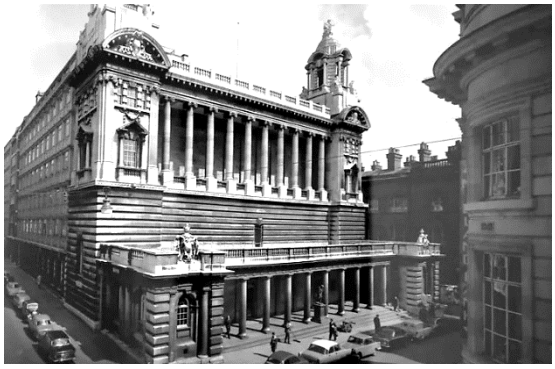
The emergence of the telegraph to the United States, and the development of cotton futures trading, had some unforeseen consequences. Because it was now easier to buy cotton in the United States, and safer to import by hedging shipments in futures, a considerable number of Liverpool's cotton brokers began to import cotton themselves on their own account – in other words, acting like merchants. This greatly displeased Liverpool's existing cotton merchants who regarded it as unfair competition. Matters came to a head in the late 1870s. Besides the grievances of the merchants, the cotton spinners who bought in Liverpool through the brokers also had a range of grievances with the way the Liverpool cotton market was organized and governed. It will be recalled that the body which ran the market was the Liverpool Cotton Brokers Association – merchants and cotton spinners were not members. The merchants and spinners approached the brokers' association to make changes to various trading rules but were entirely rebuffed by the cotton brokers. The merchants and spinners were greatly displeased, and proposed the foundation of a new cotton trading exchange in Liverpool which would admit *all* cotton traders to membership. Months of negotiations ensued and finally an agreement was reached between the brokers, merchants, and spinners. A new body, the Liverpool Cotton Association, was

created in the year 1881, which admitted merchants and brokers to equal membership, and cotton spinners as associate members. (Incidentally, the successor body of the Liverpool Cotton Association is today's International Cotton Association. It is still based in Liverpool and is one of the key bodies regulating the world cotton trade to this day.)

As yet, in the 1870s and 1880s, the Liverpool cotton market did not have its own cotton exchange building. The brokers worked out of their offices in and around Exchange Flags, the cotton association had offices nearby, while cotton futures traders operated in the open air of Exchange Flags. This was far from perfect when the weather was poor – snowball fights between traders were even known to occur in cold winter months!

The development of the telephone was the catalyst for change. As this technology emerged in the later 1880s and early 1890s, futures traders on Exchange Flags increasingly wanted to keep in touch with clients using the phone. Indoor accommodation for the futures market was therefore sought. For about ten years, the market moved into space in the buildings surrounding Exchange Flags. However, the accommodation proved too small and cramped. It was therefore decided at the beginning of the twentieth century by the Liverpool Cotton Association that Liverpool should have its own, purpose-built, cotton exchange.

The Liverpool Cotton Exchange was completed in 1907 and opened by the Prince of Wales (the future King George V). This grand building with statues and ranks of columns on its façade (so sadly and rather crudely remodeled in the 1960s), boasted a huge central room for futures trading and bank upon bank of telephones. There were offices for the Liverpool Cotton Association, and office accommodation for cotton trading firms. With the completion of the Liverpool Cotton Exchange – colloquially known as the 'Palace of King Cotton', coupled with the unparalleled amount of cotton passing though Liverpool on the eve of the First World War, we can firmly declare that at this time, cotton really was king in Liverpool.



Liverpool Cotton Exchange

The 'futures' trading floor, Liverpool Cotton Exchange

Featured ship – ss **Valiant Enterprise**

By Society Member Bill Ogle

Ships may have a very chequered career but not many come to such an ignominious end. Many of you will recall the sad sight of the 'sam boat' **Valiant Enterprise** (what an inappropriate name!) berthed on the outer breakwater at Colombo harbour from 1960 to 1967.

The J A Jones construction company was founded at Charlotte, NC in the 1890s and emerged from the Great Depression as one of the largest and most respected construction companies in the south-eastern United States. That status helped the company to secure several major defence contracts during World War II.

The contract to build a new shipyard having six slipways on a 72 acre site near to Panama City was signed on 7 April 1942. By August most of the heavy equipment and cranes were in place. Hull number 1, the **E Kirby Smith**, was launched on 30 December 1942. Some 6,000 men were employed in construction of the yard and J A Jones were also contracted to manage the yard. Eventually more than 15,000 were recruited and trained to build a total of 108 ships by the time of the final launch of **Ora Ellis** on 26 September, 1945. The yard was closed and dismantled in 1946. Almost all were to the standard EC2-S-C1 design

Hull number 26 was the **Harold T. Andrews**, laid down on 15 November 1943 and completed 19 February 1944. It is recorded that she joined the Liverpool bound convoy of 97 ships, HX293, at Halifax on 29 May, arriving Liverpool on 9 June.

She was initially operated on behalf of the US War Shipping Administration by Boland & Cornelius, Buffalo, NY whose operation focussed mainly on the Great Lakes, until laid up in 1946. Bought by Astra Steamship Corporation (Overseas Navigation Corporation) in 1949 she continued for eight years with her original name. Transferred to Bassa Transport Corporation in 1957, still within Overseas Navigation Corporation she was renamed **Bassa** and later that year renamed **Spiro Makris**. In 1958, still under the same ownership, she was renamed **Robertville**. In 1959 she was bought by Enterprise Steamship Corporation (Ocean Carriers Corporation) and returned to the US flag, but now renamed **Valiant Enterprise**.

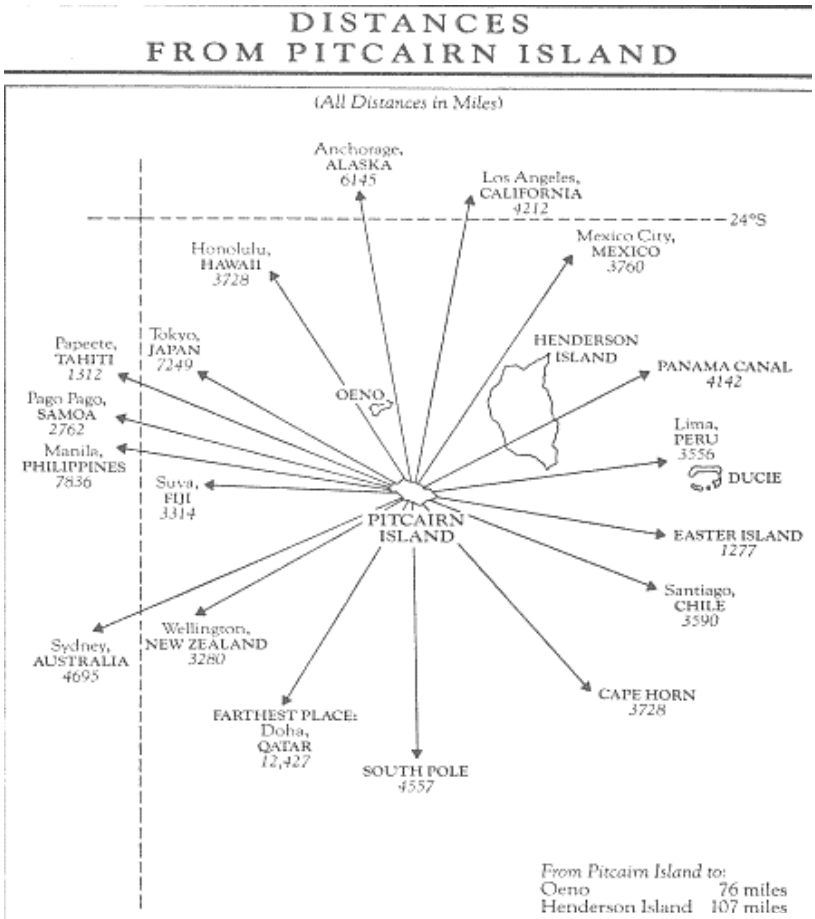
She departed New Orleans on 14 August 1959, but her movements are unknown until she arrived at Colombo on 11 Mar 1961. There she was abandoned by her crew; in 1966 she was sold by the Colombo authorities to ship breakers but, as they would not pay the port dues the sale fell through. On 23 February 1967 she was towed out to sea and scuttled some six miles north of Colombo.

Operation Pallium – A Tale of the South Pacific

Presented to the Society by Member Bob Settle on 16 March 2023

In 1787 the Admiralty tasked Lieutenant William Bligh to take his command, His Majesty's Armed Vessel **Bounty** to Tahiti in the South Pacific to obtain breadfruit plants. He was then to take them to the British Colonies in the West Indies where they were to be transplanted to provide a cheap and plentiful source of nutrition to the ever-growing slave population. I do not intend to tell you what happened next as I'm certain you have a reasonable idea

The Pitcairn Islands group are a British Overseas Territory. It comprises the islands of Pitcairn, Henderson, Ducie and Oeno. Pitcairn itself is a small volcanic outcrop situated in the South Pacific, which has its administrative H.Q. in Auckland, New Zealand (3,300 mile) away. Pitcairn is the only inhabited island in the group and in 1976 had a population of just 57 (today 50). The people of Pitcairn are descended from the mutineers of the Bounty and their Tahitian companions.



This diagram is from Pitcairn Islands Study Centre

Captain Philip Carteret of HMS **Swallow** discovered Pitcairn Island on July 3rd, 1767, but was unable to land. Lacking a chronometer he miscalculated the island's position by some 188 nautical miles west of its true location. This contributed to the failure of the Royal Navy to find the mutineers when scouring the South Seas after Bligh eventually got to Timor.

In December 1961, an announcement was made by the War Office that a series of ocean-going twin screw military supply vessel would be built. The first, **Sir Lancelot,** was from Fairfield Shipbuilding and Engineering Co Ltd at Govan; her building started in March 62, she was launched in June 63 and accepted into service January 1964. The design called for a fast troop and vehicle carrier capable of discharging onto beaches

and included bow and stern loading facilities for tanks and military vehicles, ramp loading hatches, cargo handling cranes and provision for carrying and launching pontoons. A flight deck was provided aft, with the main deck forward of the accommodation serving as an alternative landing area. Managed by the British India Steam Navigation Co., they had Merchant Navy officers and Chinese crew. In March 1963 a further two vessels were ordered. Then in 1965 a further three ships were ordered from Swan Hunter on the Tyne with the last entering service in 1968. In December 1968, it was announced that as from January 1970, the management of these six vessels, as well as that of one ex-LST, would be transferred to the Royal Fleet Auxilliary.

RFA **Sir Geraint** (L3027) specification:

Length 413ft, beam 59ft, draft 13ft, displacement 5,500 – 6,400 tons
Propulsion 2 x Mirrlees Monarch 10-cylinder diesel engines. Total 9,400 bhp
2 Shafts, 2 propellors Speed 17knots Range 8,000nmiles at 15knots
Complement 18 officers (5 Executive, 8 Engineer, 1 Electrician, 1 Purser, 2 R/Os and 1 surgeon
46 Hong Fong Chinese ratings and 1 Ship's Warrant Officer (SWO) RLC
Capacity:
Tank deck 12 Challenger tanks, 31 large vehicles, 56 Land Rovers or 26 containers
Vehicle deck 19 large vehicles, 50 Land Rovers or 20 containers
Troops 402
Aviation: Helicopter deck aft, no hangar

They were lovely ships and when we took them over in 1970 had the best accommodation in the whole fleet for officers. All en suite.

I joined RFA **Sir Geraint** in the Royal Seaforth Container Terminal, 10th March 1976, my first trip as 2EO. She had been employed ferrying troops to and from Belfast. We had our own dedicated berth with a compound built of double stacked containers around us to enhance our security and shield us from prying eyes. We did a couple of runs to Belfast and then to Norway supporting the Royal Marines' routine annual exercises there. After that we did a couple of routine trips between Southampton and Antwerp in support of the BAOR.

Her master, Captain James Anthony Bailey, a larger-than-life character, and veteran of the 2nd World War at sea and an eccentric who wore a monocle. Later in 1976 the Ministry of Defence tasked Captain Bailey to take his vessel, Royal Fleet Auxiliary **Sir Geraint** to Pitcairn Island in support of a small team of Royal Engineers planning to improve the harbour facilities on the island. This was Operation Pallium.

I had been instructed to bunker to maximum capacity for the voyage out through the Panama Canal, to Vancouver and then the South Pacific. But it soon became clear that something was wrong as we were very close to the marks and could

not load all the intended cargo. It was quickly determined that the error was within the Pitcairn Cargo. Some of the cargo was 40 ft x 10" diameter steel piling tubes and an opportunist Royal Engineer quartermaster had seen that there was space to load extra rebar inside the tubes. After all, with all the concrete pouring to be done you could never have enough rebar.

Shutting out cargo was never an option so one third of the F76 gas oil bunkers had to be discharged back into a tanker overnight to enable the ship to sail on time the next morning. So much for a last run ashore for the ship's engineers. Pumping out was of course very much slower than loading.

The ship did sail on time and delivered first, the ammunition to the USN Magazine on Indian Island, at the top end of the Puget Sound in Washington State. This was because the ammunition could not transit through the port of Vancouver where we delivered the tanks and vehicles for onward movement 750 miles east to BATUS (British Army Training Unit Suffield), the vast training area of Canadian Forces Base Suffield near Suffield, Alberta, Canada.

The ship then sailed to the southwest towards Tahiti to be able to fully bunker for an anticipated lengthy sojourn around Pitcairn and possibly onwards to Wellington, NZ

Two days out of Tahiti we gradually came up to and began to overtake a Chevron tanker. We had not seen much traffic and as is the way, the bridges talked. She asked why we were overtaking? *To get in, bunker, leave and do our job, not that it was any of their business.* However, they suggested we slow down as they had our bunker parcel aboard and had to discharge it ashore before we could load it from the same berth after they had gone. So, the sticks were pulled back, and we watched as the tanker eased ahead towards Tahiti. Up to then, never having bunkered much at commercial facilities I had not realised just how just in time things were commercially.

For the most of rest of this presentation Bob read from two letters he wrote to his parents which were found when we were emptying their home a few years ago. These were published in full in the Bulletins of June and September 2021, but some additional information has come to his attention:

14th May 1976

If you remember in my last letter, I told you that we had a newsman aboard. He has turned out to be a very interesting bloke. His name is Brian Freemantle and he used to work on the Express as a foreign correspondent in Moscow and Vietnam. He then became the Mail's foreign editor until late last year when he left to write fiction full time. When he was on the Mail, he was the man who organised last year's 'Operation Babylift' out of Saigon, three days before the city fell. The trouble he had with bribery and having to pay the Vietnamese authorities just to get those kids out was disturbing to hear. You may remember just before the end, an American giant jet doing a similar orphan evacuation crashed on take-off. The reason is that the Viet Cong put a bomb into one of the orphan's toys before he boarded the plane.

Brian heard that we were going to Pitcairn and as he is writing a book about the Mutiny, he asked the Navy if he could come along and in return write PR reports for syndication to the Daily

Mail, New York Herald, and the Melbourne Daily News. He is writing for MGM who are going to make yet another film four already having been made:

*1933 – In the Wake of the **Bounty**, which was Errol Flynn's debut role,*

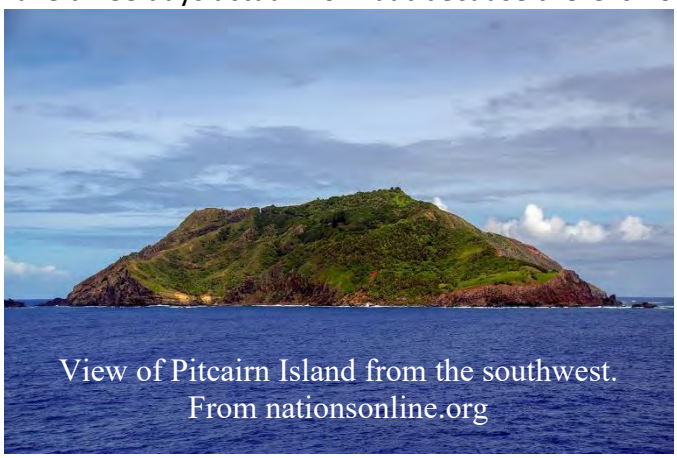
*1935 – Mutiny on the **Bounty** with Charles Laughton and Clark Gable. This film was memorable for the depiction of 'a flogging around the Fleet'. A sailor was convicted of some crime and his punishment was 'a flogging around the fleet' which was literally that. When the boat containing the unfortunate reached the **Bounty**, the man doing the flogging and Christian climbed into the boat to conduct the lashing. Christian shouted up to Bligh, 'The man's dead sir!' Bligh replied, 'Carry on the Punishment'.*

*1962 Mutiny on the **Bounty** with Marlon Brando and Trevor Howard.*

*1984 The **Bounty** with Anthony Hopkins and Mel Gibson*.

Brian's book is going to mix fact with fiction. He has dug up some new twists on the episode. He maintains that Christian was not murdered on Pitcairn but did get away as a man answering his description was seen in Plymouth, in 1810 by John Fryer, the sailing master of the **Bounty** (and loyal to Bligh). When challenged, the man who seemingly recognised Fryer, turned and ran. Brian believes that Christian was then hidden by his family in Cockermouth, Cumberland.

This I'm afraid is the last letter for a least five weeks as we don't really know how long we will be at the island. In terms of cargo, we only have three days actual work but because there is no secure anchorage at the island we will be very much at the mercy of the weather. This time of year has been chosen as it is the calmest but anything can happen. There is only one landing place on the island in Bounty Bay and all landings must be made through the constant surf. When the RE have built the jetty and the adjacent breakwater things will be much safer. MoD have allowed us 3 weeks with a possible further week. We may be able to get mail off on passing ships, but we don't know. If we do get an extended stay, we will probably be able to send a free 25-word familygram.



View of Pitcairn Island from the southwest.
From nationsonline.org

8th June 1977 – Second and final letter.

We are now at sea again after finishing our task at Pitcairn with 14 days to spare in our allowed schedule. From my last letter you may have realised that we left Papeete, Tahiti on Wednesday 19th May, and it took us a further 3 days to get to Pitcairn. We first caught sight of it at 1000 but as the island rises to over 1,000 feet in places, it was after lunch that we finally dropped anchor in Bounty Bay, with the ship lying off the island by about half a mile and only a few hundred yards from the spot where the Bounty was burnt all those years ago.

….. I saw my first glimpse of what the mutiny was all about. The breadfruit tree. The mutineers had had the presence of mind to save some of the plants and introduce them to the islands. Many of the fruits now abounding on the island are not indigenous at all being brought to the island by missionaries and visitors.

Breadfruit is a species of flowering tree in the mulberry and jackfruit family. Its name is derived from the texture of the moderately ripe fruit when cooked, like freshly baked bread and having a potato-like flavour. In 1769, Sir Joseph Banks, the renowned botanist on Captain Cook's **Endeavour** expedition saw the value of breadfruit as a highly productive food. The late-18th-century quest for cheap, high-energy food sources for slaves in British colonies prompted colonial administrators and plantation owners to call for the plant to be brought to the Caribbean. In 1791, Bligh commanded a second expedition which successfully collected seedless breadfruit plants in Tahiti and transported these to St. Helena, in the Atlantic, and St. Vincent and Jamaica in the West Indies. Although Bligh won the Royal Society medal for his efforts, the introduction was not entirely successful, as most slaves refused to eat the new food. This second expedition was successful as Bligh wisely took Marines who had been left out of the first expedition because of space limitations on the Bounty.

One of the anchors from the Bounty is in the square and in the church in a locked glass case is the Bounty Bible, the only book on the island from the mutiny until about 1830.

…..They are a truly remarkable community who live very closely together and thrive. There is very little congenital sickness as you might expect from an inbred people. The only things I noticed or heard of was diabetes in the older people and that all their big toes curled inward like thumbs. This was very easy to notice as hardly anyone wore shoes at all. Even the guys working hard with heavy loads on the jetty were barefoot.

That concludes my letters to my parents but what happened next?

When **Sir Geraint** returned to Marchwood Military Port (on the western shore of Southampton Water) on July 3rd, 1976, we had to quickly discharge the LCVPs and back cargo from BATUS and hotfoot it up to the Royal Seaforth, where we were once again tasked with supporting our troops in Northern Ireland. Since 1970 the LSLs had taken it in turn to conduct the troop rotations. Generally, we operated out of Liverpool, but sometimes depending on the load we did trips from Preston, Glasgow or even Arbroath. It was normally a six-week duty with intensive weekend activity on the Friday, Saturday, and Sunday. We sailed in the evening to arrive in Belfast just before breakfast. The units we carried relieved units on the street who returned to us for food, rest, and decompression before returning to UK. If the unit was in Belfast, all well and good and we would be out by noon but if it was a Londonderry based unit things took longer, and we only managed two trips for the weekend instead of 3 for Belfast.

The rest of the week was generally free for maintenance and R&R for us.

Captain Bailey was taken ill one week and admitted to the Royal Liverpool Infirmary on Prescott Street. As I said earlier, he was a larger-than-life character and a bon viveur of the highest order which was probably why he was in hospital in the first

place. I went to visit him one night as he was being told off by the night sister. To cut a long story short, I asked her out and we were married in April 1977 and will celebrate our 46th Anniversary next month.

Brian Fremantle did write the articles which were published in the Daily Mail in July 1976. Sadly, I have been unable to source a copy. He completed the book which was published under the name John Maxwell on January 1st, 1977. Although a new **Bounty** movie was made in 1984 his book was not used as the basis.

On 21 June 1979 **Sir Geraint** was in collision with the German tanker **Tarpenbek** in the English Channel 5.5 miles southwest of Selsey Bill in thick fog. The **Tarpenbek** sank. On 7th August 1980 at a Board of Trade enquiry at Southampton the Master of the **Sir Geraint** (not Captain Bailey) was deemed to be at fault.

On 6th April 1982 **Sir Geraint** sailed from Devonport for service on Operation Corporate, the recovery of the Falkland Islands, returning on 23rd July 1982. Unlike her five sisters she came through the conflict completely unscathed. She was awarded the battle honour, Falkland Islands 1982.

In October 1985, RFA **Sir Geraint** had the honour to bring Governor Sir Rex and Lady Hunt home to the United Kingdom when he left the Falkland Islands for retirement.

In September 1988 during Exercise Teamwork with a full load of troops embarked she ran aground near Kvalholmen at the entrance to the Hemnefjorden in Norway. Subsequently she was found to have a 6-metre split in her hull and had to be drydocked at Fickerstrand.

In January 2002 I again joined RFA **Sir Geraint**, this time as Chief Engineer Officer. The vessel was berthed in Freetown, Sierra Leone in support of Operation Silkman, the last phase of the British military action to support the Government of Sierra Leone in the successful campaign against the Rebel United Front. We arrived back in the UK in August 2002. The vessel was withdrawn from service in March 2003, eventually being scrapped in 2005 in Pakistan.

The Pitcairn harbour development was completed but as far as I know Phase 2 did not go ahead. The construction of a breakwater to limit the impact of the swells and surf within the harbour was proposed in 2003.

A technical study in 2008 indicated that an alternative landing facility at Tedside, on the northeast coast would offer a more appropriate solution to increase the number of landings. However, the report clearly stated that the location would not be suitable for freight or longboat storage.

The idea of an airstrip for Pitcairn Island has been raised many times over the last 30 years.

In 2004, a highly publicised sexual assault trial disclosed that the community had allowed child sexual molestation and rape to occur for many years. As a result of the verdict, six of the community's adult male population were given a prison sentence. An island-style prison had to be built, including a fence, a yard, and living quarters. Today, the former "prison" houses the Pitcairn Island Artisans.

The Last Convoy

by E W Stedmond

[This extract is from *Touching on the Adventures of Merchantmen in the Second World War* and published by George Harrap & Co in 1953].

It was, we knew, all over bar the shouting. At least, we prayed so. We, on board the merchant ships gathering at Sydney, Cape Breton, to form yet another homeward-bound convoy, listened to the news of the battle in Europe and wondered if Germany would capitulate before we sailed. After those six years of war, of secret sailing and everlasting vigil, the suppressed nervous and physical strain, the often enough forced humour and assumed fatalism, it would be almost unreal to move cross the Western Ocean unafraid, with no concerns other than the weather and the leave that awaited when our ship reached a home port. Strange to be normal people again! Our ships to sail alone and free of danger, other than what were our daily hazards as seamen. Oddly, there was a queer reluctance to change our ways, to emerge from this tunnel that is war and into the sunshine of peaceful trading. I think most of us had this tormenting feeling, and wondered if by some grim chance we were to go after so many of our kind even at this last moment. That would be indeed tough luck. The warmth and peace of that summer anchorage on the east coast of Canada seemed a haven we hated leaving until we knew definitely what was to happen.

I was serving on the London motorship **Antar** at the time. We had loaded a cargo of grain in Sorel, a small port on the river St Lawrence and now we lay with other ships at the convoy assembly point. We lay there for several days, peaceful and thoughtful days. We were a happy ship, our stocky little Welsh captain proving that no shipmaster need lose dignity or efficiency in his ship by being friendly with his subordinates. He had, by example, welded the **Antar** into a cheerful, friendly and efficient whole, a community of brothers. It was good to know I would end the war in such a ship and with such mates.

Our orders to sail came before the end of the war was announced, and we went through the now familiar routine of merchant ships in a war. We attended the pre-sailing conference on shore, and in due course the gates of the protecting boom opened to let us pass outward. The ships formed with now practised ease, our escorts took up their positions and we headed eastward. It was all so familiar, but yet different from what it had been. By now, the Battle of the Atlantic had been virtually won by the Allies' great strength in escorting vessels and aircraft, and we were awaiting only the official word of victory. We waited eagerly and yet without anxiety. There was a new interest and precision in the way we carried out the commodore's order, as though we were showing him how good we were and acting a farewell to a phase of life. We did not decrease our vigilance, for until the war was declared over,

and every German submarine commander had surrendered, we were not safe. But we felt it was over, and we were moving ahead to new life. A satisfying yet strange feeling. When I had gone on shore with the shipmaster to the convoy conference, I had seen a large printed notice that read "Thanks be to God which Giveth us the Victory" and gratitude was warm in us. That gratitude was in our voices and smiles, our little captain's joke of being made commodore or vice-commodore of the Bristol Channel section of the convoy which consisted of two ships only.

The news we had awaited came when we were in mid-Atlantic. A brief radio signal was received from the Admiralty. "*Germany has surrendered unconditionally. Merchant ships at sea, whether in convoy or sailing independently, will continue their voyages as previously ordered*." Strangely enough, among these many ships moving through the water, so vitally concerned with such a message, there was no outburst of celebration. We were more concerned with our immediate affairs, wondering what orders would follow. The only comment heard was from our chief engineer, who remarked "Well, that's that job done". What thoughts and prayers we others had, we kept to ourselves. A signal came, permitting ships whose speed was greater than the ten knots maintained by the convoy to proceed independently, and a number of the faster ships at once increased speed and drew ahead of us slower ships. We closed our ranks and re-formed into a smaller formation while those speedier ships grew smaller and finally disappeared over the horizon. We hoped that no vengeful U-boat commanders would seek easy and final prey in those ships that had gone ahead. The weather, as though piling rewards upon us, improved steadily, and the passage was easy and pleasant. Our thoughts now were of home and our calculations of the days it would take to reach there and our first post-war leave. We listened to the news and learned of the surrender of the U-boats and the final drama of the war on shore. We kept our watches on deck, in engine room and in radio room and waited for home to come to us.

As we neared the coast of Ireland the commodore signalled to tell us that, as we were the last convoy of our particular class of merchant ship, aircraft would be flying over us soon to take pictures, and instructing us to make a good show by being in our correct stations and to keep formation. The aircraft arrived, flying close over us and along the lines of ships. We were, we realised, important news, probably for the last time in our several lives. From now on we were merchant ships without glamour. Carriers of cargo for a nation at peace. A few older men commented ironically that as such we would not be photographed nor would we be news. Few, if any, of us worried over the loss of such fame. We were more concerned in knowing for certain if our original orders to proceed to the Bristol Channel for discharge had been changed, as orders during the war so frequently were.

The convoy dispersed to a last signal from the commodore and the **Antar** went on to the Bristol Channel where we would pick up a pilot in Barry Roads, the anchorage near Cardiff, and go on up to Avonmouth. We reached Barry Roads and were told to anchor and await further orders, a delay that we considered the refinement of torture on this voyage. But we could start packing and get ready to leave the ship, and the captain's wife came off in a boat to greet him. We could at least share his pleasure in seeing her arrive and greet him. Soon, all of us would be so greeted by our own.

We waited. Surely it would be only a matter of hours before the pilot boarded us and we hove up our anchors? But the hours went past and no pilot came and we still lay close off the land, our impatience increasing and becoming annoyance. Inevitably, rumours started going the rounds, as rumours do on board a ship. We were not going to Avonmouth, but to some port round the coast. A dozen places were mentioned but none of us guessed anywhere near where we did go. Indeed, our orders when they came were maddeningly evasive. We were to proceed to the Downs, the anchorage inside the Goodwin Sands, and await further orders. The captain's wife must leave the ship and in heavy gloom and discontent we hove up and got under way to proceed out of the Bristol Channel, round Land's End, and pass up Channel to the Downs. There, with the white cliffs of those shores within gunshot of us, we waited, but by then we were cheerful again. This new move would be for the best, and London was handier for many of us than Avonmouth. We consoled each other by the reminder that "more days mean more dollars" and our pay-off would be all the more to spend on the leave we awaited. It was no real hardship to wait here in this anchorage, for the weather was glorious, the scene interesting, and we were a happy ship. The Downs had already become again the cheerful and colourful meeting-place of coastal shipping, and not the dreaded E-boat Alley of these last years. No danger would come to us from that low coast we could see clearly across the Channel. Lights were bright indeed, and we were content to wait. Our destination was a matter of cheery and humorous discussion.

Then orders arrived, but not for a home port. In company with several other ships, British and Dutch, we hove up and headed to cross the Channel and to follow swept channels to yet another anchorage off Ostend. This was indeed a test of our good nature, but we were, as I have said, a happy ship, and accepted the disappointment philosophically. They, those unknown powers that shifted us around, could not hold us from our homes for ever. There were grouses, of course, directed at our controllers, but we could laugh with it.

We lay off Ostend for several days. The shore, low-lying and yellow, lay distant. We were waiting for some port to be cleared of mines and other dangers, for channels along this most dangerous seaway to be cleared. Better to wait patiently than to be

blown up. The North Sea was still dangerous and would remain so for years. We could see the masts of ships thrusting up a warning in their spars and funnels as a lecture in patience. Our radio drew in a steady programme of warnings to shipping, warnings of mined areas, and instruction for safety. From where we lay we could see the minesweepers of our own and Allied navies at work clearing a path for us and others.

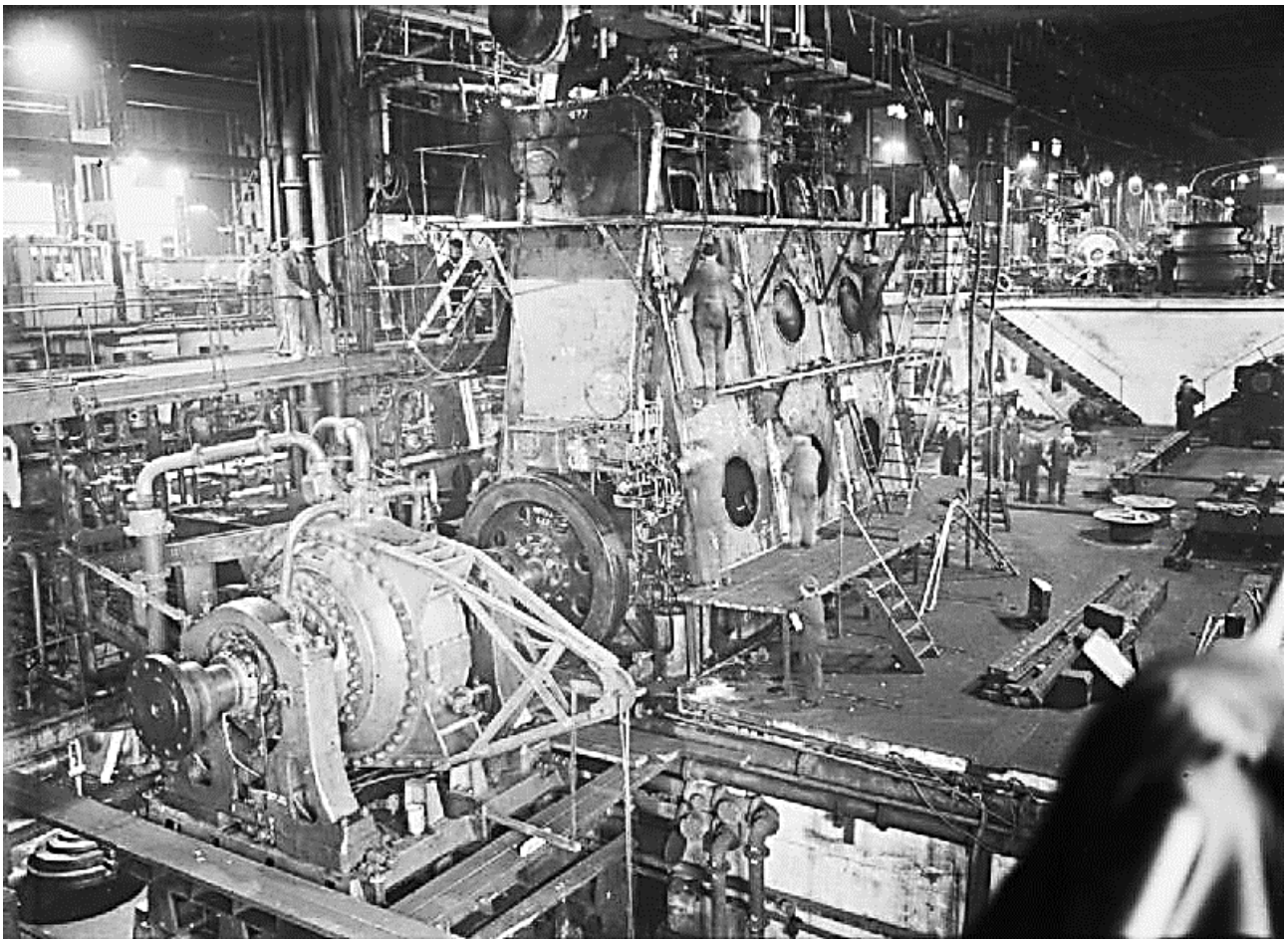
We waited days, and then were ordered to proceed to Rotterdam. We had been appointed a noble and correct role. We were to carry our cargo of grain to a people still suffering hardship and starvation. Not one of us on board the **Antar** really grudged the days we were away from our homes now we knew where we were going and why. This was a proper task for a merchant ship, for the last convoy to perform. We never had been fighting ships, but ships of service caught up in war. We had defended ourselves when attacked, but here was our true work. We were carrying food to people.

So we headed upward and along the coast to the Hook of Holland and there turned into the New Waterway and to Rotterdam, that shattered seaport. We were not the first ships to bring in food but almost the first, and the Dutch people turned up in force to line the piers and dykes and to welcome us with cheers and flags as we went past. We moored not far from the submarine pens where Germans still resisted capture but who must soon come out and surrender or starve. Our gangways were guarded by men wearing arm-bands to announce them members of the Dutch underground armies and who told us some thrilling stories of their adventures under the German occupation. All around us were the shattered remains of the dock area of Rotterdam, surely one of the most completely devastated places of the war. The harbour installations had been wrecked, but our cargo was discharged by means of a floating grain sucker with amazing speed. There were huge posters everywhere extending “Welcome to our Liberators” and Canadian and other soldiers made the city seem like a camp. German surface craft, E-boats, and the smaller fighting vessels were moored in the port, their crews still on board but under guard. And all the time as we watched the sights and yarned with the friendly and jubilant Hollanders our cargo went on shore. Yellow, ripe grain to be made into bread for hungry people. I am grateful in knowing that this was the last service of the **Antar** in the Second World War, that the Last Convoy ended in a service of mercy. After all, we are the Merchant Service. Our journey home was the sweeter for knowing where we had discharged our last cargo.

Footnote: Eric William Stedmond (Discharge Book R287911) born Dublin 1923, died 2005 Wicklow, may be remembered by many former Radio Officer members for his lengthy service on the old Radio Officers Union Executive.

Of 5,222grt, the **Antar** was built in 1940/1941 at Doxford's Pallion yard under the title of "Cargo General Improved Economy Tramp" with oil engines by the builders. Her first owners were the New Egypt & Levant Shipping Co Ltd, Managers T Bowen Rees & Co of London. She was registered in London with Official Number 168066 and callsign GMSZ

In 1948 she was sold to British India SN Co and renamed **Garbeta**. BI operated her until April 1963, when she arrived at Hong Kong for breaking by Hong Kong Salvage & Towage Co. Ltd.

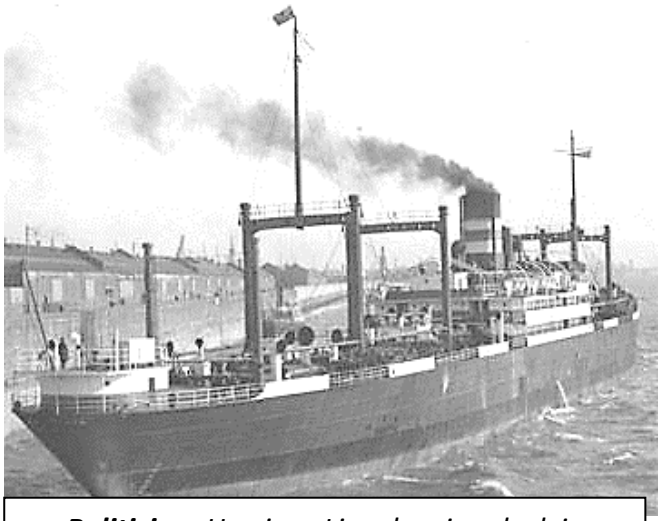


Testing a Doxford engine in the fitting shop, 1940s From Wikimedia

Politicians

By Sarah Starkey, Lead Archivist, Maritime & Slavery Collections,
National Museums Liverpool and Museums representative on L.M.S. Council

Ok it's a poor link, but as we don't have any photographs of politicians, apart from ex-merchant seafarer John Prescot, I thought I'd throw in this photograph of the Harrison Line vessel ***Politician***. T & J Harrison, like many shipping companies, used a theme when naming their vessels. In their case it was professions, which are slightly easier to remember than Blue Funnel's (Ocean Steamship Co) use of characters from Greek mythology. Harrisons never named a ship Archivist, but did have 3 vessels named ***Custodian***, which is close to my job description. The ***Politician*** is more famous as the ship that ran aground in 1941 off Eriskay in Scotland with a cargo that included a large amount of whisky and inspired the book and film Whisky Galore.



***Politician**, Harrison Line, leaving dock in Liverpool (reference McR/38/142).*

[Editor's note: this ship had a strange life after being laid down at the Haverton Hill yard of the Furness Shipbuilding Co. in 1923 as the ss ***Canadiana****, but was launched as the* ***London Merchant*** *for Furness Withy & Co. Of 7,899grt/5,032nrt her length was 450ft and her Curtiss-Brown geared turbines gave a speed of 14 knots. She traded between the U.K. and the Pacific coast of North America until the great depression in 1930; she became one of the sixty vessels laid up in the river Blackwater, Essex.*
In May 1935 she was transferred to T & J Harrisons and renamed ***Politician*** *(soon earning the nickname Polly) for their U.K. – South Africa routes. On the outbreak of war she came under Admiralty orders and was used on the Atlantic convoys.*
She sailed from Liverpool in early 1941 carrying a mixed cargo that included eight crates of Jamaican banknotes, to the value of £3 million; alongside the notes were 22,000 cases (264,000 bottles) of Scotch whisky of various brands.
She was making her way to a rendezvous point in northern Scotland to join a U.S. bound convoy when she ran aground near the island of Eriskay. She struck at about 0740 on 4 February in very bad weather conditions, high winds and regular heavy rain showers and poor visibility. Despite strenuous efforts she could not be moved.
What happened next is known to all. Although large amounts of whisky and cash had been illegally 'rescued' by the islanders, a formal process of recovery soon began. At first it was thought she could have been salvaged but this proved impossible and so after either formal or informal removal of her cargo, the wreck was partially salvaged but the sea was left to finish the job.

From Our Archives – September 1963

Mersey Notes by N.R. Pugh and G.R. Ditchfield.

St. Tudno the popular North Wales steamer was towed out of Birkenhead by the Smit tug **Nord Zee** on April 15th for Ghent. It is reported that both **St. Trillo** on Menai Straits, and the Llandudno sailings by the I.O.M. Steam Packet Company have had satisfactory seasons, and will continue operating next year.

It is sad that the old Liverpool coaster firm of John S. Monks & Co., has had to go into liquidation. The **Rockville** went to Glasson Dock, probably for demolition, **Monksville** and **Sprayville** were sold to Greek buyers. At the time of writing the firm does not appear to have disposed of the remaining vessel **Mossville**.

No. 4 Pilot Boat, **William M. Clarke**, has been sold to the Humber Conservancy for a further lease of life. The small fast launches **Petrel** and **Puffin**, nicknamed the "Speedies" are doing good service in ferrying Mersey pilots to the Bar station, and in River boarding.

The Ferryboat **Wallasey** is for sale. She last ran at August Bank Holiday weekend on the New Brighton service, now suspended for the winter.

The Booth Liner **Anselm** ex the Belgian **Thysville** was recently withdrawn from the Liverpool/Brazil service, renamed **Iberia Star** and sails on the London/River Plate service of Blue Star Line.

Clyde Shipping Company now have only the **Tuskar** to represent them in the coastal trade. **Sanda** and **Pladda** were sold to Singapore owners and **renamed Sumar Mas** and **Radja Mas** respectively.

After the War, Booker Brothers had two very handsome vessels **Amakura** and **Arakara** built for their Demerara service. The former was sold to Hong Kong buyers a year or two ago and was renamed **Greenford**, whilst the latter has just changed hands, to become **Aba Prince**. The Booker Line retain their service largely with foreign chartered tonnage.

A new Dock Board Vessel, described as a general purpose boat, named **Mersey Inspector** has made her appearance on the Mersey. Resembling a fishing vessel, she was completed at Arklow this year.

The former Zillah coaster **Freshfield**, which was sunk in Crosby Channel in fog by one of the Guinness vessels two years ago and subsequently raised by the M.D. & H.B., was towed away to Holland for reconditioning. Looking smart, and in her new name of **Joica**, she has recently returned to the Mersey.

The Alexandra Towing Co' s. diesel tug **Herculaneum** is in service here, and should be followed by **Alexandra** shortly. These are the first two of a quartet being built at Northwich. Also building at Northwich is a new tug **Cherrygarth** for Rea's barge business.

The coaster **Guinness** has been broken up at Faslane, Dublin Gas's **Glenbride** was broken up at Passage West, and **Glencullen** was filled with concrete to become a breakwater in Scotland.

Coast Lines have ceased their Liverpool and Heysham to Londonderry services, except for occasional cattle shipments. The port of Portrush has been purchased by this concern for N. Ireland cargo traffic, and **Cambrian Coast** was an early arrival there.

Goodwin, formerly of Clyde Shipping Co. has been renamed **Hardenberg** and runs between West Indies and Liverpool with fruit.

The Langton River Entrance to the Dock system is now in full use.

New Brighton Lifeboat station has been manned this summer by the Reserve boat **White Star**. When the **Norman Corlett** returns, she will have the closed wheelhouse of newer R.N.L.I. design.

Coast Lines vessel **Ulster Herdsman** is to leave Birkenhead on 3rd October for the breakers yard at Passage West. She was built at Dundee in 1923 as the **Copeland** of Clyde Shipping Co., and was also known as **North Down** under G. Heyn & Sons management for a time.

British Ensign, 67,500 tons, the largest merchant ship ever built by Cammell Laird & Co., is to be launched on Friday 4th October by Mrs. Ruth Marples, wife of the Minister of Transport doing the honours with the champagne bottle.

Postscript, by the Editor

Such a level of activity will never be seen again on the Mersey, but perhaps there is more traffic today than we might think. Several web sites list the vessels in port and details of scheduled arrivals and departures, the reality may not be what you would expect:

The listing below of 48 in total is based on the web site myshiptracking.com and is based on a particular day (15 May 2023):

Bulk carrier	2	High speed supply (Liverpool Bay)	8	River ferry	1
Container ship	4	Offshore supply	1	Supply ship	1
Cruise ship	1	Passenger ro/ro	3	Oil tanker	2
Freight ro/ro	2	Pilot vessel	4		
General cargo	3	River tug	16	Total	48

Taking the ‘non river based’ vessels, just 19 of the total, their combined tonnage was 464,707grt. Looking at a pre containerisation freighter of the 1960s a typical tonnage would be c 9,000grt. So it may be inferred that the 2023 level of traffic is equivalent to 52 vessels of the earlier type. That may well have been the approximate number of vessels in the port some 60 years ago.

The published annual tonnage for the Port of Liverpool (in millions tons) does indicate healthy growth throughout this period and significantly shows record high levels.

Viz.:

1962	22.7	1982	19.3	2002	30.6
1972	25.6	1992	27.8	2012	32.9
				2022	34.5

Liverpool's Largest Wood Ship – Part 1

By John Anderson, retired Captain, Nanaimo, Canada

On 10th January 1856 two ships were launched on the Mersey, an iron screw steamship from Laird's yard in Birkenhead for Spanish owners, and a wood full-rigged ship from Royden's yard. The steamship was 260 x 36 ft, long and narrow compared with sailing ships as was the fashion then. Royden's ship had a small claim to fame.

> *Launch Of The Largest Timber-Built Ship Ever Built In Liverpool.*
>
> *On Thursday a splendid merchant vessel, the largest oak vessel ever built at this port, was launched from the shipbuilding yard of Messrs. Royden & Co.,Baffin street. Her dimensions are as follows:- Length over all 206 feet; beam 35 feet, and depth of hold 28 feet; tonnage 1,360 tons old measurement, and 1,176 new measurement. She is called the* ***Anne Royden****....The vessel glided off the stocks in gallant style...is owned by Mr. T. Royden and Mr. J. Tyrer... to be employed in the Calcutta trade. She is classed at Lloyd's for thirteen years, and is in every respect a very superior vessel.*[1]

She might have been the largest wood ship produced in Liverpool but she was very far from the largest wood ship. Just the previous November the **Morning Light** had arrived at Liverpool from her builders at Saint John, NB. At 2,377 tons she was the largest wood ship built anywhere in the British Empire, only surpassed by the marginally larger **William D. Lawrence** in 1874 from Nova Scotia. In 1856 the majority of British ships over 700 tons had been built in British North America.

Lloyd's Register provides particulars of the **Anne Royden** – O.N. 13581, 1,176 register tons, 194.7 x 35.6 x 22.7 ft, poop 50 ft, fo'castle 30 ft, class 13A1. The 15% difference between the old and new tonnages is somewhat indicative of a finer hull form. The under-deck tonnage is unknown so a coefficient can't be determined. The ship had single topsails, black hull with 'painted port' colour scheme and quarter galleries of Blackwall frigate style. Her standing rigging was probably wire at this date. The **Anne Royden** was indeed mainly employed in the Calcutta (Kolkata) trade, took some very hard knocks along the way, but superior construction prevailed and she sailed on for 36 years.

By 6th February the ship was loading for Calcutta, probably general cargo of many types of commodities manufactured in the north of England. With Captain Fox in charge the **Anne Royden** sailed on 5th March and arrived at Calcutta on 19th June – a good average passage of 106 days. The homeward cargo was mainly jute, hemp and shellac. Sailing on 19th August, and contending with the adverse SW Monsoon, the ship arrived at Liverpool on 11th December, a good average time of 114 days.

[1] *Liverpool Daily Mail, Saturday 12 January 1856*

At Liverpool the ship was chartered by the White Star Line to take emigrants and general cargo to Melbourne, advertised as the packet of 20th January.

> *For Melbourne, Packet of the 20th January. The magnificent new Liverpool-built Clipper Ship **ANNE ROYDEN**, Captain Fox, A1 for thirteen years.... This splendid new clipper will be despatched punctually...with mail, cargo and passengers....She is one of the finest vessels on the berth, and may be expected to make a very rapid passage...*

Such advertisements were published the length and breadth of Britain. In 1856 the White Star Line had despatched 18 private and 4 government emigrant ships with 5,337 passengers, of whom 3,675 were private and 1,662 government sponsored emigrants. [2]

The **Anne Royden** lived up to her billing! Having left her dock on the 20th, she departed from the anchorage in the Sloyne on the 21st and arrived at Melbourne on 10th April 1857, 79 days port to port. Newspapers reported a 75 day 'passage', i.e. from a departure position off Tuskar Rock to Port Phillip Heads at the entrance to Hobson's Bay. Never again would the ship experience such a fine weather run to the equator, or of 23 days from the Cape to Port Phillip Heads (near 6,000nm).

> *The ship Anne Royden (White Star Line) left Liverpool on the 21st January. She passed Tuskar on the 23rd, at one a.m. She had an excellent run of fifteen days twenty one hours to the equator, which she crossed on the 7th February at ten a.m. Passed the meridian of the Cape of Good Hope on the 16th March, and arrived off the Heads on the 8th inst., thus accomplishing the run in seventy five days eight hours*....[3]

She brought 184 passengers who expressed their high esteem for Captain Fox and their treatment during the voyage. The ship departed Melbourne on 12th May, bound to Galle (Sri Lanka) for orders. The Indian Mutiny broke out on 10th May. The arrival date is unknown but she sailed on 1st July, possibly touched at Madras (Chennai) and arrived at Calcutta on 8th August. She sailed for China on the 28th. The Second Opium War had started in 1856 so it is possible that troops or government stores were carried, though there was an obvious need for troops in India just then. The ship made good time down the Bay of Bengal – *Sept 6, on board the ship **Anne Royden**, off the island of Penang, the wife of Mr. John P. Fox, commander, of a daughter*.[4]

The ship touched at Singapore, sailed on 15th September, was at Hong Kong for much of October, and sailed for Singapore on the 31st. At Singapore the ship loaded *the largest cargo ever despatched from Singapore for Europe*, and sailed on 4th January 1858.[5]

---

[2] *Derby Mercury, 21 January 1857*

[3] *The Argus, (Melbourne), 11 April 1857.*

[4] *Liverpool Mercury, 30 October 1857*

[5] *Liverpool Mercury, 16 February 1858*

The ship was reported at 35°S, 12°E (about 300nm W of Cape Town) on 26th February. The **Anne Royden** arrived at London on 29th April 1858, 115 days out, again a very fair passage. The ship discharged at East India Docks along with 17 other ships, and also loaded for Calcutta.

On 14th June, the **Anne Royden** was taken up for transporting troops. Six officers and 400 men were embarked at £11/19/9 per head, at Gravesend on 10th July and the ship proceeded. The **Alnwick Castle** (1,087 tons, built 1856, class 13A1), one of Green's 'Blackwall Frigates' preceded her on 26th June and made a very fast run of 86 days. Mr. Green drove a harder bargain – £12/7/- per head! The **General Simpson** (1,121 tons, built 1856 at St John, NB., class 7A1), followed on 7th August; was 136 days on passage, for £11/5/-. Rates varied wildly – from £7 to £26 in sailing ships and up to £49 in steamships. Between April and July, 21 vessels embarked troops for Calcutta plus others for Bombay and Madras.

Stringent regulations governed the carriage of troops:- decks to be six feet high, certain objectionable cargoes not to be carried, fresh bread four times weekly (but no baking on Sundays), freeboard of four inches per foot of depth of hold, and many other provisions. Troops were more valuable than common sailors! Arrival at Calcutta was on 1st November, 113 days passage. At Calcutta the ship loaded for Liverpool and cleared the Hooghly River at Saugor on 20th January 1859. The ship berthed in Albert Dock, Liverpool on 5th May, a very decent run of 105 days. The cargo was – *2,199 bags saltpetre, 6,236 bales jute, 39 chests indigo, 1,273 bags sugar, 113 bags linseed oil and 87 bags castor oil cake, 35 bales cow hides, 150 casks castor oil and 30 chests shellac*. Captain Fox moved on, being replaced by Captain Affleck.

Again loaded for Calcutta she sailed on 23rd July and arrived on 17th November, 117 days. She sailed on 8th February 1860 for Liverpool and arrived on 2nd June, 115 days, being handled in Albert then Wapping Dock.

On 24th July the ship was again outbound for Calcutta, arriving on 14th November, 113 days. This time the ship loaded for London; sailed on 2nd January 1861 and arrived on 17th May, 135 days on passage. She discharged in the East India Docks and loaded for Calcutta.

The **Anne Roydon** sailed on 18th August but her arrival at Calcutta is unknown. She cleared Saugor (Hooghly River) about the end of February 1862 and arrived at Liverpool on 3rd July, about 125 days out.

The next departure date from Liverpool is unknown, but the ship was reported at 25°S, 34°W (about 500nm E of Rio de Janeiro) on 18th September steering south and arrived at Calcutta on 3rd December 1862 and again loaded for Liverpool. She grounded in the Hooghly when outbound –

> *Calcutta. Jan 20. The **Anne Royden**, bound to Liverpool with a general cargo, grounded in the Ranka Fullah Channel, but after remaining there six or seven hours she floated and proceeded to sea.*[6]

[6] *Morning Herald (London), 21 February 1863*

She arrived at Liverpool on 14th May 1863, about 115 days on passage. The ship was handled in Queen's and Prince's Dock. Newspaper advertisements indicated the ship had been freshly coppered. Upon arrival at Liverpool the ship had briefly grounded on the Pluckington Bank but was quickly pulled clear by the steam tug **Tartar**. In November a salvage case went to court. The owners of the **Tartar** sought £6,000 salvage for rescuing a ship worth £50,000. The judge awarded £125 (as offered by Mr. Royden) deeming the risk and time minimal, which it was.

On 5th August the ship was anchored in the Mersey ready to proceed for Calcutta. The ship **Wallace** (wood ship, 1,112 tons, built at Quebec in 1858) inbound under tow from Calcutta struck the **Anne Roydon** destroying her head gear (bowsprit, jib-boom etc). Consequently it was 22nd August before she sailed. She arrived at Calcutta on 6th January 1864, 137 days out, slower than usual. From Calcutta she went round the Indian coast to Bombay (Mumbai), arriving 1st May, then returned to Calcutta. On 5th October 1864 Calcutta was hit by a devastating cyclone that caused immense damage within a matter of hours. In port were 195 vessels, of which 23 were undamaged, 39 slightly damaged, 97 severely damaged and 36 total losses.[7]

Besides which an unknown number of native small craft were destroyed plus many lives lost. The **Anne Royden** was among the severely damaged and it was a year before she sailed for London. Various reports indicate progress – *ashore, much damaged... hogged and shows great straining on her port side...on shore at Cossipore...dismasted...nine feet of water in her hold*...An unsuccessful attempt to refloat her was reported in English papers on 26th November. However, by March 1865 she had been refloated and was undergoing heavy repairs. Doubtless labour and materials were in short supply. It isn't known if she was re-rigged according to her original sail plan. Captain Affleck faded from the scene, fate unknown. The **Anne Royden** sailed on 23rd October with Captain Spurie in charge and arrived at London on 14th March 1866, 142 days on passage. The cargo was – *6,825 bags linseed, 1,000 bales jute, 5,457 bags rapeseed, 2,730 bags rice, 2,356 bags poppyseed, 144 bales hides*. Having discharged at Victoria Dock, she loaded for Calcutta at East India Dock.

To be concluded

[7] *Gostnell & Blanford, Report on the Calcutta Cyclone, 1866*

Container Weight Mis-declaration

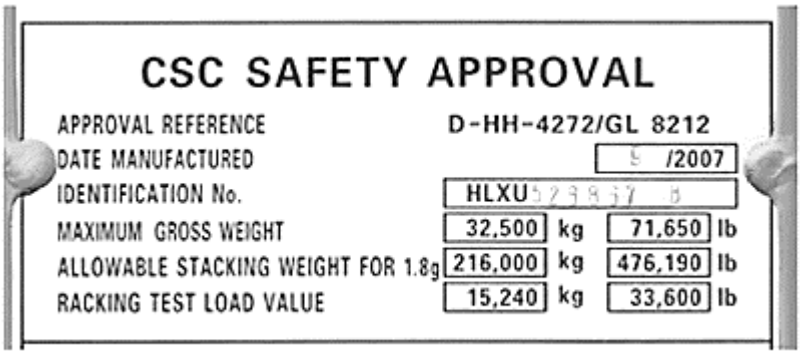
By Society Member Bill Ogle

The advent of containerisation caused many problems within the shipping industry, not least being the massive restructuring, demise of many European companies and the emergence of major players from the Far East. Not often recognised is the risk caused by mis-declaration of container weights, possible accidentally but frequently fraudulently.

Containers are generally stowed onboard with the heavy containers at the bottom either on weather deck or lower deck of the ship, and the lighter containers on top of these containers. This is done in order to maintain the stability of the ship and achieve an even spread on board, a vital factor taken into consideration while planning the loading of the ship.

For example, a client has some containers that weigh 27 tons each but in order to save costs on overweight surcharges, and declares the weights as 17 tons. Based on the declarations, the shipping line will plan these containers as 17 tons each. The loading planner will accept the weight categories and place the 17 ton containers on top of 20 ton containers. If these 20 ton units are actually the right weight, we now have the 27 ton containers (mis-declared as 17 tons) sitting on top of a 20 ton container. Imagine this being repeated many times on a ULCVs capable of carrying more than 20,000 teu.

The chief officer of the ship will have a problem to try and adjust the stability because according to his/her calculations the ship should be stable when the cargo is planned and loaded a certain way based on the weight declarations, but in reality, because of the mis-declared weights, he/she is not able to get the stability right.



CSC plate of a 20' standard container

Every shipping container has, or should have, a valid safety approval plate called **CSC** (Container Safety Convention) plate in order for it to be used in international trade in accordance with the provisions of the International Convention on Safe Containers of 1972. In-service CSC safety examinations of containers must be done at intervals appropriate to operating conditions following approved schemes.

The role of the plate is to confirm that the container has been inspected and found to be in a condition suitable for transportation on board a ship. Using the above plate as an example, a container that has been loaded more than the allowed weight – in this case, 32,500 kgs including the tare weight of the container, will be considered as overweight. If the weight distribution in the stack is not adhered to as prescribed in the Cargo Securing Manual due to such misdeclaration, it may result in failure in

container stowage and securing devices due to overstress, damage to containers or loss of containers overboard.

Cargo weight misdeclaration is nothing new to shipping. It has been continuing for years especially in containerised shipments either to escape additional charges, product price, hide the valuable or illegal nature of the cargo or just plain old laziness, buoyed by the fact that there was no mechanism to verify the cargo weight.

*The container ship **Deneb** (capacity 850teu) suffered a significant stability incident whilst loading in Algeciras and an investigation found that 16 of the 168 containers on the load list had actual weights far in excess of the declared weights. The total actual weight of these 16 containers was more than 278 tons above their total, declared weight of about 93 tons, or **4 times higher than their declared weight***

*Above right. In January 2006, while on passage from Le Havre to Newark, USA, the container vessel **P&O Nedlloyd Genoa** (capacity 2900teu) encountered heavy weather and encountered wind speeds up to 68 knots. Later the master and chief officer saw a steep sided swell wave estimated between 10 to 12m in height. The wave struck the port bow, and created a significant increase in acceleration forces back to the upright. As the vessel returned to the upright, she suffered a container collapse in bay 34, directly in front of the bridge, which resulted in 27 containers lost overboard, 28 containers collapsed on deck, and 9 containers remained secured in position.*

The subsequent investigation found that the requirements of the cargo loading manual were not followed, such that the weight distribution in bay 34 was out of tolerance. The lashings on the affected containers in bay 34 were destroyed, but it is considered probable that the stow was sufficiently out of tolerance for the excessive heavy rolling to cause the refrigerated container lowest in Row 07 to buckle and collapse, resulting in a progressive collapse of the rows to port.

LIVERPOOL MARITIME SOCIETY

The Bulletin Volume 67, No. 3, December 2023

Contents

NEW TUG IN TOWN: ARRIVED 19.06.23. *SVITZER ELIZABETH* IN SANDON HALF-TIDE DOCK

By Kind Permission from
Joe Blythe, Peel Ports

- Bollard Pull: >80 tonnes*
- Length, overall: 32.0 m
- Beam moulded: 13.2 m
- Depth, least moulded: 5.5 m
- Tonnage, gross registered: 499 GRT
- Fuel: 199 m^3
- Fresh water: 40 m^3

*Bollard Pull defined as the amount of static pull expressed in metric tonnes that a tug can exert when tethered to a measuring device. [1]

Source Derived from:
Uzmar's Twelfth RAstar 3200-W Is Svitzer's First For Europe (gcaptain.com)
Accessed, 27.09.23

[1] Gaston, M.J. (2002) ***The Tug Book.*** Yeovil: Stephens. p.42.

Liverpool Maritime Society

Vice-President:
John Stokoe

Chair:
Ann Toner

Vice-Chair:
Bill Ogle

Council:

Ian Duckett (Acting Programme Secretary)
Mervyn Rowlinson (Bulletin Editor)
Ted Scaplehorn (Webmaster)
Sarah Starkey (Representing National Museums Liverpool)

Honorary Officers:

Secretary: Ted Scaplehorn Treasurer: Tony Melling

Website: www.liverpoolnauticalresearchsociety.org

For all enquiries our email address is: contactlnrs@gmail.com

Or through the website.

If mail is required, our address is:

Hon. Secretary, Liverpool Maritime Society,
The Archives Centre, Merseyside Maritime Museum,
Royal Albert Dock, Liverpool, L3 4AQ.

AGM Minutes

The Liverpool Maritime Society

Minutes of the Annual General Meeting held at the Athenaeum, Liverpool
On 18 May 2023

Present: The Vice President of the Society and 30 Members.

Item 1 – Welcome and Apologies

1. The Acting Chair welcomed Members to the meeting. Apologies for absence had been received from Tom Cunningham, Andrew Forbes, Ted Rowlands, John Turner and Willie Williamson. A quorum of members being present, the meeting was duly constituted and called to order.

Item 2 – Acceptance of the Minutes of the 2022 AGM

2. The 2022 Annual General Meeting had been held on 5 July 2022. The minutes of the meeting had been published in the September 2022 edition of ***The Bulletin*** and in the members' area of the website. All the statutory motions had been carried without dissent and there were no matters arising. The minutes were accepted as a true record.
Proposer: Acting Chair. *Seconder*: Secretary. **Accepted**: Nem Con.

Item 3 – Annual Report

3. The Acting Chair presented her Annual Report, which is attached. Having been elected Vice-Chair at the 2022 Annual General Meeting, she had acceded to the post of Acting Chair in January 2023 when the Chairman Willie Williamson was forced to stand down because of a serious illness.

4. The Council continued to be concerned about the long-term future of the Society and had implemented a number of strategies aimed at reversing the slow decline in membership. Although the overall number of members had stabilised since last year, the underlying problem remained of a steadily ageing membership and few new, younger members, and work was in hand to broaden the scope of the monthly Talks, and to modernise the website to make it more appealing to a younger audience. As a result of these measures, the Council assess that we have several years to resolve the membership issue, during which time we can continue to provide a service that our members value.

5. A more immediate and critically important issue was the need to identify members to support and potentially take over from Council members with specific responsibilities (Secretary, Treasurer, Talks Secretary, Editor, Webmaster, and Video Producer - not a Council post), the majority of whom had been in post for

extended periods and had either stood down or indicated their intention to do so in the foreseeable future. The Acting Chair had written to members in February but only one potential volunteer had come forward so far. A full programme of Talks was already planned until May 2024 and the Council would continue to operate normally until then. From almost every other perspective, the Society was in good shape, with two healthy accounts, a relatively stable membership, a thriving ***Bulletin***, and an interesting and varied Talks programme. A final decision about the future of the Society would be made in September 2023, after the summer break.

6. The meeting was invited to remember two members; our President, Captain Mike Jones, and Mr John Lewis, who had sadly died during the past year.

7. The Chair thanked members of Council for their work through the year and paid special tribute to Willie Williamson for his work as Chairman and his outstanding support to the Society over many years of membership, a sentiment that was echoed by all those present.

Item 4 – Financial Report and Approval of 2022-2023 Accounts

8. The Treasurer presented the independently examined 2022-2023 accounts which are attached. The annual budget had been shaped around the expectation of a reduced membership, increased Athenaeum costs, and a major investment in a new website. However, the relatively static membership numbers meant that subscription income was higher than budget and only slightly reduced from last year, while only half of the development costs for the new website were spent in year, with the remainder to be carried forward to the next financial year. The net result had been to produce a combined total in our accounts at year end of £8,700, which was marginally higher than the balance at the start of the financial year. The Society was judged to be in a stable financial position at the start of the new financial year. The 2022-2023 accounts were approved.
Proposer: Acting Chair. *Seconder*: Secretary. **Approved**: Nem Con.

Item 5 – Talks Programme for 2023-2024

9. The Talks programme for 2023-24 had been finalised. Monthly talks would be held on the third Thursday from September to May as usual, with an extra event scheduled for Thursday 5 October 2023. A wide range of maritime topics would be covered, and it was hoped that the attendance figures would continue to improve towards pre-Covid levels.

Item 6 – Future of the Society

10. This Agenda Item has already been covered under Item 3 - Annual Report, and there was no further discussion.

Item 7 – Confirmation of the Chair of Council.

11. Ms Ann Toner was confirmed as Chair of Council in succession to Mr William Williamson. **Agreed**: Nem Con.

Item 8 – Election of Council Members

12. Mr Tony Melling, Mr Bill Ogle, and Mr Ted Scaplehorn were re-elected to the Council.

Proposer: Mr Tony Barratt. *Seconder*: Mr Ian Duckett. **Agreed**: Nem Con.

Item 9 – Any Other Business

13. Vice-Chair of Council. Under the Society's Constitution, the position of Vice-Chair of Council for the current year would normally have been assumed by the outgoing Chair but, as Mr. Williamson had been forced to stand down for health reasons, the post was currently vacant, with a new Vice-Chair not due to be elected until May 2024. This did not present a constitutional difficulty, but the vacancy would be keenly felt on Council, particularly in view of the strategic challenges currently being addressed. The Acting Chair had recently written to members, and it was hoped that someone would volunteer to be co-opted onto Council to perform the vice-chair function until May 2024, and potentially offer themself for election thereafter.

14. ***The Bulletin***. Recent editions of ***The Bulletin*** had seen a significant reduction in the number of articles submitted for publication by members which, if it continued, would be a cause for concern. Discussions were ongoing with a member who might be able to edit the publication remotely. The ongoing contributions of Mr John Stokoe and Mr David White in proofreading each edition were gratefully acknowledged.

15. Social Media. There was a short discussion about using social media (including Facebook) to connect with a younger audience. This was an area in which the Society was particularly weak, and would merit further examination.

Item 10 – Date of Next Annual General Meeting

13. The next Annual General Meeting of the Liverpool Maritime Society will be held in May 2024 at a time and venue to be notified.

E J SCAPLEHORN
Secretary

Liverpool Maritime Society

Accounts for the Full Year 2022/2023 held at Santander Bank PLC

Full Year: 1st April 2022 to 31st March 2023

Opening Bank Balances: Current Account: 2484 Deposit Account: 6175 Total: 8659

Income		2021/22	**2022/23**
	Subscriptions	3361	**3315**
	Donations	85	**55**
	Refreshments	102	**99**
	Book Sales		**174**
	Merchandise Sales	32	
	Deposit Interest		
	Total	3580	**3643**
Expenditure			
	Bulletin Printing	655	**400**
	Distribution/Stationery		
	Room Hire	739	**810**
	Speaker Expenses	163	**12**
	Refreshments	225	**276**
	IT Costs	591	**1630**
	Hon. Treasurer Expenses		
	Hon. Secretary Expenses		
	Donations/Gifts	65	**110**
	Bulletin Postage	422	**317**
	Other Postage	67	
	Pastoral		
	Bank Charges		
	Total	2927	**3556**
	Surplus / Deficit during Year	653	**87**
	Opening Cash Balance	8004	**8617**
	Closing Cash Balance	8659	**870**

Closing Bank Balances: Current Account: 2528 Deposit Account: 6176 Total = 8704

Nominated Assessor: Mr C Loughran

Editor's Introduction

Well here comes my first 'trip' as Editor - cast-off the tugs, drop the pilot but following in the slipstream of Bill Ogle! Many thanks to Bill for giving me a big-hand in preparing this edition for publishing. Also, numerous members have asked me to record thanks to Bill for all his good work over the years – see below. We start with a short excursion into port statistics – Bill Ogle provided occasional tonnage reports – In the June ***Bulletin***, 2014, Bill had Liverpool at sixth position in the premier league of UK ports (2012). Since then, Liverpool has progressed up to fourth position.

Next, on a sad note, marks the passing of ex-Chairman Willie Williamson. Included is Willie's self-penned obituary. Our received articles commence with a riveting account of an incident that really rocked the British maritime community in 1972. David White's study of the river navigation conditions that led to the tragic loss of the **Royston Grange** provides sharp insight into one of our worst ever peace-time maritime catastrophes. We learn so much from the analysis of such accidents.

Dr. Irene Brightmer's search for her great grand-father, Thomas Ure and his ship, **Craigburn** is a reminder how difficult and dangerous life was in the last years of sail. In 1891, Liverpool based Thomas Ure was sailing as mate on the Greenock registered four-master when she ran into difficulties off Melbourne. Dr. Brightmer's research has identified frictions on board between senior officers, also between the master and the pilot and the master and (what should have been) the rescue tug.

Next follows Roy Fenton's succinct profile of the 1947 vessel, **Helka,** and her footloose owners. Roy Fenton provides a short social and economic history of this family business and identifies such niche trades as esparto grass from North Africa to the Firth of Forth. Also, the handsome vessel, **Helka,** which was built on the Forth at Burntisland. *Editor asking*: She reminds me of the **Egyptian Prince?** *Anyone*???

I am so pleased that Bill Ogle is keeping his pen busy. The feature on female seafarer, Victoria Drummond MBE, by Bill is a fascinating account of a young women's determination and drive to gain a shipyard apprenticeship and then to carry that engineering foundation onto a career in the engine-room. Writing in 2023 it is clear that despite great leaps forward in equality, women at sea still run the risk of bias and abusive, abrasive, crew members;[2] just how much harder would it have been in the inter-war years when Victoria commenced her career? It is of some comfort to learn that bad behaviour was carried out only by a minority of crew. At certification level, it is also made evident that Victoria's progression up

[2] Calling time on abuse of female seafarers | The Mission to Seafarers accessed: 10.10. 23

to Chief Engineer rank was delayed by inherent bias within the Board of Trade! Bill Ogle's article is supported by Sarah Starkey's piece on Victoria's records and we are reminded that Victoria's biography is held at National Maritime Museum, Liverpool.

Captain John Anderson of Nanaimo next provides vibrant voyage evidence under sail with, "Liverpool's Largest Wood Ship – Part 1." This paper should have appeared in the September Bulletin but was omitted by the printers – apologies to Captain John. The captain's well referenced trawl through newspaper records of the voyages of the Liverpool based ship serves to remind us of the final days of sail. The Liverpool built, **Anne Royden,** is in the doyen of sleek, fast, passenger carrying clipper ships in the 1850s. These were the years before steam's complete ascendancy, before the Suez and Panama Canals; these were the years when the fast passages of sailing ships were championed in the national and regional press. Chartering out Liverpool's "Largest Wooden Ship" to the White Star Line provided the opportunity for some rip-roaring runs between Liverpool and Melbourne. You can almost feel the "roaring forties" storming on your back here!

The article on the Rise of the Escort Tugs is the result of a collaboration between your Editor and maritime practitioner, Captain Ben Monks. As a serving master in Svitzer's tug fleet in Liverpool and also the Humber, Ben was able to share his expertise on escort tugs. Evidence on the global development of escort tugs is offered in this article which traces the development from 1980s tanker escorts to now include escorts for ultra large container vessels (ULCVs). The practice of tethered escorting has involved considerable public discourse as well as research and innovation, not to mention developing the enhanced skills of pilots and tug captains and crews. For the more sedate observer (or maybe golfer) the escorting of tankers up to Tranmere is a great opportunity to see this dynamic skill in action! The Eulogy for Runcorn Shipwright, Ted Hill marks the passing of an era of wooden ship construction. Ted was still guiding the committed band of restorers working on the barge, **Oakdale,** some seventy years since he last worked in the trade! A nice example of keeping skills alive and history vibrant. Recently added to our website is a comprehensive lexicon of Merseyside and North-West England Nautical and Water-Related Slang. This was collected and submitted by Society member, Bob Ratcliffe, who manages to combine his 'hands-on' commitment to maritime history with a busy career in modern seafaring! As an example of a term that shipwright Ted would have been familiar with in 1950s Merseyside terms: Dragon's Teeth Interconnected triangles that might be seen on the gunwales of various firms' Mersey Flats, it was a common decoration, seen in various colours

Keeping History Alive!

Self-Penned Eulogy, Remembering Willie

This reading speaks to us of the richness of human endeavour, something that cannot be measured by artifacts and possessions. Of a life remembered for how it made others feel, for a legacy that reaches beyond words. It is in this spirit and keeping in mind the words you have just heard that we will now remember Willie. In doing so, we have the extraordinary privilege of hearing directly from Willie who wrote about how he would like to be remembered. I will be reading Willie's words as they were written, in the first person, with some additional colour from Margaret. This reading speaks to us of the richness of human endeavour, something that cannot be measured by artifacts and possessions. Of a life remembered for how it made others feel, for a legacy that reaches beyond words. Willie was a Glasgow lad, born and raised in Partick. He attended Wireless College and joined his first ship at the age of 17. He and Margaret met at the Majestic Dancehall in Glasgow. She saw him coming towards her and when he asked if she would like a drink, she told him she would rather have something to eat. From that moment on, he knew she was the one for him and they were married in 1967. *My wife, Margaret, has been my rock throughout our 57 years of married life. She is a truly great friend and companion and I love her. I appreciate her tolerance and kindness in letting me indulge in travel to exotic places, but together we had many superb holidays in Europe. She always supported me when I had changes of career and had faith in me. She looked after me exceptionally well when I was diagnosed with cancer despite this being an obvious worry to her.*

I would like to think that people remember me as being a friendly and kindly sort of person. I am very proud that I spent seven years as a Radio Officer in the Merchant Navy.

On leaving the Merchant Navy, Willie took a shore job with Marconi Marine at their Liverpool office. He then moved into lecturing at Riversdale College before retiring and using his expertise as a consultant, including at Lairdside Maritime Centre on the ship simulator.

I am proud of my Scottish heritage and would like it noted that I was a "Munro bagger" and had completed all the Munros, many of which I did with my brother-in-law, Bob.

For those of you not absolutely familiar with what a Munro bagger might be, the Munros are mountains of over 3000 feet, mostly in Scotland. Bagging a Munro is a popular pastime amongst walkers and the aim is to climb as many as possible – there are 282 in total and Willie bagged every single one!!

I always had and retained a great interest in foreign travel and particularly liked South America – what a magnificent continent. I was the co-author of ***Handbook for Marine Radiocommunication*** *with my friend and writing partner, Graham Lees. When this was first published in 1993, it had a significant world impact on marine communication, as did six subsequent editions. I was involved in various capacities with the Association of Marine Electronic and Radio Colleges and deeply involved with the examination processes which this organisation administered for many years.*

Willie was an invigilator for examinations in courses for Global Marine Distress and Safety Systems. Indeed, he also helped to teach this course in Italy, where he particularly enjoyed his 3-hour lunches.

I was the Archivist for the Radio Officers Association for over 20 years. I wrote over 80 articles for them on a regular basis plus a further 60 articles for their newsletter. I attended every reunion of the Radio Officers Association, apart from the first, and made many fine friends in the Association.

Such was the esteem in which Willie was held, that, shortly before he died, the Radio Officers' Association presented him with a beautiful glass plaque to commemorate his service to the Association.

I was also Chairman of the Liverpool Nautical Research Society on 2 occasions and wrote over 30 articles for their newsletter, "The Bulletin." I very much enjoyed my research into shipping and related subjects and enjoyed giving presentations of such research to the society at their monthly meetings.

I became a proprietor at the Athenaeum in Liverpool and found it to be a wonderful place to meet like-minded friends from all walks of life with a common interest in history. I was co-author of a book about Demerera, published by the Athenaeum. Willie spent many hours researching the 1823 Demerara uprising in what is now modern Guyana in South America, including time in the archives held by the Gladstone Library.

It is fair to say that Willie enjoyed life, whether it was bagging a Munro or cycling, gardening or taking an annual snow-shoeing holiday in Austria. He enjoyed the company of friends and liked to entertain them at dinner parties with good conversation flowing back and forth. He had, without doubt, a sharp mind. The evening generally moved towards Willie getting the whisky or the Drambuie out.

Indeed, Willie did, at one time, collect malt whiskies but he got a little fed up with this and so drank his collection. Not all at once it must be stressed!

You may recall that Willie liked to think that he would be remembered as a "friendly and kindly sort." There is little doubt that the words jolly, happy, erudite and accomplished could also be added.

A Message from Our Council.

As many of you will already be aware, sadly, our former Chairman Willie Williamson died on 12th August. He will be greatly missed by all who knew him and remembered by the Society for his two spells as Chairman and his invaluable contributions over the years to the Talks programme. A very moving part of the ceremony held for him at Landican Crematorium was the reading of the brief autobiography Willie had prepared shortly before his death. Margaret, his widow, has kindly agreed to send us a copy for inclusion on the website and in the ***Bulletin.***

Bill Ogle has now stepped down as Editor of the ***Bulletin*** after twelve very diligent years, but has kindly agreed to take up the role of Vice-Chairman in place of former Chair, the late Willie Williamson. Bill has been an outstanding Editor but has now decided to pass on his red pen. We would like to express the thanks and appreciation of the Society for his tireless work in making the ***Bulletin*** the entertaining and informative publication that it is.

The fact that the Society has retained a loyal membership of almost 200, many of whom rely solely on the ***Bulletin*** for access to our monthly talks is proof of the esteem in which our publication under Bill's leadership is held. Appreciation of his role as Editor was expressed by members in a recent questionnaire and is often mentioned when subscriptions are renewed, in comments such as 'love the ***Bulletin*** - keep up the good work!'

But another and much more personal reflection of Bill's tenure is the respect in which he is held by his colleagues on Council and by those for whom he is a regular acquaintance and friend at our talks. To those of us who work with Bill, his enthusiasm, humour and sage counsel make him an invaluable colleague. Carry on, Mr. Vice-Chairman! Fortunately, we will not be losing his wealth of knowledge and experience as Bill has agreed to become Vice-Chair of the Society with immediate effect. Mervyn Rowlinson has agreed to step into those big shoes as Editor and we wish him a long and successful future in that position. In more good news, we are delighted to welcome David Nicholson to the position of Society Treasurer, alongside Tony Melling initially, and thank him for his support. Richard Martin has also volunteered to attend Council Meetings before his formal election at the next AGM.

These recent appointments are very positive developments which the Council feel have secured the future of the Society. Although the position of Talks Secretary remains to be filled and support for the Webmaster and Video Producer

would be welcome, we are hopeful that these issues will be resolved in the near future.

The Christmas lunches previously organized by the Society have not resumed since the Covid Lockdowns and the Council would like to assess interest in the possibility of holding an annual lunch to commemorate the Society's Foundation, possibly to be held after the AGM in May, at the Atheneum. A show of hands at the October Talk was encouraging and feedback from the wider membership would be appreciated.

Ann Toner, Chair
Tony Melling, Treasurer

On Behalf of the Council

A Message from Sarah at the Maritime Museum

The library collection of the Maritime Museum here in Liverpool contains a complete run of the journal of the LNRS from 1944 until 2023. We can safely say that Bill was not involved in editing the entire run, but he can claim credit for a significant proportion of it. Librarians love a good, long running journal, so we extend our thanks and appreciation to Bill for ensuring the continuation of the publication.

Our copies of the journal are not read in the same way as those sent out to individual members, they are not read cover to cover when first received. Ours are consulted over time, as and when they are potentially useful for a particular enquiry or field of research. This is a thankless and lengthy task without an index. We would like to take this opportunity to mark Bill's work in this field as well, because he was involved in producing the excellent index to the even longer running journal Sea Breezes.

We wish him a happy retirement from his role.

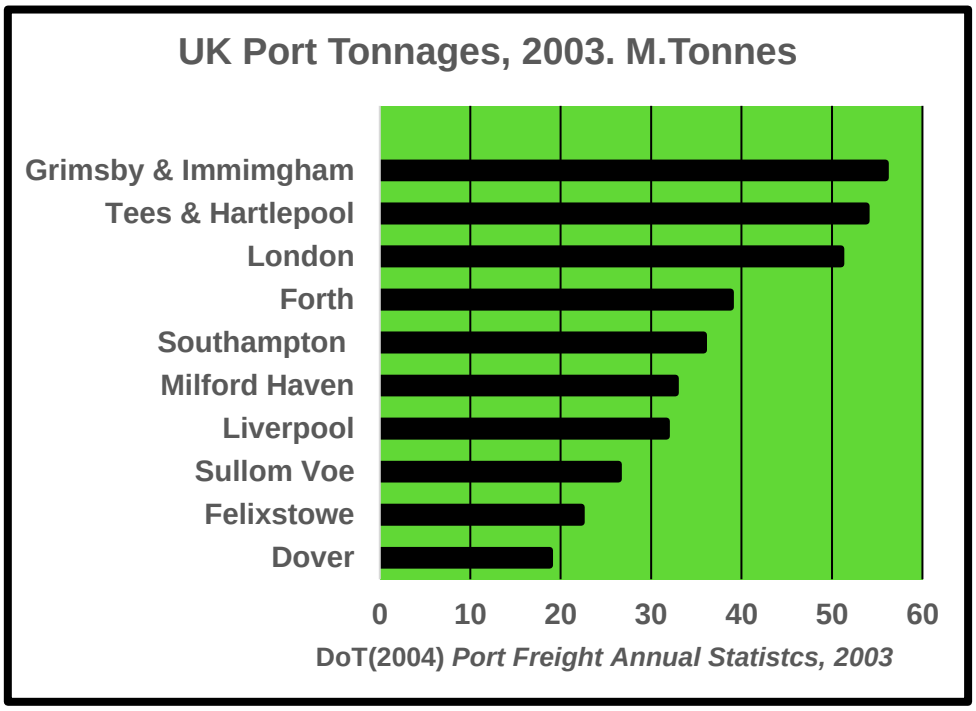
Sarah Starkey and all the staff, past and present, of The Archives Centre, Maritime Museum

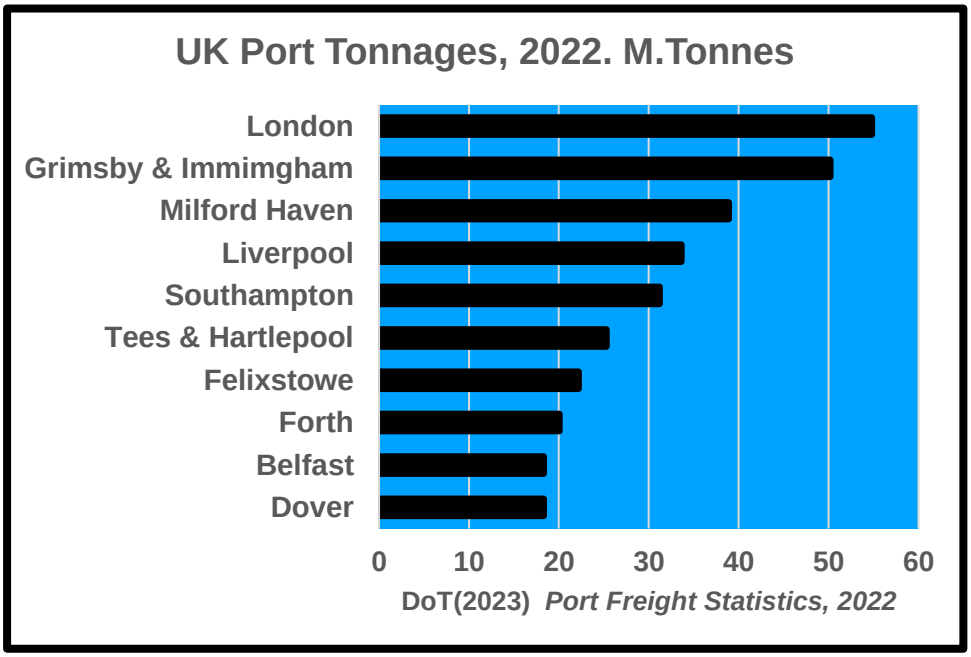
Sarah Starkey
Lead Archivist Maritime & Slavery Collections
Maritime Museum Curatorial
0151 478 4527
Liverpoolmuseums.org.uk

UK Port Tonnage Changes, 2003-2022

By Editor

The graphs below illustrate the changes in the two decades. It is obvious that reductions in North Sea Oil have had a big impact. Declines in coal and iron ore movements associated with de-industrialisation are also evident. Although the famous Herr Klopp of LFC might not be happy with fourth position, the relative progress of the Port of Liverpool, moving up from seventh position in 2003 is considerable achievement in a highly competitive market.





The Loss of the Royston Grange

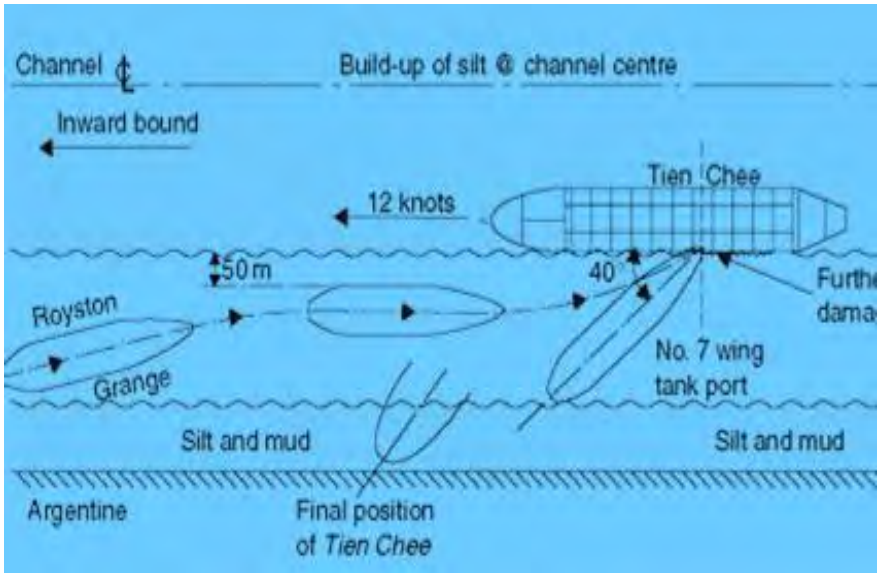
Based on the talk to the society on 18 May 2023 by member David White

Though it is more than fifty years since the incident, many members will clearly recall how a British cargo ship was lost with all hands, the first such serious incident since the end of the Second World War.

One of two sisters built in 1959 by Hawthorn Leslie at Hebburn for Houlders,

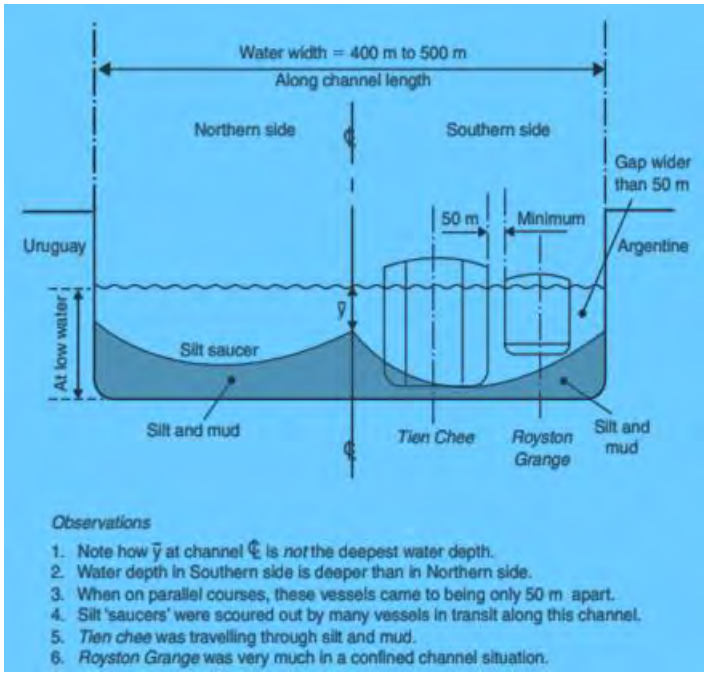
Royston Grange was designed and built for the UK to River Plate service. She was fully refrigerated for frozen and chilled cargoes.

On 11th May 1972 she was outbound from Buenos Aires with 61 crew, 12 passengers and an Argentine pilot. At 0520, still dark and in mist, she collided with an inbound Liberian-flag tanker, the 20,000dwt **Tien Chee,** built in 1954 by Cockerill in Hoboken, Belgium, as the Danish **Dansborg**. The collision ruptured **Tien Chee's** Nr 7 port wing tank and damaged Nrs 8, 9 and 10 port wing tanks, releasing a large quantity of crude. Instantaneously, **Royston Grange** was totally enveloped in flames. All 74 souls on board immediately perished. No distress was declared and no attempt at abandoning ship was made. Eight crew men from the tanker also died.



The cause of the collision is fairly straightforward. The cause of the resulting flash fire has never been satisfactorily established. Though the estuary of the River Plate is wide, it is also very shallow. The dredged channel, the Punta Indio, had not been adequately maintained by the bordering countries of Argentina and Uruguay. Local regulations required the tanker to enter at or before High Water and she should not have been trying to enter on the ebb tide with insufficient clearance. It is believed that these factors resulted in a bank interaction pressure wave causing the **Royston Grange** to career violently to port.

When considering the phenomenon of bank interaction it is necessary to consult ***Ship Stability for Masters and Mates*** (Barrass & Derrett). Two chartlets show the presumed background to the course of events, based on **Tien Chee** moving at 12 knots and Royston Grange at 8 knots.



Quoting another source, in shallow water, with reduced under keel clearance, the vessel's pivot point would have moved aft reducing her steering lever. Close to the edge of the bank the large forces associated with the high area around her bow and the low pressure area around her stern caused the sudden sheer to port which the helmsman was unable to correct before the collision occurred.

The cause and effects of interaction should be recognised and taken into account. Speed is critical, since the magnitude of forces created by both bank effect and squat increases with the square of the vessel's speed through the water. The day after the accident *Lloyds List* did well to carry an aerial photograph of the two vessels locked together. Regrettably the caption to the photograph contained three unfortunate errors. There were 74 losses on the **Royston Grange**, not 73. The deaths were caused by carbon monoxide poisoning, a claim withdrawn the following day when it was noted that the refrigeration plant operated on freon and brine . The Secretary of State had ordered an enquiry – he had not.

While it was two days before the two ships were sufficiently cool to be taken under tow, an international incident arose. While the Argentine patrol boats **ARA King** and **ARA Murature** were ordered to tow **Royston Grange** to Buenos Aires, the Uruguayan Navy towed her smouldering hulk to Montevideo. The two countries came close to war over this incident, the culmination of a long-running dispute over territorial waters in the River Plate. In Montevideo, the remains of all 74 persons were removed. Only ash and bone were recovered and were buried in the British cemetery in Montevideo. The **Tien Chee** was towed into La Plata.

Though both British and Liberian authorities had responsibility for investigating the accident, the Argentine authorities, in contravention of IMCO A173, kept the crew of the tanker incommunicado and refused to allow the Argentine pilot to give evidence to the Liberian enquiry. The Liberian enquiry held in New York 15th to 22nd January 1973 was chaired by Sir Gordon Willmer, whose report contained scathing criticism of the Argentine behaviour.

When pressed in the House of Commons about what steps HM Government had taken to protest to the Argentine authorities at their non-compliance with IMCO A173, Michael Heseltine said "We drew the attention of the Argentine authorities to the relevant IMCO Resolution".

Sir Gordon Willmer was rather more robust. He made it clear that he had worked under two serious difficulties. One was the obvious one that, with no survivors (and no log books), there were no witnesses. He went on:

The second difficulty arises from the attitude adopted by the Argentine Government authorities. It is understood that a judicial enquiry into the collision has been conducted on behalf of the Argentine Government. No representative of either the Government of Liberia or of the Department of Trade and Industry of the UK – who were vitally interested in relation to the Royston Grange – was permitted to take part in the Inquiry. It appears to the Board that this withholding of facilities was in direct contravention of IMCO Resolution A173. During the whole period of the Inquiry the Master and surviving members of the crew of the Tien Chee were held by the Argentine authorities virtually incommunicado. No facilities were granted to the representatives of the Liberian Board of Maritime Affairs, the Department of Trade and Industry of the UK or of the respective ship-owners to take proper statements from the survivors. Great difficulty has been encountered throughout in obtaining relevant documents from the respective authorities. The authenticity of some of the documents which have been obtained remains very much under suspicion. Superimposed on all the other difficulties is the fact the pilot of the – who could no doubt on many points have given vital information not available to others – was not permitted to give evidence before the Board. All these circumstances have combined to render the task of the Board in seeking to ascertain exactly how the collision and fire were caused a great deal more difficult than it might otherwise have been. It is no part of the duty of the Board, nor is it our wish, to criticise adversely the behaviour of the Government of a foreign sovereign state. But is right that those into whose hands this Report may come should understand the difficulties under which it has been prepared and the reasons for the absence of any firm conclusion on some of the questions that have been in controversy.

Following the presentation on the incident, Society members present offered a number of extremely interesting and welcome observations. These covered the cause behind the flash fire, the reality of the cargo carried by the **Tien Chee**, and the UK government's concern at Argentine activity in the South Atlantic in the early 1970s.

Thomas Ure and the Craigburn

By Dr. Irene Brightmer

A headstone on a family grave in Fazakerley cemetery in Longmoor Lane, Liverpool states that Thomas Ure was “Lost at Sea 9th May 1891 aged 53”, and a

CERTIFIED COPY OF AN ENTRY OF MARRIAGE

GIVEN AT THE GENERAL REGISTER OFFICE, LONDON

Application Number 38878

1845. Marriage solemnized at [illegible] in the district of [illegible] in the County of [illegible]

No.	When Married	Name and Surname	Age	Condition	Rank or Profession	Residence at the time of Marriage	Father's Name and Surname	Rank or Profession of Father
51	January 1846	Thomas Ure	21 years	Bachelor	Mariner	Hamilton Street Garston	Thomas Ure deceased	Carpenter
		Mary Jane Jamieson Reardon	21 years	Spinster	—	Hamilton Street Garston	Hugh Robertson	Bookkeeper

Married in the R. Cha. Presbyterian Church according to the Rites and Ceremonies of the Presbyterian Church in England

This Marriage between (Thomas Ure / Mary Jane Jamieson Robertson) was solemnized in the presence of (John Jamieson Robertson / Jane Jamieson Robertson)

James Robson
Robert Law
Registrar

CERTIFIED to be a true copy of an entry in the certified copy of a register of Marriages in the Registration District of Liverpool

Given at the General Register Office, London, under the Seal of the said Office, the 3rd day of June 1891

MX 674788

portrait in my possession shows what he once looked like. Beyond that I knew little about my great grandfather; an aunt told me that he had been drowned in West Africa but uncle said that it had happened off the Australian coast near Sydney.

In 1979 I began the search to uncover the story of my Scottish great grandfather whose tragic drowning was followed by the death of his widow only months later, of a “broken heart” according to family tradition. Their youngest child was Elizabeth Mitchell Ure, who was admitted to the seamen’s orphanage two years later, where she died of typhoid fever in 1898 at the age of 15.

The search for this story has taken me to Edinburgh, Glasgow, London, and, not in person, to Australia. It has involved many people, letters and phone calls, much thinking, questioning and discussion. All the work was done before the wonders of the internet made this sort of research much easier, faster and cheaper. There are still some loose ends and details I would like to fill in. Let this be an interim account, which may inspire you to fill in some of the gaps.

I began only with the date of the drowning and the portrait of a dark-haired, bearded man. The breakthrough came in 1979 on a visit to the Scottish registers of births, marriages and deaths in Edinburgh where I found the registration of Thomas Ure’s death and the name of the ship from which he drowned. I then visited the offices of ***“The Scotsman”*** newspaper and found a brief report of the ship’s loss, published on Monday 11th May 1891.

“Gale off Melbourne

Melbourne May 9th. The coasts of Victoria were visited last night by severe southerly gales, during which two vessels named the ***Joseph H. Scammell*** *and the* ***Craigburn*** *were wrecked outside the Heads. Five of the* ***Craigburn’s*** *crew were drowned.”*

Thomas Ure, my great grandfather, was born in the County of Stirling in Scotland. His father, also called Thomas Ure, was a carpenter. The naval records state Grangemouth to have been his place of birth, and according to telephone directories there are still a number of Ure families today in Scotland, with a particular concentration in that area of Stirlingshire. However, internet resources show that Thomas Ure was born in Falkirk in January 1835 and that his mother was Agnes Mackluckie. Thomas's parents were married more than eight years earlier in October 1826 and so it is likely that he had older siblings.

At some time and for some reason Thomas came to Liverpool and we could identify him on the census returns. He was married in Liverpool on January 20th 1865 to Mary Jane Tannahill Robertson at St Peter's Presbyterian Church in Great Orford Street, later known as Mount Pleasant Presbyterian Church. The church was on the corner of Mount Pleasant and had opened in 1827. It was destroyed in the blitz during the Second World War and the site is now occupied by new business premises. According to the marriage certificate, Thomas was a mariner aged 27 and his bride was 21. They were resident in Thomaston Street, Everton at the time of the marriage. Thomas' father (the carpenter) was already deceased by this time, but his bride's father, Hugh Robertson, was recorded as a "bookkeeper." Their witnesses were John Tannahill Robertson and Jean Tannahill Robertson, perhaps brother and sister of the bride.

Thomas and Mary had 4 sons and 3 daughters. At the time of his death the eldest son, Thomas, had already left home and was married. My grandfather, John Tannahill Ure, was their second child, born to them at 36 Zante Street, Kirkdale, on 29th September 1867.

Thomas Ure obtained his Master's Certificate (number 2239) at Liverpool, and according to records (Lloyd's Index of Captain's Services) his subsequent voyages were on the following vessels as mate: the **Strathern** in 1880, the **Mississippi** in 1884, the **Phoenician** in 1889 and the **Scandinavian** in 1890. So it seems that Thomas Ure never served as a ship's captain, although he was fully qualified.

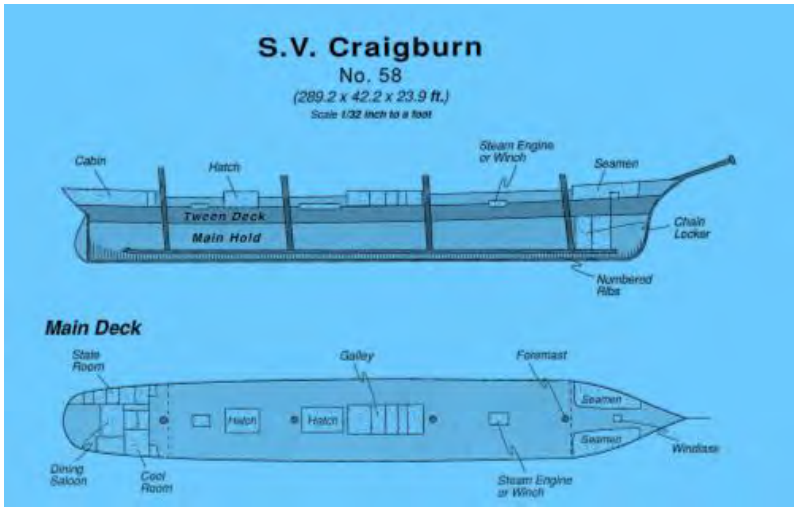
The Craigburn

Thomas Ure's final voyage was on board the **Craigburn** (registered number 87409), a ship built, owned and registered in Scotland. She was a four-masted ship with a steam-operated anchor winch, but was subsequently reduced to a barque rig to increase efficiency. Tonnage was 2,065grt/1,997nrt with a length of 290ft and beam 42ft. She had certified accommodation for 36 seamen.

Built in 1884 by W. B. Thomson for D. & R. Shankland & Company of Greenock who remained the owners until her last voyage, and it was registered in that port. Shipyard drawings are shown.

The *Craigburn's* last voyage 1891

The ship had arrived in Liverpool on January 2nd to prepare for the voyage to Australia and New Zealand, sailing on January 15th under master Captain Alexander Kerr of the Isle of Arran. The Ship's Articles included the pay and the crew's rations. These were bread every day; beef and pork on alternate days (normally salted or tinned); an allowance of flour and peas on alternate days; tea, coffee and sugar daily and a daily issue of lime and lemon juice. The Agreement was for a voyage of up to 36 months, and gave the name, address, "report of character", the name of the previous ship and the position of each crew member. There were 30 members of the crew and most signed in his own hand. Thomas Ure signed on as First Mate.



The crew consisted of fifteen Able Bodied Seamen who were paid £3 per calendar month, three Boys and two Ordinary Seamen (OSs) who were paid between one and ten shillings per month, a Cook paid £4 per month, a Steward paid £5 per month, a Sailmaker paid £4.5s per month, a Boatswain paid £3.15s per month and his mate paid £3.10s per month, a Carpenter paid £6.5s per month and a Second Mate paid £5.10s per month. Thomas Ure, the First Mate, was paid an advance of £8 and then £8 per month, £4 of this being sent monthly to his wife.

The addresses of all but three of the crew were given as Liverpool, but it is likely that some of these were temporary lodgings and some were at the Seamen's Home. Their birthplaces varied from London and Scotland to Scandinavia, Germany and New York. Three crew members gave home addresses in Scotland: the Captain who was from the Isle of Arran, the Second Mate who was from Dundee and the Carpenter who was from Montrose. For these three, plus a 58 year old seaman born in Greenock, their previous voyage had also been on board the **Craigburn**.

After a passage of 82 days the **Craigburn** arrived in Melbourne on April 7th and stayed for one month. Six men left the ship at Melbourne: two were discharged and four deserted without collecting their pay. On May 7th a further six Able Bodied Seamen joined the crew to replace them.

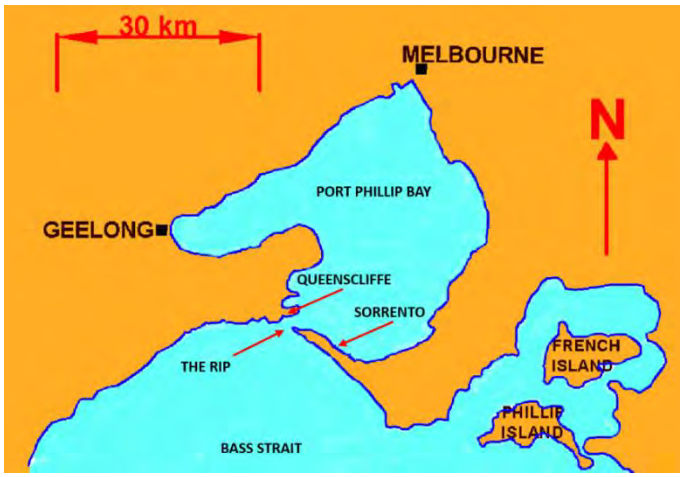
Sailing from Melbourne

Early on Friday morning May 8th the **Craigburn** sailed in ballast from the Williamstown Pier in Melbourne, bound for Wellington, New Zealand to load a general cargo for England. That night, outside the port of Melbourne, she encountered bad weather and ran aground just before midnight, only two miles from

shore. She broke up on Saturday 300 yards from Sorrento. The news reached Liverpool on Saturday by telegram, and the loss was reported in the *Scotsman* on Monday 11th May and probably in the Liverpool press too. An American ship, the **Joseph H. Scammell**, was also wrecked in the southerly gales off Melbourne that night, but without loss of life.

The loss of the Craigburn

The trouble began when the **Craigburn** was being towed in rough weather by the steam tug **Rescue** and was being piloted through the dangerous narrows, the Rip. In a 1913 newspaper article about shipwrecks in the area it was claimed that "p*robably there is not a more ugly bit of coast within hundreds of miles".*[3] In the May gale that night the tow rope broke, the **Craigburn** dropped both anchors, but they dragged until the vessel was stranded on the rocks. The tug **Rescue** again appeared on the scene and offered to tow the ship out of danger for the exorbitant fee of £500 which the Captain refused to pay, offering £100. Other tugs and a collier also offered assistance but were refused. On the **Craigburn** there had been fierce arguments between the Captain and the Australian Pilot, with the Captain directing his officers not to obey any orders given by the Pilot. After that a combination of mismanagement, misfortune and bad weather led to disaster.



Based on a diagram from Wikimedia

*The loss of the **Craigburn**. From 'Passengers in History', courtesy South Australian Maritime Museum*

At 8pm on Friday night the ship began to send up rockets and flares seeking lifeboat assistance, and shortly the ship's own two lifeboats were launched. The port boat left at 9.15pm against the orders of the captain. It carried the Australian Pilot, the Second Mate and 13 of the crew and was picked up on Saturday morning by the tug **Eagle**, with all saved after a night of hard rowing to keep away from the rocks. Eventually arriving safely ashore late on Saturday afternoon. The second lifeboat left the **Craigburn** just after 11 pm with the Boatswain and 11 men. It soon capsized and 5 men were drowned but the rest landed safely.

However, the Queenscliffe lifeboat did not leave until 11pm and only reached Sorrento with life-saving apparatus at 2.30am on Saturday. It then took 3 hours for the successful launch of the breeches buoy to the ship. This saved three of the four people still on board: the Captain, the Carpenter and McKenzie, but not Thomas Ure. There were complaints later from the Pilot questioning the suitability of the new Queenscliffe lifeboat for the job it had to do. Criticisms were also made in the press deploring the delay of the lifeboat in going to the rescue of the **Craigburn's** crew.

[3] The navigable channel of the Rip is some 1km in width, which is about the same as the River Mersey at the Pier Head, the tidal flow is similar in both places.

The final hours of the **Craigburn** were witnessed on Saturday and reported by journalists who risked their own lives to reach the scene. They settled themselves at the top of the cliff at Sorrento, joining local lime burners and "wreckers" who were out to salvage all they could; about 50 observers in all by that time. The small crowd of onlookers on Friday night had lit a fire and helped ashore those who were saved. Charles White, described as a "*large coloured man*," was saved from the lifeboat but broke his foot scaling the cliff and Anthony, a local lime burner, carried him on his back to safety.

*The loss of the **Craigburn**. From 'Passengers in History', courtesy South Australian Maritime Museum*

On Saturday the motley crowd witnessed the efforts of the seaman McKenzie, a Canadian, who, in his "*brown jersey*" was the last man to leave the **Craigburn** and survive, and who tried to save the First Mate. But Thomas Ure, in his "blue jersey", stubbornly refused to risk his life to the breeches buoy, claiming that he was a strong swimmer. He was therefore the last man to leave the fast-sinking ship, at approximately midday on Saturday; he failed to make it to the shore, facing obstacles of rocks, wreckage and seaweed etc.

On Monday 11th May the local press reported the disaster with eye-witness accounts from the cliff top at Sorrento. They described the rescues, *"the heroic bravery of a seaman*" (this was McKenzie's attempt to rescue Thomas Ure), the break-up of the vessel, and the lively buzz over the weekend in the seamen's home in Melbourne. The survivors of the **Craigburn** were sheltering there, along with the black American crew of the **Joseph H. Scammell**, wrecked the same night. The newspapers reported interviews with key witnesses in the tragedy, including the Captain, the Pilot, the Sail-maker, the Carpenter, the Boatswain and "*the last man rescued*" i.e. McKenzie.

The official enquiry

There was a long drawn-out enquiry into the loss of the **Craigburn** by the Marine Board of Enquiry in Melbourne, lasting over three weeks from 15th May until

9th June. The report of the enquiry admits *"there was disunion among those on board, and the evidence of what occurred is very conflicting*."

Both the Captain and the First Mate were variously reported to have been drunk, but there were also witnesses who denied that this was so. The Boatswain, Lois Wilson, spoke to reporters during the weekend and described the conflict between the Pilot and the Captain, stating that "The Captain might have had a whisky during the night as it was so cold, but he was certainly not drunk," and at the Board of Enquiry the Captain categorically denied that he had been drunk. McKenzie, who tried to save the Mate, also spoke to reporters over the weekend and when asked what was the matter with the Mate and why he would not go ashore in the breeches buoy replied: "I don't know. The people on shore said he was drunk, but he was not drinking at all."

Reading between the lines it seems there were feuds as well as strong loyalties. For instance, the Carpenter stood by the captain; this may not be unconnected with the fact that they were both from Scotland and had both sailed on **Craigburn**'s previous voyage. There was clear distrust of the Pilot on the part of the captain, and also of the tugs, which supposedly came to the rescue.

Captain Kerr gave evidence at the Marine Board of Enquiry and was represented by a Solicitor. The Board finally found him responsible for the disaster and cancelled his Master's Certificate so that he would never be allowed to take charge of a ship again. But before the Enquiry began he is reported to have said that it would be his last voyage: "*I have been wrecked several times, twice on the Canadian coast, but never had an experience like this. This coils my rope. I have had enough of it now*." When judgement was made, he was ordered to pay £25 towards the investigation costs, but it is alleged that he had already found himself a first-class passage back to Europe and was beyond the court's jurisdiction.

After the tragedy

Telegrams between the insurers (Lloyds of London), the Scottish owners and the Australian authorities eventually approved the sale of the **Craigburn** wreck for £9. It was reported one week after the tragedy that the mutilated body of an elderly man was washed up near the wreck of the **Craigburn** at Sorrento and there was to be an inquest the same afternoon. It is unknown what the result was and where the body was laid to rest. It is very likely that it was a seaman from the **Craigburn**, as no lives were lost from the **Joseph H. Scammell**, the other ship wrecked that night.

The records of the old Sorrento cemetery note the burial on 10th May 1891 of the **Craigburn** apprentice, young Blackbourne, who had been drowned near the shore. As far as I can discover there is no memorial in Australia either to the ship or to any of the drowned men who were presumably lost at sea, as Thomas Ure's family grave in Liverpool indicates for him. But was the body washed up on 15th May that of Thomas Ure or was it Neil McFadyen, the oldest man on board? What did the inquest find and where was the burial?

ss **Helka**, 1947 – Featured ship

by Society member Roy Fenton

Helka was a so-called 'handy-size' ship, intended for relatively short-distance trades, in her case to the Mediterranean. Her owners were the Euxine Shipping Co. Ltd., whose name came from the Greek for the Black Sea reflects the founder's original business interests. The van der Zee family were based in Smyrna (later to become Izmir) and were known to have ships in the Black Sea trades before the First World War. Smyrna suffered very badly in a war between Greece and Turkey, and in 1922 the owners' family returned to the Netherlands. They set up business in Rotterdam, but evidently had disagreements with the Dutch tax authorities. Hence, they moved to London and in February 1932 formed Euxine Shipping Co. Ltd. The company was never large, owning or managing a small fleet of dry cargo ships and a few tankers, the former trading mainly from the UK or continent to the Mediterranean and the west coast of Africa.

Helka was a 1947 product of the Burntisland Shipbuilding Co. Ltd., set up in 1918 by the naval architects Amos and Wilfred Ayre, and delivering its first ships in late 1919. This was not a propitious time to be entering the shipbuilding business, as the post-war boom in freight rates quickly fizzled out, leaving even well established yards desperate for orders

But the Burntisland yard survived, partly thanks to the reputation of its founders, and through offering a variety of well-built ships, mainly modest-sized tramps, coasters and some specialist ships such as up-river colliers. For most of the post-war years, the Euxine fleet consisted of four steamers of a comparable size to **Helka**. Outward bound they carried general cargo to eastern Mediterranean ports and military stores for the British forces along the Suez Canal. Homeward cargoes comprised iron and other mineral ores, marble in both slab and chip form and sometimes fruit in those ships with hold ventilation. A regular cargo was esparto grass loaded in Sfax, Sousse or Nemours in north Africa. The freight rate for this was low suggesting that Euxine were relying on outward freights to cover the costs of a round voyage. To maximize earnings, bales of esparto grass were often also carried on deck. They would be discharged at Granton or other east coast Scottish ports and Sunderland,

The postcard was issued by Euxine Shipping and comes from the author's collection.

with smaller amounts being taken to ports in the Thames and Medway, Bristol Channel, Mersey and Glasgow. Esparto grass was used in the manufacture of good quality paper.

The choice of triple-expansion machinery and coal-fired boilers for **Helka** was perhaps unduly conservative. But they served her well, as she gave her owners a full 20 years of service, although for her last years she was registered in Hong Kong. In 1967 she went to a Greek owner who renamed her **Anna Maria**, but in July 1971 was laid up in Piraeus. Few ships emerged from this graveyard, and she was broken there in 1973. **Helka** was one of the last two ships Euxine owned, although they continued briefly as managers of other owners' ships. The company name lived on, however, passing to Lambert Brothers of London who had a long association with Euxine's owners and who supervised the construction of **Helka**. The Euxine title continued in use for the bulk carrier **Temple Arch** until 1978, her deadweight tonnage of 22,658 contrasting with the modest 3,640 of **Helka.**

Details of **Helka**:

Launched 27 September 1947. In service December 1947.
Official number 181813
2,111grt/1,10nrt 3,640dwt. Length overall 323.5 feet. Beam 22.4 feet.
Machinery: triple expansion engine by Hall, Russell and Co. Ltd., Aberdeen

Thanks to my late friend the Captain Ken Garrett, an indefatigable chronicler of London-owned ships and owners.

Editors Note: With fond memories of Captain Ken Garrett ex FT. Everard's Marine Supervisor at Greenhithe.

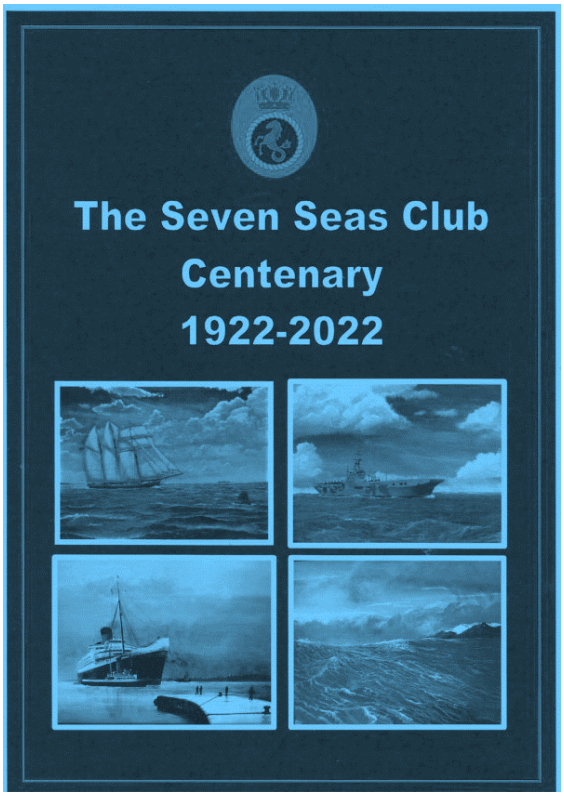
Everard's pride and enjoy, 1580 dwt, Goole built, ***Singularity*** *at the 1953 Spithead Review. Source: with thanks to the Newbury Diesel Company: The Everard story - Newbury Diesel Company (rowifi.com)*

Book Review, The Seven Seas Club Centenary 1922-2022

By A Melling

Authors: John Callcut, Glyn Evans, and David Watson,
with additional material by Ray Kay. (164 pages)

The Seven Seas Club have published an attractive tribute to a very worthy organisation, founded in London in 1922. In the words of its current President: *to promote and foster the comradeship of the sea, either by training young people or by caring for old shipmates.* The bulk of this book is devoted to charting the distinguished history of the Seven Seas Club, whose foundation was inspired by the shared experience of cadets who had served aboard the merchant navy training ship HMS **Conway**. The latter was inaugurated in August 1859 and continued in several incarnations until sadly the ship's ensign was lowered for the final time in July 1976.



Former cadets (or *Old Conways*) were determined to maintain contact, especially through the pages of the *Cadet* magazine, first published in 1890. Many decided to create a lunch club in the City of London and this was eventually followed in 1922 when four ex cadets; A.J. Barnes, C.V. Nicholson, W.H. Combes and C.F. Reardon went on to found the Seven Seas Club. A constitution followed in 1924, with the subscription fixed at five shillings (25 pence). The only condition of membership was that each needed to be an *Old Conway.* Reunions centred upon a monthly dinner and two special annual dinners; the Trocadero Restaurant in November 1923 was the choice for the first of the latter and the capital has been the focus of reunions ever since. By 1930, membership had grown to over 1,000, the year the Prince of Wales (the future Edward VIII) became a patron and was invited to a special dinner in his honour. In 1932 the Club acquired a sailing barque and renamed her **The Seven Seas**. Moored on the Thames at Hungerford Bridge she became a much-loved location for regular social events until, sadly, she was lost during World War Two. Dinners today are held at the National Liberal Club and have been for over thirty years.

The Seven Seas Club's stated aim is *to foster the comradeship of the sea*; the decline of the merchant navy and the natural depletion of ex-cadets has shifted its focus considerably to encourage recruits who simply have a passion for the sea, either in a professional or leisurely way. Membership today is encouraged from all who have this instinct; their number now stands at around 160 and the authors describe in detail the continuation of a whole range of maritime activities that the Club is still engaged in.

I must go down to the seas again, to the lonely sea and the sky,
And all I ask is a tall ship and a star to steer her by,

From the poem, "Sea Fever": John Masefield, 1902

The book also features interesting appendices which reveal the lives of notable trainees of HMS **Conway**, including Poet Laureate John Masefield and the brilliant marine artist Kenneth Shoesmith. Contributions from both are included and one is reminded of Shoesmith's talent in a series of stunning images, most notably the *Altar Screen,* painted to adorn the newly launched RMS **Queen Mary** in 1934. The artist was a club member, served as a cadet in 1907 and died tragically young. Glyn Evans has provided the biographies of both *Old Conways.*

This milestone account of a prestigious institution does justice to the great work that has been undertaken by the Seven Seas Club in the century of its existence. The book also performs an important service in revealing how cherished HMS **Conway** was (and still is) to all the cadets who trained within her.

A Melling

Editor's note: copies of the book are available at £25. Please contact the Marine Society at https://www.marinesocietyshop.org/the-seven-seas-club-centenary-1922-2022

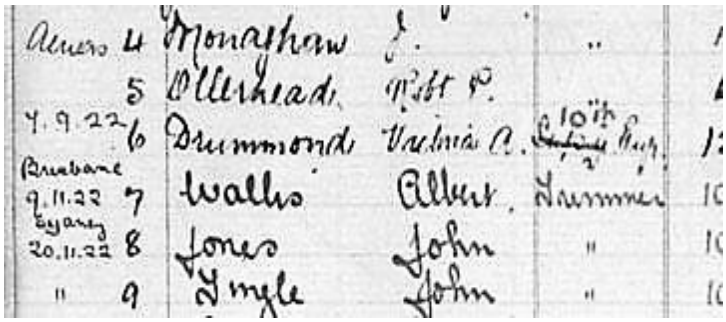
Articles Scheduled for March 2024 Edition	
Captain John Anderson	Liverpool Largest Wood Ship-Part 2
Bill Lindsay	William Schaw Lindsay, Victorian Shipping Magnate with strong Liverpool Connections.
Bob Chaulk	The Loss of the **SS Atlantic**
The Late Willie Williamson	John Gladstone's Shipping Interests
Editor	Tranmere Tanker Traffics Past & Present

Victoria Drummond

An inspirational woman for all seafarers

By Sarah Starkey, Lead Archivist, Maritime & Slavery Collections,
National Museums Liverpool and Museums representative on L.M.S. Council.

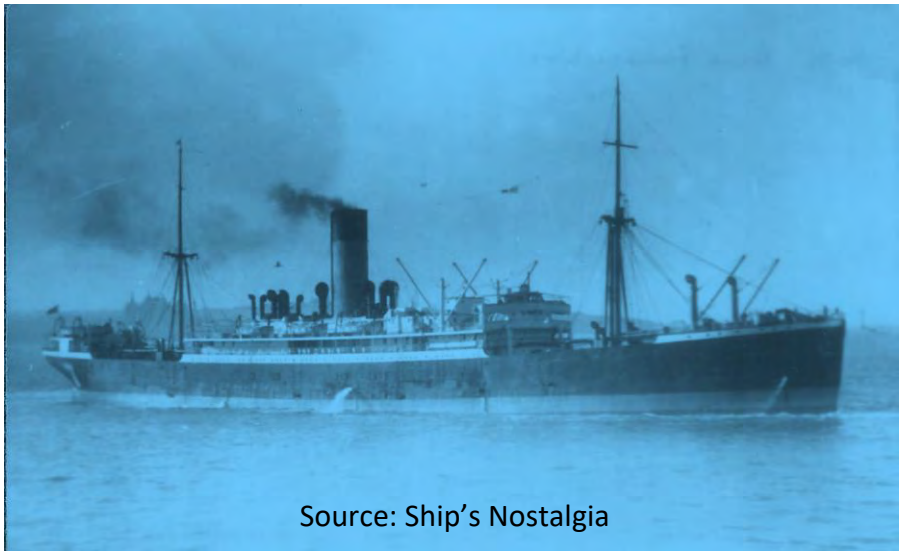
Extract from Blue Funnel wages book showing Victoria Drummond as 10th engineer on ***Anchises*** *(reference OA/986/1922).*



This is an entry from a wages book for a voyage on the Blue Funnel vessel **Anchises (**See picture below for **Anchises** or **Aeneas** Class Blue Funnel Cargo Liner**)** beginning in August 1922. It might not look significant, but it is. This is the first voyage of Victoria Drummond, signed on as 10th Engineer and paid £12 a month. Drummond was the first woman to qualify as a marine engineer and she managed to have a successful career at sea despite encountering prejudice and discrimination.

She was awarded the Lloyd's Bravery Medal and an MBE for heroic actions during the Second World War when her ship **Bonita** was bombed. The Archives Centre holds a copy of her biography. Her pioneering life is also remembered by the Victoria Drummond Award given by Nautilus, the Merchant Navy Union, to women whose achievements boost the profile of women at sea.

Anchises Class Blue Funnel Steamer



Source: Ship's Nostalgia

Victoria Alexandrina Drummond, MBE (1894 – 1978)

By society member Bill Ogle

In January 1953 the ss **Markab** sailed from the UK for what was to be a year-long voyage that included the Suez Canal, Japan, Hong Kong, Singapore, the Mediterranean, the Black Sea, the US, the Caribbean, Argentina, Brazil, Cape Verde, ending in Antwerp in January 1954. Built by Bartram & Sons Ltd, Sunderland as the **Empire Mauritius** she was the typical UK built tramp of 10,193dwt, powered by a triple expansion engine and single propellor. She was built for the Ministry of War Transport, sold in 1947 to Bury Hill Shipping Co (Phocean Ship Agency, Sunderland as managers), then in 1956 to Panamanian owners, a second Panamanian owner in 1958, a year later to Hong Kong and finally Chinese owners in 1967.

Nothing exceptional about that you may think, but no. Her chief engineer was Victoria Alexandrina Drummond, MBE, daughter of Captain Malcolm Drummond of Megginch, who was Groom in Waiting to Queen Victoria and Deputy Lieutenant of Perthshire. Her mother, Geraldine Tyssen-Amherst was the daughter of William Tyssen-Amherst, 1st Baron Amherst of Hackney. She was named for Queen Victoria, who was one of her godmothers. In 1913, she was presented at court to King George V and Queen Mary as a debutante. How did her fascinating career evolve?

As a child she often visited the engineering works of Robert Morton and Sons in Errol, which built steam-powered and petrol-engined lorries and buses. Later she asked Mr Morton how she could learn to be a marine engineer and go to sea. Morton may or may not have taken the young girl seriously, but he told her to serve an apprenticeship, and then seek employment as a marine engineer. In 1915, Drummond turned 21, and her father encouraged her to choose her own career. She repeated her ambition to be a marine engineer and from 1916 to 1918 she served as apprentice at garage in Perth and, with the benefit of an introduction by her father, from 1918 to 1922 as apprentice at the Caledon Ship Works in Dundee. On three evenings a week a teacher from Dundee Technical College taught her maths and engineering. Early in her time at Caledon, the founder W.B. Thompson introduced her and her parents to Henry Wortley, a director of Blue Funnel Line. Wortley employed Drummond initially in its engineering office in Liverpool on a salary of £12 per month. After only a month, she was instructed to sign on the 10,000grt liner **Anchises** (pictured above) for a trial trip from Liverpool to Glasgow as an Assistant Engineer. Clearly this was a success as she signed on **Anchises** again as Tenth Engineer. The salary was £2 less than the company had paid her ashore. Serving on the ship until 1924 she made four voyages to Australia and one to China.

Drummond began study for her qualifications. In October 1926, she obtained her Second Engineer's Certificate becoming Britain's first certificated woman marine engineer. However, after qualifying, she was able to find work only as a Fifth Engineer, signing on the British-India Steam Navigation Company 9,100 GRT steam turbine liner **Mulbera** on 14 April 1927. She served on the ship until 4 December 1928, completing one voyage to East Africa and four to India and Ceylon.

Aboard **Mulbera** Drummond was again accepted by nearly all the ship's company. The exception was the Second Engineer, Mr Lamb, who on Drummond's first day aboard told her that he didn't want her there. Drummond said Lamb often shouted at her, occasionally swore at her and thus wore her down. On occasion she also encountered passengers who initially did not believe a woman could be a marine engineer. Drummond won them round by competently doing her job.

From October 1929, Drummond repeatedly sat the Board of Trade examination for Chief Engineer, but every time the examiners failed her. Mr Morton at Dundee continued to support her and eventually in 1936 he tackled the examiners, who privately admitted to him that they always failed her because she was a woman. Indeed, to prevent any accusations of unfairness, the Board of Trade Examiners habitually failed all candidates who sat the examinations with her.

Somewhat disillusioned Victoria joined her sister Frances in London and they leased a house on Kennington Road, which they named The Studio. Frances worked as a commercial artist whilst Victoria, who had inherited her grandmother's skill at turning wood and ivory and also became a prizewinning model maker, making her own toys that were shown in exhibitions and won prizes in competitions. Their business took them to trade fairs in Leipzig, Prague and Vienna and in March 1938 when German forces occupied Austria in the Anschluss, the two sisters were at a trade fair in Vienna. Drummond photographed Hitler in his motorcade and later described that time in Vienna as very tense, chaotic and dangerous. In 1939, war seemed to grow inevitable so Drummond applied to return to sea as a Second Engineer. Despite her good service on liners of two of the most prestigious companies in the Merchant Navy, and glowing references from numerous superior officers, all her many applications were declined. Therefore, on the eve of World War II she and her sisters enlisted as Air Raid Wardens in Lambeth, London.

Still determined to resume her engineering career she bumped into a former shipmate from the **Mulbera** twelve years earlier who advised her to seek a vacancy on a foreign registered ship. This eventually led to her contacting the Haifa based company of Palestine Maritime Lloyd who operated mainly coasters in the Eastern Mediterranean but also one small foreign going passenger/cargo steamer, the **Har Zion**. After some hesitation she was offered the position of second engineer.

Registered in Famagusta the ship's crew was a mixture of Arab, Czech, Egyptian, German, Hungarian, Russian and Spanish. Now 33 years old the ship was in poor condition but having mastered the disciplinary problems amongst the

engine room crew she was able to manage a dry docking at Antwerp with much additional repair work leading to renewal of the ship's certification at Lloyds. An ongoing issue was continued clashes with the Greek third engineer; nonetheless Drummond persevered taking the ship to Beirut, Haifa and back, and on its return trip evacuated the British Consul and part of the British Expeditionary Force from Marseille to Gibraltar. When the ship returned to London in July 1940 Drummond left to get away from the Third Engineer. A month later, **Har Zion** was sunk in the Western Approaches by the German submarine **U-38**, with the loss of 36 of the 37 people aboard.

In August 1940 Drummond joined the Panamanian registered cargo ship **Bonita** as second engineer. Joining her at Fowey in Cornwall where the ship loaded china clay for the USA. Being a neutral ship she was not offered a place in a convoy and so sailed alone. On the morning of Sunday 25 August 1940, **Bonita** was in the North Atlantic about 400 miles from land when Luftwaffe Focke-Wulf Fw 200 Condor aircraft attacked. Drummond was on watch and immediately ordered the fireman and greaser to join her on the starting platform ready in case they needed to escape. Near misses from 550 lb bombs blew all the lagging off the pipes in the engine room and split the main water service pipe feeding the boilers. Fuel oil started leaking from somewhere, hitting Drummond in the face. She ordered her fireman and greaser to set the boiler injectors and main steam throttle to maximum speed and then get out of the engine room in case they needed to abandon ship. Drummond says 25 bombs were dropped in the attack, which continued for 30–35 minutes. **Bonita**'s First Mate, in a published account of her conduct in the air raid, described Drummond as *"about the most courageous woman I ever saw."*

Victoria Drummond pictured leaving Buckingham Palace after receiving her MBE.

When they reached Norfolk, Virginia, Victoria received a heroine's welcome. Money was subscribed for a Victoria Drummond canteen which stood in Lambeth North throughout the war providing sustenance to those who were bombed out. **Bonita** made her return crossing to the UK via Halifax, NS. For her courage aboard **Bonita**, Drummond was awarded the MBE and the Lloyd's War Medal for Bravery at Sea in July 1941. Her MBE was presented by King George VI. Drummond enjoyed a short leave and by 1941 had qualified as a Panamanian chief engineer. These examinations were a purely written paper, with the gender or status of the candidate not being known to the examiners. In 1941 sailing back from Lisbon on **Czikos,** Drummond was again under attack by enemy aircraft. She then did a coastal voyage on that ship and in April 1942 joined SS **Manchester Port** as fifth engineer, sailing in convoy to Quebec and back, in

which many ships were lost. At the end of August 1942, Drummond joined the 2,660 GRT cargo steamer **Danae II** at Boston, Lincolnshire as second engineer. The ship was owned by the Ministry of War Transport and managed by Ambrose, Davies and Matthews. The third and fourth engineers were unqualified and heavy drinkers. Drummond called **Danae II** "*The worst ship I ever sailed in*". At the end of January 1943, Drummond returned to Blue Funnel, as refrigeration engineer on the 10,286 GRT refrigerated cargo ship, **Perseus**. Again Drummond was beset by a hostile Second Engineer always being rude to her, giving her extra work and trying to prevent her from getting shore leave. **Perseus** circumnavigated the World westbound from Liverpool via New York, Cuba, the Panama Canal, Australia, South Africa, Sierra Leone and Gibraltar, returning to Liverpool in September 1943. After this eight-month voyage Drummond did not want to return to sea immediately. After leaving **Perseus** in September 1943, she returned to her sisters in Lambeth, and did not seek another.

In April 1944, Drummond signed on as Assistant Engineer of a diesel ship, the Baltic Trading Company's 6,427grt oil tanker **Karabagh**, with which she sailed on a convoy to Onega in the USSR. On return to England in May 1944, Drummond signed onto **Karabagh** again as Fourth Engineer. After D-Day on 6 June 1944, the tanker spent three months shuttling supplies such as aviation spirit across the English Channel, initially from the Solent and later from Newport, Wales. Drummond formed a friendship with **Karabagh**'s Master, a certain Captain Charlton. In Newport the two took occasional trips ashore, and once on a visit he proposed to her. She did not accept, and later explained that this was because both he and she had short tempers.

After joining her sisters in London for a short break until April 1946, Drummond returned to Caledon in Dundee to supervise the completion of the 10,200 GRT Blue Funnel sister ships, **Rhexenor** and **Stentor**, which she did until July. **Karabagh** had given Drummond enough experience to take her Second Engineer's motor examination which she passed in May 1946 on her second attempt.

*mv **Rotterdam** (type C1-M-AV1) was a sister ship to **Hickory Mount** and served until 1981 Picture Wikimedia*

In September, Drummond returned to sea as Second Engineer, now with Cunard-White Star Line. She worked as a relief Second Engineer, serving for short periods on Cunard cargo ships until January 1947. After leaving Cunard she served on the MoWT's 5,028 GRT Type C1 ship **Hickory Mount** for five months, signing on in May 1947 Fowey in Cornwall, leaving in September in Philadelphia (this being to return the ship to US ownership at the end of the war

time Lease Lend arrangements) and returning to Britain as a passenger on Cunard's **RMS Aquitania.** For the next four years Drummond worked as Chief or Second Engineer for various shipping companies. They included **Elsie Beth**, which she joined at Barry, South Wales in August 1949 and left in Dublin in December. The voyage was back to Onega in the USSR, where she had previously been in 1944 on **Karabagh**.

In February 1952, Drummond returned to supervising shipbuilding in Scotland, to the Burntisland Shipbuilding Company in Fife overseeing the 8,453 GRT **Master Nicos** until the ship was launched in September. Drummond would have liked further jobs supervising shipbuilding, but Phocian offered her a berth on the 10,000 GRT **Markab**. She spent a month on **Markab** as Second Engineer in October and November 1952, then returned to the ship as Chief Engineer in January 1953. This was to be a year-long voyage that included the Suez Canal, Japan, Hong Kong, Singapore, the Mediterranean, the Black Sea, the US, the Caribbean, Argentina, Brazil, Cape Verde and ended in Antwerp in January 1954.
Drummond spent another three years serving for short periods with various shipping companies. Then in April 1957 in London, she signed on Monarch Steamship Company's 5,806 GRT **British Monarch**. This was a six-month voyage to the US, through the Panama Canal, across the Pacific to Japan, south to Fiji, north to British Columbia and back through the Panama Canal, across the Atlantic to Liverpool in November 1957. Drummond returned home to Kennington Road until May 1958, when she began a two-month voyage as the engineer of an old motor yacht, mv **Adventuress**, from Southampton to Istanbul. She stayed ashore in Kennington for another year. Drummond spent her final three years at sea as a Chief Engineer with the Jebshun Shipping Company of Hong Kong. Her first Jebshun ship was the7,085 GRT former Empire ship, **Grelrosa**, which Drummond joined in Garston in July 1959. The ship had been laid up for 18 months and needed extensive work to pass its Lloyd's inspection. **Grelrosa** steamed via the Suez Canal and Singapore to Japan, China and Hong Kong, where Jebshun renamed her **Shantae**.

As **Shantae** in February 1960 at Bangkok Port the ship loaded a flammable mixed cargo of rice, firewood, paper, cotton, palm husks, charcoal, flour and palm oil, all carelessly and chaotically packed into the holds. Then 580 head of live buffalo were crammed on as deck cargo. En route to Hong Kong on 1 March the cargo in number 2 hold caught fire. Smothering steam was used to control the fire until they reached Hong Kong on 3 March, where the port's fire service used carbon dioxide gas to extinguish the fire. The ship returned to sea eleven days later, trading to Chinese ports including Tsingtao. Drummond signed off at Hong Kong in mid-April.

Next was the 7,148 GRT Park ship, **Shun Fung,** which she joined in Kristiansand, Norway in September 1960. This was another steamship that had been laid up and needed work to make her reliable. Drummond served on her for 14 months, sailing via the Suez Canal to Japan and China, then via Durban to West

Africa, back to Hong Kong, then to India, and back via Singapore and Chinese ports to Hong Kong, where she signed off in November 1961. Drummond's final Jebshun ship, and the final vessel of her career, was the 7,284 GRT Liberty ship, **Santa Granda.**

Ten days after signing off **Shun Fung** in Hong Kong she signed on **Santa Granda**, for six months. She found her to be in very poor condition. The **Santa Granda** worked to Shanghai and then Basuo on Hainan Island, where she loaded iron ore. She sailed on 8 December, and by midnight was struggling against a strong headwind. The next day water was found in the Number one hold bilge, which took an hour and a half to pump out. The required pumping increased and finally on 13 December the Master and Drummond inspected the Number One hold. They found frames adrift, a plate near the bulkhead split either side of the frame, and frames corroded through at the bottom and broken across. With the motion of the ship, plates and frames were moving past each other and friction was heating the metal. If a plate failed and flooded Number One hold, the Number One bulkhead would be likely to fail. In that case, and laden with dense iron ore, Santa Granda would be likely to sink within a very few minutes. The Master put the ship about for Whampoa on the Pearl River Delta, arriving on 17 December. After the iron ore was unloaded, ship surveyors allowed the damaged **Santa Granda** to leave to make for Hong Kong for repairs. Christmas was spent in Hong Kong, with Drummond arguing against Jebshun representatives who wanted to postpone many of the repairs essential to make the ship safe. Drummond began engine and boiler repairs, and on 29 December the ship moved to drydock in Kowloon.

A fortnight later **Santa Granda** returned to sea, continuing to take cargoes of iron ore from Basuo to other Chinese ports. On 25 March 1962 Drummond advised that the ship was still in too poor a condition to pass its forthcoming Lloyd's inspection. Two days later, **Santa Granda** reached Hong Kong, where Jebshun told the Master they would transfer the insurance from Lloyd's to a French company. Drummond believed this was to avoid inspection, and on 30 March, she gave the Master her notice that she would quit the ship the next day

Drummond and her two sisters spent the next 12 years living at 160 Kennington Road. An active member of the Institute of Marine Engineers (now IMarEST) she also wrote her life story. In the early 1970s Drummond grew less mobile and more dependent on Jean and Frances. In 1974 she fell, broke her leg and was admitted to St Thomas' Hospital. Soon Jean and Frances were admitted to the same hospital, where they died within two days of each other. Drummond recovered physically but her state of mind deteriorated and she was discharged to St George's Retreat, a church-run nursing home in Burgess Hill in East Sussex. She died there on Christmas Day 1978 and is buried at Megginch Castle beside her parents and sisters.

The known ships of Victoria Drummond

Original name	Changed to	Year	GRT	Year built	Builder	Owner During Drummond's service	Length (ft)	Main engine/ s
ss Anchises			10,000	1911	Workman, Clarke, Belfast	Ocean SS Co	493	2 x TrExpl 2 screw
ss Mulbera			9,100	1922	A Stephen & Sons, Glasgow	British India Steam Nav. Co	466	6 x turb 2 screw
ss Har Zion	St Jan	1935	2,508	1907	Burmeister & Wain Copenhagen	Palestine Maritime Lloyd	311	1 x TrExp 1 screw
ss Point Bonita	Bonita	1940	4,929	1918	Seattle Constuction & Drydock Co	Compañía Arena Limitada	?	1 x TrExp 1 screw
ss North Pacific	Czikos	1934	3,391	1913	J.L. Thompson, Sunderland	Anglo-Hungarian Shipping Co. Budapest	380	1 x TrExp 1 screw
ss Manchester Port			7,071	1935	Blythswood, Glasgow	Manchester Liners	422	3 x turb 1 screw
ss Danae	Danae II		2,660	1936	Atel & Ch de la Seine Maritime	MOWT (Ambrose, Davies & Mathews)	308	1 x TrExp 1 screw
ss Perseus			10,286	1923	Caledon, Dundee	Ocean SS Co	491	6 x turb 2 screw
mt Karabagh			6,427	1932	Blythswood, Glasgow	Baltic Trading Co. London	426	6 cyl oil engine
Various						Cunard Line - cargo		
mv Hickory Mount			3,834	1945	Consolidated Steel Wilmington CA	MOWT, Common Bros Mgrs.	324	Diesel
ss Wilhelm Russ	Elsie Beth	1947	1,001	1921	Stettiner Oderwerke, Stettin	Starship Transport Ltd	209	1 x TrExp 1 screw
ss Empire Mauritius	Markab	1947	7,320	1945	Bartram & Sons, Sunderland	Bury Hill Shipping, Sunderland	431	1 x TrExp 1 screw
mv British Monarch			5,806	1954	Bartram & Sons, Sunderland	Monarch S.S. Co. Ltd	459	Oil B&W 7cyl 1 screw
my Adventuress			21	1937	James A. Silver, Rosneath, Clyde	A Trussler Shoreham	49	2 x 6cyl petrol 2 screw
ss Empire Guinevere	Grelrosa	1947	7,072	1942	William Denny, Dumbarton	Cardigan Shipping - W. T. Gould, Cardif	432	1 x TrExp 1 screw
ss Simcoe Park	Shung Fung	1960	7,130	1945	North Vancouver Ship Repairs Ltd.	Jebshun Shipping Co. Hong Kong	425	1 x TrExp 1 screw
ss Samfleet	Santa Granda	1959	7,229	1944	Bethlehem-Fairfield	Jebshun Shipping Co. Hong Kong	442	1 x TrExp 1 screw

Editor's Note: The preceding table provided by Bill Ogle, illustrates the impressive sea-going experience gained by Victoria. Included are pre-1914 steam-ships, war-time standard motor ships and a tanker; with employers ranging from Blue Funnel Line to ship management under flags of convenience.

In a career spanning 40 years, Drummond made 49 ocean-going voyages. She persevered with her career through hardship and some discrimination, doing the hard physical work of the engine room, managing the engine room crew and at times enduring prejudice and discrimination from some of her immediate superiors. However, she won acceptance and support from most of her fellow-officers and near-universal support and loyalty from crewmen. She is commemorated by a Victoria Drummond Room at the IMarEST headquarters in London and in 2018 was inducted into the Scottish Engineering Hall of Fame.

With thanks to The National Library of Scotland

The Next Meetings of the Society

Will be held at the Athenaeum, Church Alley, Liverpool with coffee at 1200 noon and the talks to commence at 1230

Dec 14 2023	The Bluebird K7 Story	Keith Hick
Jan 18 2024	The History of the Manxman Updates	Bill Ogle
Feb 15 2024	Sinking the Tirpitz.	Glyn Evans
Mar 21 2024	Pirates. Privateers, Corsairs and Buccaneers	Alison Telfer
April 18 2024	Shipping Architecture in Liverpool	Iain Jackson
May 16 2024	Nautical Terms Used in Everyday Language	Peter Swarbrick

OAKDALE
MERSEY FLAT

In Memory of Ted Hill, Runcorn Shipwright

From LMS Member: Bob Ratcliffe.

One of our greatest supporters has been Ted Hill, lately of Frodsham. We were informed recently of his passing. He was 97 and the last remaining shipwright we knew of from the former Castlerock Yard at Runcorn (which once stood beside the railway bridge). He was one of the men who actually built **Oakdale** . It feels like closing a final chapter on the old yard, which had built and repaired so many craft over more than a hundred years (and under a series of owners). At the age of 85 Ted was still utilising his carpentry skills in helping to build a house for his daughter.

We only wish we could have shown him more progress in our endeavours with his beloved **Oakdale** but, alas, we still have a long way to go. We greatly appreciated his time and memories, and how he helped us to understand the layout & work at the old yard. His descriptions & histories live-on through diagrams and recorded interviews, and we were truly inspired by his enthusiasm & alacrity. He will be sadly missed, but never forgotten, the restored **Oakdale** will ensure we keep his memory alive.

Bob Ratcliffe, Oakdale Mersey Flat Trust

Liverpool's Largest Wood Ship. Part One

By John Anderson, retired Captain, Nanaimo, Canada

On 10th January 1856 two ships were launched on the Mersey, an iron screw steamship from Laird's yard in Birkenhead for Spanish owners, and a wooden full-rigged ship from Royden's yard. The steamship was 260 x 36 ft, long and narrow compared with sailing ships as was the fashion then. Royden's ship had a small claim to fame with what the ***Liverpool Daily Post*** celebrated as the

"Launch of The Largest Timber-Built Ship Ever Built In Liverpool".

On Thursday a splendid merchant vessel, the largest oak vessel ever built at this port, was launched from the shipbuilding yard of Messrs. Royden & Co, Baffin Street. Her dimensions are as follows:- Length over all 206 feet; beam 35 feet, and depth of hold 28 feet; tonnage 1,360 tons old measurement, and 1,176 new measurement. She is called the ***Anne Royden****....The vessel glided off the stocks in gallant style...is owned by T. Royden and Mr. J. Tyrer... to be employed in the Calcutta trade. She is classed at Lloyd's for thirteen years and is in every respect a very superior vessel.*[4]

She might have been the largest wood ship produced in Liverpool but she was very far from the largest wood ship. Just the previous November the **Morning Light** had arrived at Liverpool from her builders at Saint John, NB. At 2,377 tons she was the largest wood ship built anywhere in the British Empire, only surpassed by the marginally larger **William D. Lawrence** in 1874 from Nova Scotia. In 1856 the majority of British ships over 700 tons had been built in British North America. **Lloyd's Register** provides particulars of the **Anne Royden** – O.N. 13581, 1,176 register tons, 194.7 x 35.6 x 22.7 ft, poop 50 ft, fo'castle 30 ft, class 13A1. The 15% difference between the old and new tonnages is somewhat indicative of a finer hull form. The under-deck tonnage is unknown so a coefficient can't be determined.

The ship had single topsails, black hull with 'painted port' colour scheme and quarter galleries of Blackwall frigate style. Her standing rigging was probably wire at this date.

The **Anne Royden** was indeed mainly employed in the Calcutta (Kolkata) trade, took some very hard knocks along the way, but superior construction prevailed and she sailed on for 36 years. By 6th February the ship was loading for Calcutta, probably general cargo of many types of commodities manufactured in the north of England. With Captain Fox in charge the **Anne Royden** sailed on 5th March and arrived at Calcutta on 19th June – a good average passage of 106 days. The homeward cargo was mainly jute, hemp and shellac. Sailing on 19th August, and contending with the adverse SW Monsoon, the ship arrived at Liverpool on 11th December, achieving a good average time of 114 days.

At Liverpool the ship was chartered by the White Star Line to take emigrants and general cargo to Melbourne, advertised as the packet of 20th January.

For Melbourne
The magnificent new Liverpool-built Clipper Ship ANNE ROYDEN, Captain Fox, A1 for thirteen years….This splendid new clipper will be despatched punctually…with mail, cargo and passengers…She is one of the finest vessels on the berth, and may be expected to make a very rapid passage…

Such advertisements were published the length and breadth of Britain. In 1856 the White Star Line had despatched 18 private and 4 government emigrant ships with 5,337 passengers, of whom 3,675 were private and 1,662 government sponsored emigrants.[4] The **Anne Royden** lived up to her billing! Having left her dock on the 20th, she departed from the anchorage in the Sloyne on the 21st and arrived at Melbourne on 10th April 1857, 79 days port to port. Newspapers reported a 75 day 'passage', i.e. from a departure position off Tuskar Rock to Port Phillip Heads at the entrance to Hobson's Bay. Never again would the ship experience such a fine weather run to the equator, or of 23 days from the Cape to Port Phillip Heads (near 6,000nm).

*The ship **Anne Royden** (White Star Line) left Liverpool on the 21st January. She passed Tuskar on the 23rd, at one a.m. She had an excellent run of fifteen days twenty-one hours to the equator, which she crossed on the 7th February at ten a.m. Passed the meridian of the Cape of Good Hope on the 16th March, and arrived off the Heads on the 8th inst., thus accomplishing the run in seventy five days eight hours...*[5]

She brought 184 passengers who expressed their high esteem for Captain Fox and their treatment during the voyage. The ship departed Melbourne on 12th May, bound to Galle (Sri Lanka) for orders. The Indian Mutiny broke out on 10th May. The arrival date is unknown but she sailed on 1st July, possibly touched at Madras(Chennai) and arrived at Calcutta on 8th August. She sailed for China on the 28th. The Second Opium War had started in 1856 so it is possible that troops or government stores were carried, though there was an obvious need for troops in India just then. The ship made good time down the Bay of Bengal – By Sept 6, the **Anne Royden,** ..just nine days out from Calcutta, was already off Penang in the Malacca Strait when there suddenly was a happy addition to the "crew". This was when the Captain's wife gave birth to a baby-girl.[6] The ship touched at Singapore, sailed on 15th September, was at Hong Kong for much of October, and sailed for Singapore on the 31st. At Singapore the ship loaded the largest cargo ever despatched from Singapore for Europe and sailed on 4th January, 1857.[7]

The ship was reported at 35°S, 12°E (about 300nm W of Cape Town) on 26th February. The **Anne Royden** arrived at London on 29th April 1858, 115 days out, again a very fair passage. The ship discharged at East India Docks along with 17

[4] ***Liverpool Daily Mail***. 12th Jan, 1856
[5] ***Derby Mercury*** 21st Jan, 1857
[6] ***The Melbourne Argus*** 11 April, 1857
[7] ***Liverpool Mercury***, 30 October 1857

other ships, and also loaded for Calcutta. On 14th June, the **Anne Royden** was taken up for transporting troops. Six officers and 400 men were embarked at £11/19/9 per head, at Gravesend on 10th July and the ship proceeded. The **Alnwick Castle** (1,087 tons, built 1856, class 13A1). One of Green's 'Blackwall Frigates' preceded her on 26th June and made a very fast run of 86 days. Mr. Green drove a harder bargain – £12/7/- per head! The **General Simpson** (1,121 tons, built 1856 at St John, NB., class 7A1), followed on 7th August; was 136 days on passage, for £11/5/. Rates varied wildly – from £7 to £26 in sailing ships and up to £49 in steamships. Between April and July, 21 vessels embarked troops for Calcutta plus others for Bombay and Madras.

Stringent regulations governed the carriage of troops: - decks to be six feet high, certain objectionable cargoes not to be carried, fresh bread four times weekly (but no baking on Sundays), freeboard of four inches per foot of depth of hold, and many other provisions. Troops were more valuable than common sailors! Arrival at Calcutta was on 1st November, 113 days passage. At Calcutta the ship loaded for Liverpool and cleared the Hooghly River at Saugor on 20th January 1859. The ship berthed in Albert Dock, Liverpool on 5th May, a very decent run of 105 days. The cargo was – 2,199 bags saltpetre, 6,236 bales jute, 39 chests indigo, 1,273 bags sugar, 113bags linseed oil and 87 bags castor oil cake, 35 bales cow hides, 150 casks castor oil and 30 chests shellac. Captain Fox moved on, being replaced by Captain Affleck. Again loaded for Calcutta she sailed on 23rd July and arrived on 17th November, 117 days. She sailed on 8th February 1860 for Liverpool and arrived on 2nd June, 115 days, being handled in Albert then Wapping Dock. On 24th July the ship was again outbound for Calcutta, arriving on 14th November, 113 days. This time the ship loaded for London; sailed on 2nd January 1861 and arrived on 17th May, 135 days on passage. She discharged in the East India Docks and loaded for Calcutta.

The **Anne Roydon** sailed on 18th August but her arrival at Calcutta is unknown. She cleared Saugor (Hooghly River) about the end of February 1862 and arrived at Liverpool on 3rd July, about 125 days out. The next departure date from Liverpool is unknown, but the ship was reported at 25°S, 34°W (about 500nm E of Rio de Janeiro) on 18th September steering south and arrived at Calcutta on 3rd December 1862 and again loaded for Liverpool. She grounded in the Hooghly when outbound.

*Calcutta. Jan 20. The **Anne Royden**, bound to Liverpool with a general cargo, grounded in the Ranka Fullah Channel, but after remaining there six or seven hours she floated and proceeded to sea.*[8]

She arrived at Liverpool on 14th May 1863, about 115 days on passage. The ship was handled in Queen's and Prince's Dock. Newspaper advertisements indicated the ship had been freshly coppered. Upon arrival at Liverpool the ship had briefly grounded on the Pluckington Bank but was quickly pulled clear by the steam tug, **Tartar**. In November a salvage case went to court. The owners of the

[8] ***Liverpool Mercury*** 16 February 1858

Tartar sought £6,000 salvage for rescuing a ship worth £50,000. The judge awarded £125 (as offered by Mr. Royden) deeming the risk which at the time was minimal

On 5th August the ship was anchored in the Mersey ready to proceed for Calcutta. The ship, **Wallace** (wood ship, 1,112 tons, built at Quebec in 1858) inbound under tow from Calcutta struck the **Anne Roydon** destroying her head gear (bowsprit, jib-boom etc). Consequently, it was 22nd August before she sailed. She arrived at Calcutta on 6th January 1864, 137 days out, slower than usual. From Calcutta she went round the Indian coast to Bombay (Mumbai), arriving 1st May, then returned to Calcutta. On 5th October 1864 Calcutta was hit by a devastating cyclone that caused immense damage within a matter of hours. In port were 195 vessels, of which 23 were undamaged, 39 slightly damaged, 97 severely damaged and 36 total losses.[9] Besides which an unknown number of native small craft were destroyed plus many lives lost. The **Anne Royden** was among the severely damaged and it was a year before she sailed for London. Various reports indicate progress: – *ashore, much damaged. hogged and shows great straining on her port side...on shore at Cossipore...dismasted...nine feet of water in her hold.*

An unsuccessful attempt to refloat her was reported in English papers on 26th November. However, by March 1865 she had been refloated and was undergoing heavy repairs. Doubtless labour and materials were in short supply. It isn't known if she was re-rigged according to her original sail plan. Captain Affleck faded from the scene, fate unknown. The **Anne Royden** sailed on 23rd October with Captain Spurie in charge and arrived at London on 14th March 1866, 142 days on passage. The cargo was – 6,825 bags linseed, 1,000 bales jute, 5,457 bags rapeseed, 2,730 bags rice, 2,356 bags poppyseed, 144 bales hides. Having discharged at Victoria Dock, she loaded for Calcutta at East India Dock.

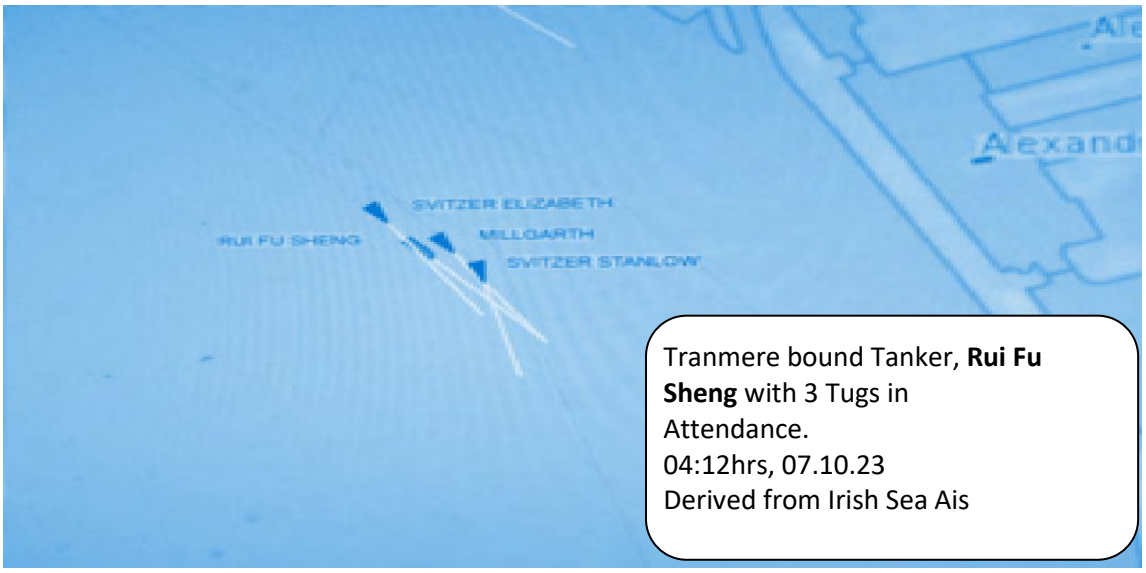
PART B Concludes in March 2024

The Rise of the Escort Tug

By Dr. Mervyn Rowlinson, Editor with Technical Guidance from Captain Ben Monks, Svitzer Towage, Tug-Master, With Thanks to Joe Blythe, Marine Operations Manager, Peel Ports for Guidance on Mersey Navigation.

The following image shows the satellite trace of the 46,846 dwt tanker, **Rui Fu Sheng** ,with her three tug escort, on the final leg of her Tranmere approach. The stern tug, **Svitzer Elizabeth,** is newly arrived **(**pictured in frontispiece) in the Port of Liverpool, providing a major boost to the towage infrastructure on the Mersey and its estuary. Among the specific tasks facing this tug is the important role of 'Escort Tug' to accompany and assist tankers in port approaches. The practice of tugs escorting tankers to and from sea approaches has its roots in two strategic areas of operational concern:

[9] Gostnell & Blanford, Report on the Calcutta Cyclone. 1866



Tranmere bound Tanker, **Rui Fu Sheng** with 3 Tugs in Attendance.
04:12hrs, 07.10.23
Derived from Irish Sea Ais

(1) growth of oil tanker sizes;
(2) the increasing public environmental concern over oil spillage risks.

This paper outlines the reasoning behind the development of escort tugs. In addition, the issues of public concern over coastline safety have intensified in the last three decades as environmental probity has hardened. The towage industry now finds itself under scrutiny from community and environmental watch groups that seek to preserve the maritime environment.

Direct & Indirect Towage

The art of escort tug operations has evolved considerably since 1990. Basically, the practice can be categorised by the two following distinctions:

(1) Direct Towage.
(2) Indirect Towage.

Direct Towage is delivered at slow speed, e.g., 0-5 knots. In docking and undocking operations close to the vessel's berth, the tug uses its means of propulsion, e.g., engines and propellors to generate force on the tow-line. The impact of the tug's influence on the vessel's heading and speed of the tow will be reliant on the actual "Bollard Pull" capacity of the tug.

Indirect Towage is when the stern tug is utilised in the wider spaces of channels and seaways on the outer approaches to the port, when the vessel's speed is in the 5-12 knot range. The escort tug's hull is designed to exert towing forces at these higher speeds. During trials a tug with a static bollard pull of 65 tons exerted a towline steering force of over 140 tons on a tanker moving at 10 knots.[10] It should be

[10] Couce, L.C., Couce, J.C., Formoso, J.A., "Operation and Handling in Escort Tugboat Manoeuvres with the Aid of Automatic Winch Systems" Journal of Navigation. Vol.68, Issue 1, June 2015. pp.71-88. Cambridge: University of Cambridge

noted that such forces are generated as the tug performs a range of acute angled positions – not for the faint-hearted!

Next follows the prerequisites for Indirect Towage, these are derived from research by Couce et.al. The tugs used are capable of:

- Generating strong lateral support. Given the powerful hydrodynamic forces acting along the tug's hull, especially on the tug's skeg or bilge keel.
- A high (60–100 Tonne) Bollard Pull (BP), making it possible to retard and/or steer large vessels;
- A strong righting ŀever to counteract the heeling angle created by pressure on the tow-line;
- A type specific winch system capable of sustaining the loads and stresses on the tow-line as the ship steams ahead at 10 knots or more in a choppy seaway; includes a remote control system and a high-speed mechanism to haul back the tow-line on release.[11]

Tranmere Operations

Inward bound to Tranmere the stern tug will rendezvous and connect to the tanker in the vicinity of the Bar Light Float, normally -2:10 hours before high water. Large tankers (over 30,000 DWT) inward-bound normally board the pilots at Lynas to allow plenty of time for the master-pilot exchange before attaching the escort tug and entering the channel. Proceeding via the Queen's Channel, tanker and tug will head into the Crosby Channel. For a 100,000dwt tanker another two tugs will make-fast in push-pull mode as the tanker-tug flotilla approaches the Terminal. The stem tug remains positioned for direct towage.

Typical transit timings are:

- Rock Lighthouse: HW - 0:40
- Woodside Stage: HW - 0:10
- Tranmere: HW + 0:15[12]

On the unladen tanker's departure from Tranmere Oil Terminal the lift-off from the berth will be normally performed by two tugs. The forward tug will make-fast on the shoulder of the tanker; the aft tug will make fast just forward of the tanker's accommodation block. Un-mooring commences with the tugs pushing up under full weight enabling the tanker to let go her mooring lines. Once the tanker has let go, the pilot will order the tugs to come off stretching their towing gear out, preparing to pull. The forward tug will pull at 90 degrees; the aft tug will pull aimed at the tanker's stern. This is to produce stern-way whilst maintaining a pivot so the

[11] Couce et.al Loc.cit.
[12] Joe Blythe: Marine Operations Manager, Peel Ports

tanker can swing out across the river ready to commence her outward passage. Once the vessel is facing outbound, the tugs are ordered to "let-go," to retrieve their towing gear but remain in attendance until headway is achieved. Once the vessel is moving ahead the tugs are then dismissed.

In April-June 1970 the LNRS ***Bulletin*** reported on "The Arrival of the Mighty **Melo**". This was the first >200,000 dwt Shell tanker to visit Tranmere. It was also reported that "Merseysiders made this a great occasion and both sides of the river were packed with sightseers." The accompanying 50-ton bollard-pull tugs, **Hollygarth** and **Brackengarth** were also mentioned, making a rendezvous with the **Melo** off New Brighton for the connected 4 nautical mile tow to the Tranmere Oil Terminal. In 2023 tugs still meet large Tranmere bound tankers but now the escort role commences at 18.4 nautical miles from Tranmere (via the Queen's Channel). Powerful tugs such as **Svitzer Stanlow** and **Svitzer Elizabeth** are purpose built to fulfil the tanker escort role as well as supplying firefighting and oil spill management operations.

OPA '90 and Escort Tugs.

Since the late 1980s tanker escort operations have developed considerably. The major pollution incident following the grounding of the **Exxon Valdez** in the pristine Alaskan waters served as a dramatic catalyst for an enhanced tugboat escort role. In May 2019, world famous tug designer, Robert Allan spoke at the Tugnology Conference. Addressing the 405 international delegates at the Arena and Convention Centre (ACC Liverpool), the audience was reminded by the Vancouver based Robert Allan how some 30 years ago, tug design "…was turned on its head" by the catalytic events in Alaska and the resulting Oil Pollution Act 90 (OPA 90). This was the birth of the escort tug on a worldwide scale.

Some 37,000 tonnes of crude oil were lost from the **Exxon Valdez**, devastating some 3000 square miles of Alaskan coastline and requiring a cleanup operation employing 11,000 Alaskan residents. Exxon-Mobil have calculated a total cost of $4.3b. The US Oil Pollution Act 1990 (OPA 90) made it binding that an escort tug was necessary for loaded tankers in Prince William Sound, Alaska. However, the State of Washington was already ahead of the curve with the imposition of escort tugs for >40,000 dwt tanker transits through Puget Sound in 1975.[13]

In Norwegian waters, tug escorting became mandatory in 1979 after an accident with the British flagged LPG tanker, ***Humboldt*** *(5248 dwt),* in the narrow approach channel to Porsgrunn on Norway's east coast.[14] It seems that the tanker suffered a machinery "black-out" leading to grounding. Anecdotal evidence from **Humboldt** crew members between 1968 and 1984 suggests that the incident was not unique in the vessel's operational history, with a number of "black-out" situations

[13] Ship Escorting - A Changing Mission (maritime-executive.com) accessed: 15.10.23

[14] Humboldt 1968-1984". On-line conversations in Ships Nostalgia.com

occurring, including the regular failure of her engines to "go astern" when approaching the locks in the Kiel Canal. [15]

Green Concerns over Oil Spills

The political sensitivity of oil spill risk in the developed nations has projected the escort tug into the frontline of sustainable maritime operations. Writing in 2014, on the 25th anniversary of the **Exxon Valdez** disaster, the environmental campaigners, Greenpeace, surprisingly found some satisfaction with the preventative measures imposed in Alaska after OPA 90. These were heralded as:

arguably one of the best anywhere, twin tug escorts for every laden tanker, continuous vessel tracking, double hulls on all tankers (and some with twin engines, twin rudders, and bow thrusters), two licensed mariners on the bridge, expanded pilotage, ice-detecting radar, alcohol screening of crew, weather restrictions, better tanker inspection, and so on.[16]

In Vancouver Harbour, a 2023 escort tug deal struck between the global tug operator, Kotug, and the oil-rights owning First Nation Sc'ianew peoples has brought two dual-fuelled methane and diesel-powered tugs into operation. The fuel system is designed to create environmental benefits by reducing greenhouse gas (GHG) emissions and underwater noise.[17] In addition to the enhanced manoeuvring capabilities they bring, the escort tugs are equipped with fire-fighting and spill response capabilities. The tugs are needed as the Trans Mountain Expansion Programme sets out to boost Canadian oil and gas exports.

The area of operation around Vancouver, Vancouver Island and the Salish Sea is demanding in the sense of dense maritime traffic – served by the important ports of Vancouver, Seattle and Tacoma - but also the sea includes a number of challenging islands, channels and straits. The area is rich in sea-life and, as such is vulnerable to any oil spillages. The tugs and pilots will face intense scrutiny from environmentalists. A particularly critical organisation is Raincoast.org. Under the heading, "Oil Tankers: A Killer for Whales," Raincoast has posted a depressing scenario of whales killed by the disruptive impact of tanker operations.[18] In response to such environmental concerns Kotug's Vancouver tugs will feature smooth hulls designed and treated with ecologically acceptable graphene paint to reduce biofouling. The net result is lower vibration and noise levels, ergo less disturbance to the marine ecosystem.

[15] Loc.cit

[16] Lessons from Exxon Valdez, 25 years later (greenpeace.org) accessed 21.08.23

[17] KOTUG Canada Provides First State-of-the-Art Dual Fuel Methanol Escort Tugs for Trans Mountain's Expanded Operations on Canada's West Coast. Towingline accessed:16.10.23

[18] Oil tankers: a killer for whales Raincoast Conservation Foundation accessed: 15.08.23

Treading the line between economic opportunity and environmental risk the Sc'ianew First Nation have, in the words of their leader, Chief Russell Chipps,

worked hard to bring the resources to our community to protect the ocean and our natural resources, at the same time, we are creating economic development and environmental protection opportunities within our own community and the addition of these new dual fuel tugs builds our capacity to participate in greener solutions for marine shipping.[19]

Operational Scrutiny

Community concerns over tanker operations in Valdez, Alaska, were raised in 2017-18 when the incumbent tug company, Crowley Shipping, was replaced by the Louisiana based operator and shipbuilder, Edison Chouest. Despite the 14 new powerful tugs allocated – including the 150 tons bollard-pull, **Commander** – and the setting up of a simulator training programme for 160 tug crew, concerns over the experience of crews drawn from "the lower 48 states" were expressed by the Prince William Sound Citizen's Advisory Council. In response to these concerns the MD, Mike Day, of Edison Chouest made a beeline to the meet and placate the council on one of his early visits to Alaska.[20]

This shows the influence that community groups have over tug escort operations in environmentally sensitive areas. Similar community concerns over Hound Point tanker operations were noted on the Firth of Forth. Local residents even monitored VHF messages between tugs, pilots and VTS.[21] The wrath of the local community can become a determining factor in allowing or preventing tanker operations supported by escort tugs. Ship-to-ship (STS) transfer decisions formed part of plans to transfer up to 7.8m tonnes of Russian crude oil in the Firth of Forth. The plans sparked – what the BBC called - "fierce opposition from local councils, residents and environmental groups" In 2008 Forth Ports exercised its Harbour Authority jurisdiction to rule out the STS plans.[22] The need for community support for tanker operations involving escort tugs was made evident by the naming ceremony of the Isle of Orkney's two new tugs in 2020. The naming was conducted by two island women and the names of the two £6.1m each, 78.5 tonnes bollard pull tugs, **Odin of Scapa** and **Thor of Scapa** were selected by a public polling of all island residents.[23]

Dry-Cargo Escorts

Although the majority of escort tug workings are apportioned to gas and oil tankers there are several examples of ports requiring this operation for loaded bulk carriers and Ultra Large Container Vessels (ULCVs). The grounding of the mini-cape

[19] Raincoast. Loc.cit
[20] New oil tanker escort tugs arrive in Valdez (alaskasnewssource.com) accessed: 16.10.23
[21] Authors own research observations, Leith 1998-2005
[22] BBC NEWS | Scotland | Edinburgh, East and Fife Forth oil transfer plan ruled out accessed: 17.08.23
[23] Orkney Island Council: Orkney's new tugs officially named accessed: 18.08.23

bulker, **Ocean Centaur** (114.844 DWT) in 2017 raised concerns in the Queensland State port, Weipa. The bulker, departing loaded with bauxite ore, suffered an engine failure in the narrow South Channel in November 2017. Grounding occurred and the vessel's stern drifted around, blocking the channel.[24] Three tugs were deployed to refloat the bulker and no serious damage occurred. However, the 'what if' analysis of the accident concluded that things could have been much, much worse.

An escort tug is now used for all departing bulk carriers. All departing ships over 200m now have an escort tug made fast, from the wharf to the South Channel exit. Further, two continuously manned, 85 tonne bollard pull azimuth stern drive (ASD) tugs are now based at the Cape York Peninsula, Port of Amrun, about 60 minutes steaming time from the Port of Weipa.[25]

The rise in container ship sizes has forced many ports to review their policy on the support of escort tugs. Concerns increased following the 2021 Suez Canal blockage caused by the grounding of the ULCV, **Ever Given.** The River Elbe approach to the Port of Hamburg has been identified as in need of an intensified escort tug system for ULCVs in order to a prevent a blockage risk to the port.[26]

The sharp turns required to enter Southampton Water from the Solent has necessitated VTS regulations that call for escort tugs for ULCVs more than 390m in length and 13-15m in draught.[27]

Measuring the Success of Escort Tugs

In 2010 the value of the Prince William Sound escort was validated by the quick actions of the two escorting Crowley Tugs. The loaded US flag Tanker, **Kodiak**, suffered a total loss of power at 03:00hrs; the two escort tugs took control of the stricken Exxon chartered tanker and by 09:00hrs – assisted by a further three tugs – the flotilla of tanker and tugs reached a safe haven. A second **"Exxon Valdez"** was prevented. [28]

In 2023 the alarm bells were ringing in the Port of Southampton area. The >20,000 TEU, 400m long VLCV, **MOL Treasure**, had suffered a "significant reduction in engine power on the departure from Southampton, very close to the Fawley Tanker Terminal. In accordance with the 2020 VTS regulations the stern tug was still connected in escort mode and was able to exert a controlling influence before three further tugs were dispatched to assist. The ULCV was eventually manoeuvred back to

[24] ATSB Transport Safety Report Occurrence Investigation 14.11.19. Final Investigation Grounding of the bulk carrier Orient Centaur Investigation Weipa, Queensland, 6 November 2017 pp.1-6,

[25] Ibid. p.1

[26] "After Ever Given Accident: Call for Escort Tugs as Standard Becomes louder" blog.fleetmon.com. accessed: 22.08.23.

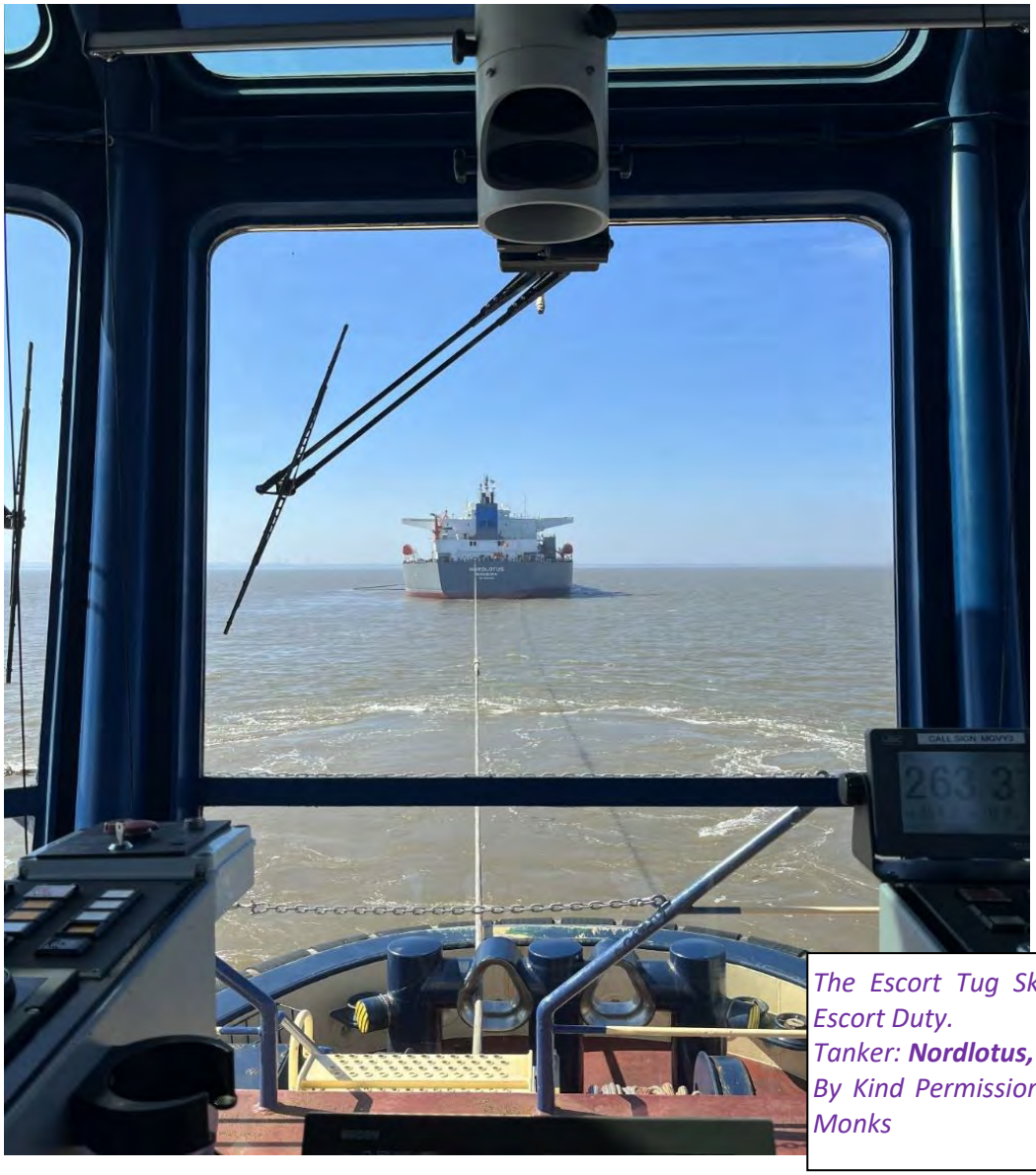
[27] "Port of Southampton – Escort Towage Requirements for Ultra Large Container Vessels." Southamtonvts.co.uk accessed: 21.08.23

[28] Hopkins, Kyle, Escort tugs rescue drifting oil tanker: EXXON: Ship loses its power generators as it was departing sound. McClatchy - Tribune Business News; Washington [Washington]. 18 Jan 2010.accessed: 18.08.23

port for emergency engine repairs.[29] Again, the preventative function of the escort tug was mobilised in order to ameliorate what could have proved a very tricky situation!

Summary and Conclusion

The deveopment of escort towage can be seen as an effective synthesis between naval architecture, construction, tanker-tug handling skills and environmental custodianship. Tug designs have been marked by increased power but also improved hull shapes and manoeuring capabilities. Concerns over the environment and a robust public scrutiny of tanker operations has helped to escalate the importance of escort towage. Good practice has spread around the world and has also diversified into Ultra Large Container Vessel (ULCV) handling operations. The slow global demise of oil production plus upsurge in LNG shipments seems likely to guarantee the work of the escort tugs for the next two to three decades at least!



The Escort Tug Skipper's View on Escort Duty.
Tanker: ***Nordlotus,*** *105,543dwt*
By Kind Permission of Captain Ben Monks

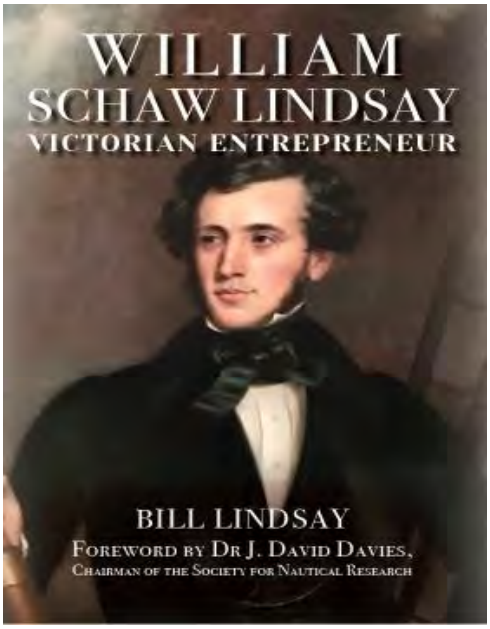
[29] mol treasure Archives – gCaptain accessed: 22.08.23.

LIVERPOOL MARITIME SOCIETY

Bulletin Volume 67, No. 4, March 2024

CONTENTS

LMS Member, Bill Lindsay's history of his great-great grandfather, William, who at the age of 16 worked his passage from Glasgow to Liverpool. Arriving around 1831 William rapidly worked himself up to shipmaster and eventually shipowner.



Living History: Bill Lindsay and his wife with the painting of eleven of William Lindsay's ships in the mid 1850s.

Source: Swedish National Maritime Museum, Stockholm. Inv. Number SM 20028.

Vice-President
John Stokoe

Chair
Ann Toner

Vice-Chair

Bill Ogle

Council
Ian Duckett (Programme Secretary)
Mervyn Rowlinson (Bulletin Editor)
Ted Scaplehorn (Webmaster)
Sarah Starkey (Representing M.M.M.),

Honorary Officers:
Secretary: Ted Scaplehorn Treasurer: Tony Melling

Web site: www.liverpoolnauticalresearchsociety.org

For all enquiries our contact details are: contactlnrs@gmail.com

Or via our website at
www.liverpoolnauticalresearchsociety.org

If mail is required our address is:
Hon. Secretary, L.M.S.,
The Archives Centre, Merseyside Maritime Museum,
Royal Albert Dock, Liverpool, L3 4AQ

Annual General Meeting 2024

The Annual General Meeting of the Liverpool Maritime Society will be held at The Athenaeum, Church Alley, Liverpool, L1 3DD, on Thursday 16 May 2024 at 12.30pm. All members are invited to attend. Nominations for Council under para 6(5) of the Society's Constitution should be submitted to the Hon. Secretary, preferably by email (contactliverpoolmaritime@gmail.com) or through the Society's website (www.liverpoolmaritimesociety.org), by Thursday 2 May 2024. Items for the Agenda should be submitted by the same date. Please note that communications by post may not be received in a timely manner.

Ted Scaplehorn,
Hon. Secretary. "

Membership Renewals 2024

A belated Happy New Year to All our members and a sincere thanks for your continuing loyalty! As you know our financial year starts on 1st April.

A minority of members seem unaware of this and are still very late in activating their renewal; this January we received payments due last year.

Can I please remind all members to observe the April renewal window. Delays beyond this create a considerable administrative burden, including the need to send repeated reminders. Your support in this would be greatly appreciated.

Please note: *our new name, the 'Liverpool Maritime Society' has now been registered with our banker, Santander. Will you please use this title in arranging any future bank transfers or cheque payments for subscription renewals, or indeed for any other communication with your bank.*

Our understanding is that ***existing*** *standing orders should not be complicated by this, as the bank sort code and account number remain unchanged. Should you experience any renewal problems in this way, would you please immediately contact Ted Scaplehorn, our Honorary Secretary and we will again liaise with Santander Bank.*

Thank you for your continued support,

Best wishes,
Tony Melling, Hon. Treasurer

Editor's Introduction

Welcome to the March Edition. After a stormy winter Seafarers on North European waters will be looking forward to a run of more clement weather.
We start with a goodbye to the Reverend Canon Robert Arthur (Bob) Evans who "Crossed the Bar" on the 3rd of January, 2024. I never got to meet the ex-RAF pilot Canon but, after reading Bill Ogle's heart-felt tribute to the Canon I get the overwhelming impression he was a real character and that he developed a strong bond with the maritime community following his appointment as Maritime Chaplain at the Mersey Misson to Seamen in 1961. Also, in memory of the Canon, we can enjoy the warmth and wit of Barrie Youde's Rhyming eulogy – an excellent farewell! Poetry is always welcome; thanks to Jim Bellew for his vigorous tribute to Willie Williamson, a lively, poetic, tribute that also captures the social development of the Port of Liverpool in a nut-shell! January brought further loss to the LMS with Captain (E) Bob Settle Crossing the Bar. A tribute is provided below.

Next called to the bridge is Captain John Anderson of Nanaimo, Vancouver Island. With Captain John the reader is provided with a 'sharp-end' glimpse of the routes and cargoes – as well as mishaps of sail in its peak years and eventual decline. In the December edition of the ***Bulletin***. "Liverpool's Largest Wood Ship" Part 1 we were taken on barnstorming runs down the roaring forties to Melbourne in the wool and grain trades. In Part 2 we are regularly in Bombay and Calcutta with coal in and jute outfor London and Dundee. Under charter to prestigious liner companies – Houlder Bros, White Star Line, Black Ball Line of Australian Packets – **Annie Royden** kept company with such 'sail royalty' as **Thermopylae** in one of her Melbourne visits. Details such as trans-shipping cargoes of railway lines in Sydney and loading a further 500 tons of grain at anchorage outside of the Port of Adelaide. This allowed for a topping up of the 1200 tons already loaded in the shallower waters up-stream – Logistics? It seems we could not teach our Victorian forefathers much about loading and unloading ships!

The late Willie Williamson's paper on John Gladstone's shipping fleet provides us with picture of a major Liverpool trade – sugar and rum, also cotton and coffee from the West Indies (then) British Guiana (now Guyana). John Gladstone's Demerara plantation was to become the major trading location for Gladstone's ships. John Gladstone, like thousands of other Scots was attracted to the business opportunities offered by the booming port in the 18th and 19th century. History records John Gladstone as a successful businessman, a politician (MP) and the owner of 17 ships. Moreover, his son, William Ewart Gladstone, was to become one of the most famous sons of Liverpool as a popular Prime Minister. It also has to be said that his father, John Gladstone was an unrepentant overseer of the enslaved Africans that laboured on his Guiana plantation.

Willie reminds us that crew conditions were hard at the time, with cramped accommodation and sparse meal provisions. The ships were quite small, 250-400

tons, and were often loading at anchor off Demerara for 6 or 7 weeks at a time. The Hurricane season added to the dangers of the trade. Evidence suggests that John Gladstone's ships were (mostly) not involved in the carriage of enslaved-Africans as the ships were added to the Gladstone fleet after the 1807 Act on the abolition on any slave trading in the British Empire. However, the ships continued to carry the output of the plantations until emancipation of slaves of 1834 when labour became scarce as the ex-enslaved 'voted with their feet' in search of better employees. Willie provides evidence of the range of British exports to Demerara, ranging from consumer goods, including Cassimere pantaloons and quilting waistcoats, fine foods and more functional items such as lamp oil and nails. The privileged of the colonies were not denied their English luxuries. The plantation and fleet of ships made John Gladstone one of the richest men in Britain – even providing access to East Indies markets, including indentured labour – but his son, William Ewart Gladstone was eventually to renounce slavery, realising the anomaly of "free trade" and enslaved labour co-existing in the British Empire.

Bob Chaulk's paper on the "Loss of the SS.**Atlantic**" brings our attention to the White Star Line's 'other disaster'. Writing as a Halifax, Nova Scotia, based maritime historian and scuba-diver to boot, Bob is well placed to discuss the wreck of the SS **Atlantic in** 1873, with the loss of 550 people, on Meagher Island, Nova Scotia. Making a point on how the **Atlantic** has slipped from history even in Nova Scotia, especially in comparison to the high-profile loss of the **Titanic.** Bob traces the lost hours of the **Atlantic** on the rugged coastline of Nova Scotia. It is a harsh story of a cruel sea that does not forgive errors in seamanship; it is also a story of incredible bravery by some crew members and, moreover, the inhabitants of the small group of islands that make up the community of Lower Prospect, Nova Scotia. Despite the fact that the grounding happened in the middle of the night, in atrocious weather, the islanders rallied to provide as much help as possible, opening up their homes and sharing their rapidly diminished food stocks. Somehow, the Clancy family were able to offer shelter and a level of warmth for the 75 survivors they housed over that tragic morning. The resilience of the islanders is made palpable as is their organisation of the assistance: triages were set up in or in order to restore some heat into their frozen bodies, and to prioritise treatment and a system of rotating survivors around the stove.

If you have read Dickens you will be reminded of his stories of poverty and riches in Victorian Britain. Bill Lindsay's history of his great, great grandfather, Liverpool and London based shipowner, William Schaw Lindsay, whose story is very much the story of maritime enterprise in the booming 18th and 19th century world port-city of Liverpool. The odds were stacked against the young Ayrshire lad having been orphaned by age 10. Running away to Glasgow, then Liverpool, the young William saw how hard life could be on the streets he shared with beggars and thieves. Running away to sea proved to be a wise choice. Within 9 years the apprentice had made it to captain. Bill Lindsay is to be applauded for his efforts, especially his 6 year trawl

through William's papers at the National Maritime Museum in Greenwich. William proved astute in his focus on steamships, but, at first, just sailing ships with auxiliary power. In the coal bunkering business contracts with such major steamship companies as P&O were developed. William was to become a major shipowner with 22 vessels owned by 1852 and involvement with up to 700 vessels on charter. From his humble beginnings and seafaring experiences William was projected onto the frontiers of global maritime business and eventually politics, becoming an MP in 1854 and supporting the Confederacy side in the American Civil War. It is a fascinating, fast moving history, set in the age of Industry and Empire. Bill's article is complemented by Sarah Starkey's paper, Liverpool and the American Civil War.

The Reverend Canon Robert Arthur (Bob) Evans MBE, MNM, RNR
18th February 1924 – 3rd January 2024

By Bill Ogle

Armistice Day Service, November 2013

Born in a small South Wales mining village Bob grew up in a friendly and caring environment. On leaving school in 1942 he enrolled at the University of Cardiff where he joined the University Air Squadron. Shortly after he became a full time member of the RAF and was posted to Heaton Park near Manchester where he spent two months learning basic flying skills in preparation for an overseas posting for full training.

Eventually, after a long train journey to Gourock. he joined mv **Reina del Pacifico** for a tedious 7 week passage to Durban. Thence a series of trains and trucks took him to RAF Mount Hampden, near Salisbury (now Harare), Rhodesia. At an elementary flying training school, flying at last! He soon passed the flying and study examinations and, with 150 flying hours already logged, he was ready for the next stage at RAF Cranbourne, also near Salisbury, where he was in charge of a section of trainee pilots.

Flying mainly in Harvards, Bob received his wings with just over 300 hours logged and became an instructor at the same station until the end of the war.

Returning to Cardiff and demob, he resumed his classics studies for two years, which led him into Theological College. After ordination, he was appointed to a small

village in “the Valleys”, followed by five years in the Tiger Bay area of Cardiff docks then a further five years at Llandaff Cathedral.

Surprisingly, and in complete ignorance of seafaring, he joined the Mersey Mission to Seamen as Assistant Chaplain in 1961, becoming Chaplain Superintendent within the year; he continued and developed this role until retirement in 1989.
Many will recall pictures in the local press of a tug boat visiting the Bar Lightship back in the 1960s. That was Bob’s doing when he braved all weathers to deliver a Christmas Hamper for the crew. He continued for ten years until the ship was replaced by an unmanned buoy. Highly respected throughout the maritime world he received many honours:

- Just before retirement in 1989, he was elected a Member of the Liverpool Pilot’s Association and awarded an Honorary Liverpool Pilot’s Licence, First Class.
- In June 2008 he was awarded the MBE in the Queen’s Birthday Honours for services to the maritime life in Liverpool.
- In 2011 he was awarded the Merchant Navy Medal for writing about and caring for the seafaring world on Merseyside.

For many years he was a much respected Honorary Member of the Liverpool Nautical Research Society. A prolific author his titles include:
A dog collar in the docks (1995)
Mersey Mariners (1997)
The way to Liverpool (1999)
The training ships of Liverpool (2002)
HMS Eaglet: The story of the Royal Naval Reserves on Merseyside (2003)
The Indefatigable (2005)
The Mersey Mission to Seafarers 1856 – 2006 (2006)
A lantern on the stern Liverpool's seafaring heritage vol 1-2 the early years (2007)
A lantern on the stern Liverpool's seafaring heritage vol 3 the story never ends (2008)
A lantern on the stern Liverpool's seafaring heritage vol 4 more tales of the sea (2009)
The Conway heroes (2009)

We will fondly remember his ready wit. On one occasion the conversation turned to funerals and he expressed the view ”I do love conducting funerals, because I know it’s not me!” Also him saying Grace at one of our lunches, just three words – “Thank God, Amen”. That was the Bob so many will remember. We will not see his like again.

Canon Bob.

By Barrie Youde, LMS Member

I nothing know of ships or shipping,
So said Canon Bob.
I know no bowline nor no whipping,
So said Canon Bob,
Who was a wartime aviator,
Wings upon his chest.
Friend of every navigator,
Mariner at rest.

Serving after ordination,
Where he saw a need,
Where he found a congregation,
Crying out in need,
Of human touch and wisdom
Where the course of life was rough.
He was a pilot, through and through,
The toughest of the tough.

He cast his bread upon the waters,
Bakery and crust.
We give thanks for all he taught us,
Feeding as we must,
On right and wrong and everything,
On merit and on fault.
And all was leavened, as it should be,
With a pinch of salt.

Fly now Bob, O humourist,
According to your plan.
Nearer now to God thou art
As once you were to man.
Rest in Peace, if you'd prefer it.
Speak to us again.
No Canon gave a better service
To his fellow men.

Canon Bob was remembered at a Memorial Service held at Liverpool Anglican Cathedral on 15th February 2024.

Liverpool's Largest Wood Ship – Part 2

By John Anderson, retired Captain, Nanaimo, Canada

With Captain Nicholson in charge, she again sailed on 19th June 1866 and arrived at Calcutta on 8th October, 111 days run. She sailed on 28th December, probably for New York and Boston. The ship departed Boston on or after 18th May 1867 and had a fast run to Liverpool, arriving on 7th June.

The **Anne Royden** departed Liverpool on 20th July, towed by the **Tartar** as far as Holyhead, and arrived at Calcutta on 20th November, 123 days on passage. On 3rd January 1868 she sailed for Mauritius and arrived on 2nd February, a good run of 30 days. Rice, and/or indentured labourers would be likely cargo. However, her luck was out, for a cyclone pounded Mauritius on the 11th - 12th March, driving twenty odd ships ashore, including the **Anne Royden**. Mauritius was at a low ebb; had been devastated by fever (dengue or malaria) in 1867, now the cyclone devastated the towns and plantations. *The **Anne Royden** was in collision, and had bottom badly chafed against ship's chains, topsides damaged, starboard quarter torn out, lost mizenmast etc, hull and copper much injured, must discharge part of cargo and dock*.[1]

The "***Morning Herald"*** article (cited above) lists 30 vessels with significant cyclone damage. She sailed on 16th June and arrived at London on 9th August, a fair run of 75 days, with about 1,500 tons sugar.

To digress – Deaths at Sea in 1867. House of Commons...5,283 among crew of British ships; 2,370 due disease, 1,808 due wrecks, 1,105 accidental drowning.[2] Dismal statistics! At London the ship was chartered by Houlder Bros to load for Melbourne and sailed on 12th October. She arrived on 14th January 1869, a fair run of 94 days with a general cargo. Discharge was at the Sandridge Railway Pier (pictured below) with 13 other ships there. Among them was the **Thermopylae** on her record breaking maiden voyage (departed London 6th Nov, arrived Melbourne 9th January 1869); the fastest run by any square-rigger from Britain to Melbourne. Interesting to note she was 20 days to the equator but made-up time later. Amongst the cargo of the **Anne Royden** were *2,264 rails* – these were trans-shipped at the pier into the **Audax** bound for Adelaide. The **Anne Royden** sailed on 9th February, chartered to load coal at Newcastle, NSW, at 35/- per ton for Bombay. She arrived at Bombay on 29th May, passage time unknown. At Bombay her cargo was mostly cotton. Sailing on 2nd August she arrived at Liverpool on 15th November, 105 days out. Two days later, in a ceremony attended by a number of heads of state, the Suez Canal officially opened. It would dramatically change the economics of shipping and the trades viable for sailing ships.

[1] *Morning Herald (London), 18 April 1868*

[2] *Shields Daily Gazette, 18 May 1868*

SANDRIDGE RAILWAY TERMINAL, MELBOURNE OPENED 1854. INTEGRATED TRANSPORT.
SOURCE: VICTORIA STATE MUSEUM OPEN ACCESS. *Negative - Sailing Ships Moored at Sandridge Railway Pier, Port Melbourne, Victoria, circa 1880 (museumsvictoria.com.au)*

Perhaps the writing was already on the wall, for on 6th December the **Anne Royden** sailed for New Orleans loaded with salt. On 22nd January 1870 she grounded in the mud at Pas à l'Outre at the mouth of the Mississippi, but arrived safely at New Orleans on the 13th February. There, she loaded 3,600 bales cotton for Liverpool; sailed on or after 13th April and arrived at Liverpool on 24th May, being 41 days or less on passage which was very typical for the route.

At Liverpool the ship was advertised as the *Sydney Packet of July, Black Ball Line of Australian Packets.* She sailed on 27th August and arrived at Sydney on 15th December, 110 days out, probably with general cargo. At Sydney the ship was chartered to load grain for Liverpool. Sailing from Sydney, with *7 passengers, 500 cases Geneva, 16 bales of bags,* 820 tons coal on (coastal trade) 1st February 1871, she anchored outside Adelaide on the 8th. The following day she was towed up-river to port to discharge. The bar of the river had a draft limit of 18 ft, so having loaded 1,200 tons, two tugs shifted the ship out to the roads on 20th March. There, she loaded an additional 500 tons brought out in barges by the steamer **Culgoa**. *She is a large vessel...built...1856...She is old school in general appearance, but a desirable craft for her present employment*...[3] The cargo was *13,000 bags wheat, 700 bags bark*. The **Anne Royden** sailed on 31st March.

*The **Anne Royden,** wheat-laden for Liverpool...took advantage of a fair wind on Friday night and made all sail for the homeward voyage. The **Anne Royden** has taken in 500 tons of wheat while lying at anchor outside; and it is worthy of note*

[3] *The Express and Telegraph (Adelaide), 27 March 1871*

that not a single instance of delay occurred to the barges. She is a fine looking vessel; and the creditable manner in which her gear and appointments were presented was highly commendable. [4]

Bark – mimosa or wattle bark, shipped from Adelaide (between November and March), was used in the tanning and dying business. It isn't known if the **Anne Royden** sailed via Cape Horn or the Cape of Good Hope but she arrived at Liverpool on 20th July, after 112 days run.

Once again at Liverpool the ship was loaded for Calcutta, sailing on 4th September but her arrival date is unknown. At Calcutta jute was loaded for Dundee. Sailing on 7th February 1872 she passed Dungeness on 14th June and arrived at Dundee on the 19th, 133 days on passage. The cargo was *3,905* bales of jute for four different consignees. While at Dundee the ship went on the patent slip, presumably for caulking or copper work. She sailed in ballast for Cardiff on 8th August and arrived on the 27th, 19 days round the land likely with light summer winds.

To digress; in December 1872, a 4/64 share in the **Anne Royden** was advertised for sale by the Liverpool broker C.W. Kellock, on behalf of the trustees of the late William Wilson.[5] It isn't known how many people had shares in the ship. At Cardiff coal was loaded for Iquique, Peru, the ship's first westbound passage around Cape Horn; perhaps a sign of changing times. Sailing on 18th October, she arrived on 29th January 1873, 103 days out. The coal delivered, she sailed in ballast to Penco, Chile, where she probably loaded grain. At Adelaide the ship had taken about a fortnight loading grain at a wharf and an anchorage. It probably took considerably longer at Penco, an open roadstead with rudimentary facilities. The departure date is unknown but the ship was reported off Crookhaven (Ireland) on 25th September and arrived at Liverpool on the 27th going into Waterloo East Dock. After seven busy years Captain Nicholson turned the ship over to Captain Summers.

The White Star Line chartered the **Anne Royden** for her next voyage – *for Lima and Supe ... to sail on 20th November*. The ship was entered for loading on 11th October at Salthouse Dock, but it was 3rd February 1874 before she sailed. Callao is the port for Lima, and arrival was on 12th May, a quite brisk run of 98 days. From Callao the ship proceeded to Iquique where nitrates would be the almost certain cargo. Departing on 18th December, the ship was reported at 1°N, 31°W (about 600nm NNE of Recife, Brazil) on 25th February but arrival date at Liverpool is unknown. Details are sparse for the next voyage. She sailed from Liverpool on 29th May, apparently for Callao, probably then loaded nitrates at Iquique. She reported at Queenstown to be ordered to Hamburg on 31st May 1876. Arriving at the Elbe on 10th June, it was the 17th before she berthed at Hamburg; possibly the port was congested. Departing Hamburg in ballast on 18th July there was a minor collision with the brig, **Wards,** (161 tons, built 1846, belonged to Whitby) which received minor damage around her port bow. A pilot had conducted the ship at the time and delay

[4] *The Express and Telegraph (Adelaide), 3 April 1872*

[5] *Liverpool Journal of Commerce, 12 December 1872*

ensued. She got away from Hamburg on 21st July, passed Dover on the 25th, and arrived at Liverpool on 1st August, ten days around the land.

By the end of August the **Anne Royden** was in the West Float, Birkenhead, loading for Bombay, coal or salt being likely cargo. The ship sailed on 10th September and arrived at Bombay on 25th January 1877, a slower run of 137 days. Probably in ballast, the ship departed Bombay, on 17th February, for Rangoon (Yangon), Burma, where she arrived on 5th April, Captain Thomas now being in charge. This was a tedious passage of 49 days for about 2,300nm made good. Being the change of the monsoons light, variable winds and calms would be likely. Additionally, strong currents among the Andaman and Nicobar Islands, extensive shoal banks and powerful tides in the Irrawaddy approaches made it a challenging area, not to mention it was far from perfectly surveyed then. The ship was loaded for Bombay, almost certainly rice, as India was in the throes of a severe famine. What became known as the Great Famine of 1876-78 is believed to have killed about 8 million people. The **Anne Royden** sailed on 14th May but by now the SW Monsoon had set in. Making way to the westward from the Gulf of Martaban against the monsoon was difficult, impossible for many ships. So, they had to laboriously work their way south to the vicinity of the north tip of Sumatra, there to pick up a west-going current and then work their way south. Once in 8°-10°S a ship could make westing with the SE Trades until past the Chagos Islands, then NW'ly to cross the equator in 60°-63°E and pick up the SW Monsoon in about 5°N and a fair wind for Bombay. It was about 4,700nm. Later in the monsoon the SE Trades extended further north and the ship might make her westing in 4°-5°S and save several hundred miles.

The route taken isn't known but the **Anne Royden** arrived at Bombay on 10th July, 57 days out. At Bombay a cargo of mainly linseed was loaded for Calais, with departure on 26th September. The run south was very protracted and by 12th December the **Anne Royden** was at 33°S, 30°E (about 250nm east of Port Elizabeth) in a heavy westerly gale with high seas and commenced leaking. The leak continued after the gale abated and 50 tons of cargo was jettisoned to no avail, so Captain Thomas put into Port Elizabeth (South Africa) on 22nd December.

By 4th January 1878 part of the cargo had been discharged and the ship listed to get at the leak, which revealed leaks in the topsides too. By 1st February the leaks had been stopped, widespread caulking in progress and on the 21st commenced reloading the cargo. By 1st March the surveyors had determined (reasons unknown) that it was inadvisable to reload the entire cargo, so the schooner **Maggie** was chartered to take *5,023 bags linseed* to Calais. Details of the **Maggie** are unknown; numerous schooners bore the name. A court of inquiry was held which found that the master was justified breaking off the voyage and his certificate returned to him. The **Anne Royden** sailed for Calais on 9th March, the **Maggie** on the 12th.

The ship passed Scilly on 8th May and reported leaking 10 inches/hour, but made it safely to Calais. The **Maggie** arrived at Calais on 21st May. Discharged and in ballast the ship left Calais under tow on 7th June and arrived at Liverpool on the 11th. Captain Best had taken over the ship at Calais.

The necessary repairs being made the ship loaded again for Calcutta, probably coal or salt, and sailed on 15th August. She arrived at Calcutta on 13th December, 120 days out. The ship had an extended stay at Calcutta; possibly by this date some shippers preferred an iron hull to wood or had heard of her recent leaks. She sailed, Falmouth for Orders, on 4th May 1879, with a variety of agricultural products for cargo. She went to Rotterdam, exact date unknown but – *2,000 cases Cutch lately arrived* per **Anne Royden** was prior to 9th September.[6] Thus a passage of about 125 days.

Cutch – an extract of acacia used in dying. At an unknown date the ship was sold to Dutch interests, presumably while at Rotterdam.

Lloyd's Register 1880 still lists the ship belonging to Royden, but she had in fact promptly sailed for the Dutch East Indies. The ship reappears in Lloyd's Register 1883 as **Cornelia Elisabeth**, (annotated ex **Anne Royden**), owned by Landberg & de Jong, registered at Batavia, call sign TCMD. Shipping papers of the day carried few reports of the ship. It appears she was based at Batavia and perhaps distributed Dutch imports to other Javan ports and returned their products to Batavia for export. For example - *3rd June 1880, arrived Samarang ex Rembang; 19th August 1880, arrived Batavia ex Cheribon;25th February 1881, arrived Samarang ex Surabaya; 15th December 1882, departed Tjilitjap for Surabaya; 8th June 1889, arrived Batavia ex Anjer*. By 1883 her tonnage was reduced to 1,119 reason unknown, and by 1886 the rig had been reduced to a barque. On 14th April 1892, while anchored at Batavia, the old ship caught fire and was destroyed.

Her fastest run out to Calcutta was 106 days, the slowest 137 days; returning from Calcutta 105 and 142 days. Nothing approaching record runs, but very consistent, probably good average. As demonstrated on her first Australian voyage she could make a fast passage when given a break by the weather, but that could be said of many ships. Apart from newspapers and Lloyd's Register, no published references to this fine ship have been found. In that Mr. Royden built the ship for his own use one can be sure that the finest effort and materials went into her construction. The Royden family were a Victorian success story, having a prominent role in the world of Liverpool shipping, producing a mayor, an MP and a peerage.

[6] *Public Ledger and Daily Advertiser, 12 September 1879*

,

John Gladstone's Shipping Interests

by W.G. Williamson

The almost insatiable demand for sugar during the latter part of the 17th and the early years of the 18th centuries led to a significant rise in maritime trade between Britain and the colony of Demerara and to the West Indies.

John Gladstone (1764 – 1851) was a Liverpool based merchant who, over the years, had acquired mortgages on sugar plantations in Demerara and the West Indies. Owning the plantations and producing sugar was all very well but there was an obvious problem, how to transport it to your principal market in Britain? One answer of course would be to hire or charter from reputable ship owners' vessels to carry your goods. This, however, would involve extra costs and cut into potential profits and ships might not be available for charter at the time required. The alternative was to operate and own a fleet of ships, to exclusively carry the produce from the plantations.

John Gladstone, who had quite a bit of experience in using his own ships for trading purposes, adopted this second method. He had bought his first ship, the **Susannah** for £2000 in 1798/99. His company, Gladstone & Co., began acquiring more ships in the early 1800s. For example, in 1805 he acquired an ex-prize ship and called her the "**Anne**." On the 29th January 1807 he is listed as the registered owner of another ex-prize ship which he called the **Guyana**. Thus, by the 1820s, the company was a major importer of sugar and rum, principally into Liverpool. The company gradually built up a fleet of seventeen sailing ships which, with a couple of exceptions, were used almost exclusively on the Demerara trade.

All the Gladstone fleet were described as ships apart from the **Ann McKenzie** which was a brigantine. All the fleet were described in Lloyds Register as being single deck with beams and all the ships were sheathed in copper. They generally had PIC or Proven Iron Cables used for anchoring and some also carried hemp cable for attachment to the anchor. They were registered either A1 or E1 at Lloyds.

The definition of a ship, from the Sailor's Word Book is: Any craft intended for the purposes of navigation, but, in a nautical sense, it is a term for all large square rigged vessels carrying three masts and a bowsprit. The masts being composed of, the lower-mast, the top-mast and the topgallant-mast, each of these being provided with tops and yards.

Gladstone's seventeen ships were:-

Ann 259 tons, **Guyana** 248 tons, **Intrepid** 340 tons, **John O'Gaunt** 449 tons, **Corinthian** 390 tons, **Richard** 355 tons, **Roscoe** 453 tons, **Ann McKenzie** 266 tons, **Indian Chief** 416 tons, **Seaforth** 357 tons, **Chatham** 354 tons, **Duke of Lancaster** 565 tons, **Kelton**

245 tons, **Kingsmill** 516 tons, **Susannah** 369 tons, **Theodosia** 391 tons and **Cornwall** 384 tons

Voyage times

The distance from Liverpool to Georgetown, Demerara (British Guiana, now Guyana) is 4,442 miles or 3,860 nautical miles. The ships that were typically employed on this trade route would take, on average, about 43 days on their outward leg. It is worth noting that the shortest outward voyage was 26 days. The return trip was, of course, longer due to prevailing weather conditions, with the average time being 51 days. The longest recorded passage was a massive 77 days. The Demerara sugar trade was principally conducted from Liverpool and London, while Glasgow also played a regular but smaller role in this trade.

Another factor which had to be considered was the hurricane season in the western Atlantic which lasted from June to November with the worst period being between August and October.

Ships typically remained anchored off Georgetown for six or seven weeks, discharging and then loading, their cargoes. A further consideration was the availability of the sugar. Sugar canes take about a year to ripen, then they have to be cut, processed and refined before, finally, being packed into hogsheads before shipment. Weather conditions in Demerara, for example the lack of adequate rainfall in some seasons, restricted the canes growth, reducing yield and affecting quality of the sugar. A poor harvest and a resulting slowdown in the grinding of the canes resulted in ships waiting patiently at anchor to obtain a full cargo. A round trip from Liverpool to Demerara could therefore take, in total, about 26 to 27 weeks and with a time included in, perhaps, making a few repairs, realistically the ships would make only one round voyage to South America each year, possibly two.

Outward Cargoes

It was impossible for colonies such as Demerara to survive without the importation of an extensive quantity of manufactured goods from Britain. A look at any of the Liverpool Customs, Bills of Entry, documents from the 1820s to 1840s shows the enormous variety of good shipped to the colony at that time.

For example, the itemised list below is taken from a Georgetown newspaper of the period and shows a typical and diverse range of cargo carried by an individual ship. It is known that coal was loaded into wooden hogsheads and shipped out for sale in the colony. Most of the buildings in Demerara were constructed of imported wood. Thus a vigorous and prosperous timber trade existed between the colony and Newfoundland in Canada. Occasionally, the Gladstone company's ships would be sent there from Liverpool for timber. This is particularly so in 1828 when the great fire of Georgetown occurred. This was witnessed by Robertson Gladstone, John's son, and he instantly saw the opportunities for a quick profit, and immediately diverted one of the ships, the ***Richard*****,** to Newfoundland to load timber.

FOR SALE
by the Subscribers,
just received per ***Belmont***, Capt. Knubley, from Liverpool: -

4-4 Irish linen from f55 to f135 per piece
Superior black, blue, green, and grey fashionable coats
Cassimere pantaloons and quilting waistcoats
Superfine black, blue, and scarlet broad cloths
Milled black cassimere
40-inch Inverness cotton bagging
Jockey and Hessian boots
Planters' shoes
Half-dress shoes and pumps
Youths' shoes
Window glass 16 by 12, 15 by 11, and 12 by 10
Sash-pullies, screws, and sash cord
Iron hoops and iron truss-hoops
Double-refined sugar, per puncheon or single loaf
Cumberland hams
First-quality Cork butter
Half barrels mess beef
Barrels prime mess pork
Firkins of neats (beef)' tongues
Tripe in jars
Raisins, currants, and almonds
Mustard, salad-oil,
Pickled gherkins, and red cabbage
French and Spanish olives
Oyster catsup, mushroom do.
Capers
Candles, long and short 6's. and 4's.
Brown soap
White, brown, and green paint, and oil
Lamp oil in 8-gallon jugs
Nails, from 4d. to 4 1/2 inch spikes
Cutlasses and shovels
Sein-twine
Temper lime, &c

Return Cargoes

Return cargoes were principally the products from the plantations, the main one, of course, being sugar, but coffee and rum could also be a significant part of an

individual ship's cargo. Certainly, in the early years of the Gladstone fleet, cotton was a major constituent of a ship's cargo. For example, the **Guyana,** on one voyage from Berbice was loaded with 690 bales of cotton, 400 bags of coffee, subsequently she picked up five hogsheads of Madeira wine on her passage home.

Although not specifically a passenger service, nevertheless most of the Gladstone ships were able to carry a small number of passengers, perhaps about five or six. When John Gladstone's son Robertson went out to Demerara in 1828 on the **Roscoe,** he was one of four passengers. Although small in number these passengers were a useful source of income to the company. This is what he wrote to his father from Demerara about one of the company's ships, the **Indian Chief**.

"I have been very anxious to get justice done to the stowage of the **Indian Chief's** *cargo. She will have in all 400 - 460 Hhds of sugar with some tierces, 150 puncheons rum and about 100 Hhds rum with 25 bales cotton, which, on reference, you will find considerably more than her last cargo from hence. Her cabin is considered one of the best here, but owing to the season she has no passengers for her early return."*

Then he lists cargo on board the **Indian Chief** as: 468 Sugar (Hhds), 10 Tierces Sugar, 130 Puncheons Rum, 83 Rum (Hhds) and 25 Bales Cotton.

Customs import duty had to be paid on all inward goods as well as a Town duty. This latter duty was set at 4 pence per hogshead, 3 pence per tierce, and 2 pence per barrel for sugar. It is no wonder that Liverpool became very rich on the back of her maritime industry. The Dock Rates on sugar was 2 shilling per ton, and for rum (and other spirits), was 9 pence per 100 gallons.

Peril of the sea and ship maintenance

Of course, in this period of history, seafaring was a very dangerous occupation. The Gladstone ships were relatively small, typically between 250 to 400 tons, and thus storms and heavy seas would often cause severe damage to ships. The men too were at risk, moving about on deck and up masts in filthy weather, this meant injury, or even death, were distinct possibilities. In several of Robertson's letters he makes mention of such incidents.

Letter of 22nd February 1834

*"The **Ann McKenzie** has discharged her cargo in excellent order; She will require one new beam (Quebec oak) and 6 iron knees below. This and new coppering will make her run for two or three voyages".*

Letter of 11th April 1834

"In the Channel we encountered, for 12 days, very severe weather, where we became more fortunate and had made the most of our way till reading the parallel of Barbados when we lost our mizzen mast in a squall, about 12 feet above the deck."

The extract from another letter reveals the apparent indifference to the fate of the crew men on the **Elizabeth.** There was no emphasis of the final sentence in the original correspondence.

*"The **Harmony** has not yet come in and Captain Tobin tells me that it is very probable she would put back for Liverpool owing to the severity of the weather she had encountered. The **Elizabeth,** some of her bulwarks are gone. One man overboard and another dead occasioned by extreme fatigue."*

Not only were the seamen subjected to risks while afloat, the prolonged periods they spent at anchor off-shore at Demerara also had their risks, as this letter from 1828 shows.

"The advantages of this were that ships could anchor off the estate although a bit away from town. Presently ships anchor near Georgetown and the consequence is that the sailors are constantly buying new rum, which is most poisonous in its effects from the boats coming alongside at all times. Captains and officers should prevent this but it was not always possible due their other duties. The fact is well known here that new rum is the cause of more deaths among sailors than anything else, and to put a stop to their getting it, is almost impossible."

Shipping casualties to British vessels were commonplace. ***Lloyd's List*** of 1826 gives the following figures: Foreign voyages, 157 wrecked or driven on-shore. 35 abandoned, 8 them afterwards carried into port; condemned as unseaworthy; 5 upset, one of them righted; 27 missing.

Apart from the dangers of the elements at sea the ships' crews had to contend with acts of war and attack by privateers. The Napoleonic War lasted from 1803 to 1815 so Gladstone's ships were at risk from the French navy and privateers during this period. Many ships sailed in convoy at this time for mutual protection. The American War of 1812 led to many British ships being taken by US privateers, and the Gladstone fleet was no exception.

<u>Typical conditions on board</u>

Living conditions for the ordinary seamen of this period were extremely primitive. An account written by W.S. Lindsay of conditions at sea he experienced gives a good account of the general life that the lowly merchant seamen had to endure. It should be noted that Lindsay was **NOT** an employee of the Gladstone company, however, Lindsay had served on a 420-ton timber and sugar carrier in 1834 and, therefore, is relevant to the type of trade and ships the Gladstone company were engaged in.

The cook, ten seamen and three apprentices had their abode in the forecastle. This place, which was in the 'tween decks', at the extremity of the bow, may have been about twenty-one feet in width at the after or widest part, tapering gradually away to a narrow point at the stem. The length in midships was somewhere about

twenty feet, but much less as the sides of the vessel were approached. The height was five feet from deck to beam, or about five feet nine inches from deck to deck; the only approach to it being through a scuttle or hole in the main deck, about two and a half feet square. Beyond this hole there was no means of obtaining either ventilation or light, and in bad weather, when the sea washed over the deck, the crew had to do as best they could without either, or receive the air mixed with spray, and sometimes accompanied by the almost unbroken crest of a wave, which in defiance to all tarpaulin guards, too frequently found its way through the scuttle.

Here fourteen persons slept in hammocks suspended from the beams and had their daily food. There was no room for tables, chairs or stools so the tops of their sea-chests in which they kept their clothes and all their worldly possessions were substituted for those useful and necessary household articles. At all times it was a foul and suffocating abode, and in bad weather the water and filth, which washed about the desk and among the chests and casks, created the most intolerable and loathsome stench. Here, however, these fourteen sailors and apprentices slept, washed, dressed and had their food, except in fine weather, when they took their meals on deck, their food consisting almost entirely of inferior salted pork or beef, which was sometimes as hard and unpalatable as the kids in which it was served, and brown biscuits, too often in a mouldy condition and full of maggots.

The "Free Traders" and trade with India

John Gladstone and some of his fellow Liverpool merchants had been advocating for some time about the monopoly of the East India Company in trading with India. They were called Free Traders and wished to break this monopoly. Finally, in early April 1814, the government issued licences for trade with India. Gladstone was quick to send his ship the **Kingsmill** to India in 1815 and made a considerable profit on the voyage. Over the next few years the trade to India built up and formed a substantial part of the company's business. In the four years from 1814 to 1817 a total of 47 trips to India were made and the total income from these trips amounted to £720,000.

Conclusions

Following the emancipation of the slaves in 1834, exports of sugar fell over a number of years. In 1836, planters had exported 35,475 tons of sugar; that had dropped to 25,870 tons by 1841. This was partly due to the fact that many ex-slaves did not want to work on the plantations. Also, without slaves, many smaller plantations, heavily mortgaged, could not make any profit and were in severe financial difficulties.

When asked by a Select Committee in London to what degree had sugar production decreased, Henry Barkly, a merchant and mortgagee reported: "The average production of British Guiana, I believe, for six years before the introduction of the free system, was about 63,000 hogsheads of sugar; I believe the average of the

last three years has been about 37,000. I think that that is pretty nearly the rate of decrease with regard to my own estate."

A further consideration around this time was the age of some of the ships. For example, the **Theodosia** and the **Cornwall** had set sail from India had to put back due to the age of the vessels **Theodosia** was forty years old while the **Cornwall** was 39. There was a concern that the underwriters might not pay out compensation if any major incident happened to the ships because of their age. John Gladstone transferred the ownership of his plantations to his four sons in 1834 and Robertson Gladstone sold Vreed en Hoop for £35,000 in 1841.

References:

Gladstone A family Biography by S.G. Checkland

Liverpool Maritime Museum Library

Lloyds Registers

Liverpool Customs Bills of Entry – various years

Athenaeum Library, Liverpool; Gore's Directory of 1826

Crossing the Bar: Captain (E) Bob Settle

OBITUARY FOR CAPTAIN (E) BOB SETTLE MNM RFA

By Bill Ogle

Born and raised in East London, Bob entered the Royal Fleet Auxiliary from school as an Engineer Officer Cadet, joining his first ship RFA **Derwentdale i**n 1968.
He studied for his Class 2 and Class 1 Motor Certificates at Poplar Technical College, and a Steam Endorsement at Liverpool John Moore's University.
He served in most types of RFA ships and many theatres of operation throughout the world, including the Falkland Islands and Sierra Leone.
Promoted to Chief Engineer Officer in 1986. He also undertook shore appointments in London and Bath, as well as standing by the construction of RFA **Fort Victoria,** in Belfast, from 1989 to 1992.

A keen member of the Society and speaker at our Athenaeum talks, Bob served as Vice Chairman and Chairman between 2012 and 2017
He was awarded the Merchant Navy Medal for Meritorious Service in 2015.
He lived on the Wirral but, ever the optimist, still looked at the Spurs results before any other team.

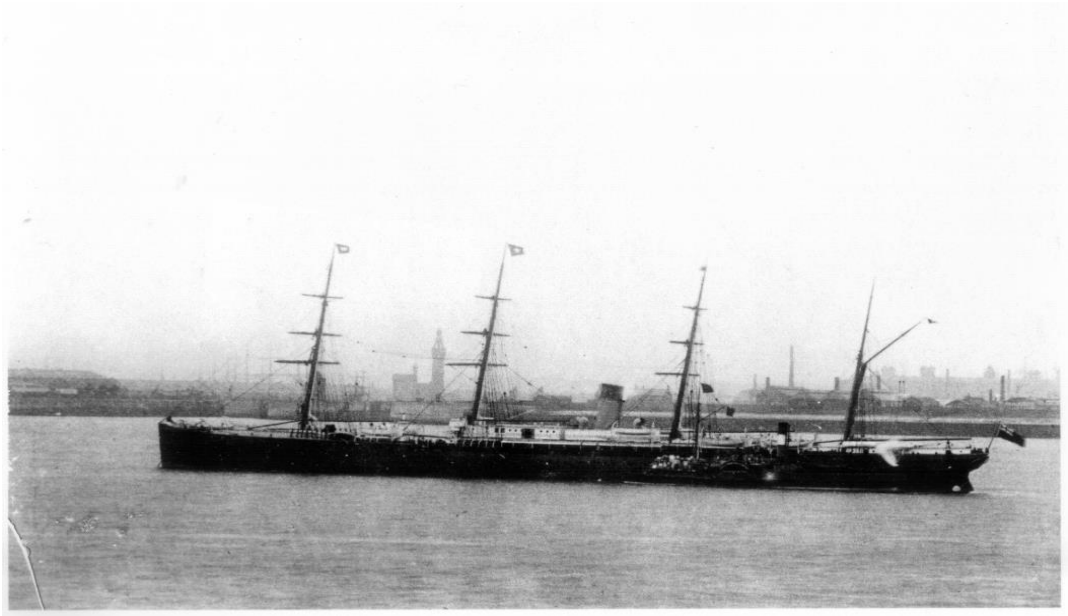
CAPTAIN BOB'S FIRST SHIP, RFA DERWENTDALE

The Loss of the SS Atlantic

by Bob Chaulk, Halifax, Nova Scotia

On March 20, 1873, the **Atlantic**—a 420 foot long, steam- and sail-powered ship—left Liverpool, England for her nineteenth crossing to New York. The ship stopped briefly at Queenstown, Ireland, to take on passengers, then continued her journey with just under a thousand people aboard. Almost all were immigrants, with only thirty-five in saloon class, as first class was called at that time.

She endured rough seas much of the way across, consuming coal at an alarming rate. Off Nova Scotia, the Chief Engineer, John Foxley, advised the captain that they were low on coal. Making New York was not a sure thing. After conferring with his officers, Captain James Williams decided to head for Halifax, 170 kilometers away. At 1 p.m. on March 31, he ordered a right turn and proceeded towards Halifax, fourteen hours away. They would be approaching the big harbour in the dark.



SS, BALTIC (SISTER-SHIP TO ATLANTIC) TAKING ON PASSENGERS FROM PADDLE-TENDER IN THE MERSEY. SOURCE: WITH KIND PERMISSION OF BOB CHAULK

The **Atlantic** missed Halifax and, shortly after 3 a.m., struck bottom and slammed into a large, flat rock off Meagher's Island. The bow rode up onto the rock and the ship came to a jarring halt, throwing people from their beds and extinguishing all the lights aboard. Water poured up through the damaged bottom and she started to sink by the stern until the rudder came to rest on the granite rocks below. The unaccompanied women were berthed in the stern. They all died in their beds.
Below deck, the surviving passengers made a frantic rush to the stairwells, which were soon jammed. Within minutes, the unstable ship started listing to port, away from the land. The bow slid off the rock onto an underwater ledge, coming to a stop at a sharp angle. Those in the bow clutched the rail as the ship rolled, climbing onto

the side of the slanting hull. With the deck facing the oncoming waves, most of those who had managed to claw their way up, were washed into the frigid water, which poured down the stairwells, drowning nearly everybody in the family quarters. With all the lifeboats destroyed and the ship's stern underwater, the captain urged crew and passengers to climb the rigging.

On the island, Michael Clancy awakened and peered through the night to see hundreds of people clinging to life. He knew he needed to get help before more of them perished. He sent eleven-year-old Eddie Mullins in a small rowboat to awaken the nearest neighbour, Edmund Ryan, who lived with his wife Elizabeth and their three children, on nearby Ryan's Island. Both Meagher's Island and Ryan's Island were part of the community of Lower Prospect, whose main settlement lay on the adjacent mainland.

At around 4:30 a.m, Edmund Ryan arrived at the wreck site. Third Officer Cornelius Brady and Quartermaster John Speakman had managed to swim a rope to the rock the ship had struck and some men had hauled themselves across, only to discover that the short distance from the rock to the island was too wild to traverse. As more fishermen gathered, they tried to reach them in a wooden dory, but the seas were too rough for the small boat and the two men aboard nearly lost their own lives. The rope helped only a few of the strongest men to haul themselves across. To get the hundreds of others, desperately clinging to life on the ship, the rescuers needed a larger and more seaworthy boat.

Fortunately, James Coolen, who lived on the mainland, soon arrived at Clancy's wharf with his eight-metre seine boat, used during the summer to catch herring and mackerel.

The sea state and the distance around Meagher's Island prevented them from rowing the boat to the wreck site. It had to be dragged across the island from Clancy's sheltered wharf to the exposed side, where the waves were pounding the wreck. A few survivors had managed to get ashore and they helped the locals manhandle the thing across, hauling it uphill over brush-covered boulders the size of beach balls, while trying not to break a leg, and then dragging it down the other side and into the huge waves, drenching them all with bone-chilling spray. At 6 a.m. Coolen and a crew of local oarsmen began taking loads of eight to ten men from the rock to Meagher's Island. Time was tight; the tide was coming in and, in a few hours, the ocean would submerge the slippery rock and sweep away the men huddled there.

Once ashore, the rescuers had to get the shipwrecked men out of the boat and onto the land without demolishing the boat or injuring the survivors. "As fast as the men were rescued, they were brought to the house and cared for, and from there to the mainland in small boats," Clancy's twenty-eight-year-old daughter, Sarah Jane O'Reilly, later wrote. "Edmund and Dennis Ryan and many others took most of the men away; seventy-five of them stayed with us in the house overnight." Clancy's was the only house on the island.

Soon, they had a second boat bringing men ashore to the island from the ship, which was broken and awash. The stern was underwater, as were the port-side rails. Four huge steel masts pointed out to sea, like long cannons on a battlefield. Clustered

upon the bow, which remained just above the waves, were most of the surviving men. The rest, about thirty-two people, were clutching the rigging of the mizzenmast, the third mast back from the bow. Its base was submerged, so they were trapped, with no shelter from the bitterly cold winds.

The rescuers were hauling people from the water and bringing eight to ten drenched men ashore every ten minutes or so, most of them barely alive. Helpers on the shore were wading into the frigid water, trying not to get thrust under the boats

THE WRECK OF THE ATLANTIC ON MEAGHER'S , N.S.
SOURCE: BY KIND PERMISSION OF BOB CHAULK.

that were careening about, and hauling the survivors out of the boats and onto the shore.

Michael Clancy's house became so jammed with suffering survivors that Clancy had to bore holes in the floor to drain the water that was dripping off them. Sarah Jane and her sister Elizabeth were hurriedly feeding fuel to the stove and boiling water for tea, scrounging for dry clothing and stretching their meagre resources. More than anything, these men had to be warmed up, so there was a constant rotation around the stove. Many had left their berths without time to dress, although some had managed to scrounge clothing from the dead that had washed ashore.

"At daybreak, a fisherman's boat came out and rescued a number of us, and landed us on Meagher's Island," passenger Freeman Marckwald later told the Halifax *Morning Chronicle*. "A handful of the people there warmly welcomed us. They gave us food and clothing and did all for us that they could. Edmund Ryan, Dennis Ryan, and their wives were especially active in ministering to our wants."

Sarah Jane welcomed boatload after boatload, did a quick triage, and helped the newcomers in while pushing those who no longer needed urgent care to leave the comfort of her father's little home. As soon as they were able to move, the survivors were put into a boat and rowed the short distance to Edmund or Dennis Ryan's house on Ryan's Island. There, Edmund Ryan's wife Elizabeth and daughters Emma and Ellen fed them and arranged for them to be taken in by families throughout the community.

With 8:00 a.m. approaching, about 230 men had made it ashore, but a couple of hundred more were still marooned on the rock and the ship. The two rescue crews were getting worn down. In the nick of time, a boatload of men arrived from Upper Prospect, a community about five kilometres away. The fishermen took the last man off the rock just a few minutes before the tide came in and washed over it. By around 9 a.m., the fishermen had saved everybody who had been trapped on the rock and on the bow of the wrecked ship, including eleven-year-old John Hanley, the only child to survive.

With only seventeen people left on the ship, Captain James Williams was carried, exhausted, off the battered liner and placed into a rescue boat. He had been previously implored to leave the ship but refused. Saloon passenger Nicholas Brandt told the inquiry, "I feared that the captain would drop off from exhaustion and fatigue."

Death had visited all of the women on the ship, all the children except John Hanley, and all the married men except two. In addition to James Bateman, who had deserted his wife Rosa, young William Glenfield was also alive. He had become separated from his brand-new wife, Annie, and spent two days looking for her as the bodies came ashore, refusing to leave. He never found her, but one of the searchers recovered her suitcase. By the time it got to him it had been rifled through, and all Glenfield had to remember her by was a pair of her slippers.

Meanwhile, the **Atlantic's** ever-resourceful third officer, Cornelius Brady, after swimming ashore, helping get the rescue boats launched and working throughout the rescue, walked for eight hours to Halifax to report the loss of the prized ocean liner. That evening, William S. Fielding, a young reporter from the *Morning Chronicle*, tracked him down and wrote a gripping story whose opening sentence captured the pathos and drama of the wreck: "It is our painful duty this morning to record the most terrible marine disaster that has ever occurred on our coast."

The Cunard passenger liner **Delta** and the federal government steamer **Lady Head** picked up the approximately four hundred survivors and had them in Halifax by mid-afternoon on April 2. Over the next couple of days, they departed for New York on scheduled passenger ships and trains. The identifiable Roman Catholic dead were buried near the Star of the Sea Cemetery, with the Protestants and others of undefined faiths going near St. Paul's Anglican cemetery. All told, about 550 people died. A small number of bodies got shipped to family in the United States, and at least four were buried at Camp Hill Cemetery in Halifax.

On April 5, the ***Morning Chronicle*** appealed to the authorities to help those who had so bravely rescued the shipwrecked: "The fishermen's families gave all the provisions they had to the shipwrecked people, and in many instances are now themselves in actual want. There could be no better way to manifest sympathy in the matter than to send down to Prospect a quantity of provisions to refill the larders which were so cheerily emptied to feed the distressed people. This is an important matter, and should be attended to at once."

It had been, and would continue to be, a traumatic event for those involved in the rescue. On April 8, 1873, an unnamed correspondent for the ***New York Tribune*** wrote,

“I visited the house of Clancy, at which the sufferers were first relieved and as he told me of the drowning, of the shrieks, of the moans, of the haggard, frenzied, half-crazed people who crowded into his house, the tears ran down his face in streams.” American newspapers sent reporters to cover the story and such first-hand accounts were soon being read all over North America and Europe.

On April 5, an inquiry convened in Halifax under Collector of Customs, Edmund McDonald, to determine the cause of the disaster. The evidence described the SS **Atlantic’s** stormy crossing, the fuel shortage, and Captain Williams’s decision to head for Halifax. It supported his decision to do so.

Testimony revealed that at midnight, before turning in, Williams gave his orders to the senior officer of the watch, Second Officer Henry Metcalfe who, like the captain, had never been to Halifax. Their first indicator that they were getting close would be the sighting of the Sambro lighthouse, which should have become visible by 3 a.m. He told Metcalfe that as soon as the light was sighted, he was to be called. If they did not see the light by 3 a.m., they were to call him anyway.

Fully clothed, Williams went to sleep on a cot in the chartroom behind the man at the helm. One o’clock came with nothing to report; likewise for two o’clock. Three o’clock arrived, and there was still no sign of the light. Assuming they still had some distance to go, Metcalfe decided to let the captain sleep, intending to call him when it came into view. The **Atlantic** continued at full speed, with five lookouts staring into the blackness.

Five minutes after three, ten after, quarter after—crash! In clear conditions—the captain testified that when he came on deck after the ship struck the rock, he could see the stars—this two-year-old liner, with everything working perfectly, using the latest Admiralty charts, being commanded by officers from the world’s leading seafaring nation, wrecked off Meagher’s Island with tragic consequences.

The captain was found at fault for being asleep while coming into a strange port. Contrition and sorrow marked James Williams’s reaction to the loss of the **Atlantic.** He made no excuses and did not criticize Second Officer Metcalfe for failing to call him, as instructed, or for not taking a sounding, which would have indicated they were close to land. “What more can I suffer?” Williams told the Halifax *Novascotian* on April 23, 1873. “If it were not for my wife and three little children at home, I should never have been here; I’d have stuck to that vessel till the last and gone down with her.” The gravity of the event weighed heavily on him.

He lost his Extra Master certificate, the highest designation for a British master mariner, for two years. He would have lost it for life had he not made a heroic effort during the rescue. The suspension spelled the end of his career on the sea. He became an innkeeper in Manchester.

The fourth officer, John Brown, lost his certificate for three months. He really was not at fault, but had the misfortune of being the junior officer standing the watch. The officer in command of the ship, Second Officer Metcalfe, was to blame, but he died in the disaster and to dig up details of his failings was considered unseemly, so the inquiry was inconclusive as to his culpability in the affair. What the inquiry never

learned was that Metcalfe had a significant blot on his record. At 3:20 a.m. on April 21, 1869 off the coast of Brazil, the Australia-bound barque **Explorer,** of which Metcalfe had command as officer of the watch, cut down the French barque, **Bretagne,** sailing from Buenos Aires to Bordeaux. Five lives were lost. The inquiry into that event found Metcalfe to be at fault and suspended his first mate certificate for a year.

What was the ultimate cause of this great calamity? The western Atlantic Ocean around Nova Scotia is greatly affected by the record tides generated in the Bay of Fundy. Based on the captain's testimony, the inquiry concluded that, unknown to anybody aboard, a current had pushed the **Atlantic** off course by about fifteen kilometres. If it had been on course, the ship would have entered the nine-kilometre-wide mouth of Halifax Harbour, where three additional lighthouses would have become visible to guide the sailors in. But they were too far to the west. Had Metcalfe taken a sounding of the depth as the ship entered Prospect Bay, he would have realized that they were closer to the coast than he assumed. But he did not. And so, the ship struck the land while passing the Sambro light, which—despite the overall clear conditions—was most likely shrouded in patchy fog common in the area.

The real shocker is that it could all have been avoided. Faced with a public outcry after the inquiry concluded that one of his ships had put to sea without sufficient coal, the company's founder Thomas Ismay convinced the Board of Trade to do an investigation into the **Atlantic's** coal consumption. On December 6, 1873 the report was released, with the conclusion that Chief Engineer, Foxley, had erred in his calculations. There had been sufficient coal to get to New York and they did not need to divert to Halifax.

The wreck of the **Atlanti***c* was one of the most notorious marine disasters ever and the most terrible to occur anywhere in Canada until the **Empress of Ireland** sank in the St. Lawrence River, in 1914, with the loss of more than one thousand lives. The two shipwrecks still rank as numbers one and two in loss of life in Canada.

The **Atlantic** disaster also predated, by thirty-nine years, the sinking of another, more infamous White Star liner—the RMS **Titanic**. Yet a line can be drawn between the two disasters. White Star started the transition from strictly sailing ships to primarily steamships in 1870 by ordering its first four steamers: **Oceanic, Atlantic, Baltic** and **Republic**. The new owner of the White Star Line, Thomas Ismay, was a visionary who commissioned the talented, Edward Harland, of Harland and Wolff, in Belfast, to build the four transformational ships. He got what he paid for. The **Atlantic** and her sisters heralded a time of great change in ship design: They were bigger and faster and more sophisticated than most steamships of the day. However, the ability to look at a dial on the bridge for basic information, like speed and water depth, lagged behind the improvements in ship speed and size, and knowing what lay ahead of these large, fast ships would depend on human eyesight until radar was introduced on ships halfway through the Second World War. The inevitable finally happened in 1912, when Harland and Wolff's latest creation—the bigger and much faster **Titanic**—struck an iceberg while the lookouts peered into the darkness, exactly as on the , and 1,500 people perished.

Unlike the **Titanic,** the story of the **Atlantic** is barely remembered, despite being the biggest transatlantic passenger ship disaster of the nineteenth century and the second worst shipwreck in Canadian history. Nearly four hundred survivors were rescued by Canadian fishermen on the Nova Scotia shoreline, taken into their homes and mended, fed, and clothed. Then these same Canadians recovered five hundred fifty bodies and buried them near their homes. Yet, the story is virtually unknown on both sides of the Atlantic.

There is another shocker in the **Atlantic** story. Henry Metcalf, the officer in command of the ship when she struck the rocks, was White Star Line founder Thomas Ismay's first cousin. His full name was Henry Ismay Metcalf. He had been wedged in ahead of the heroic and more experienced Cornelius Brady as the ship's second officer.

The Next Meetings of the Society

Will be held at the Athenaeum, Church Alley, Liverpool with coffee at 1200 noon and the talks to commence at 1230

March 7th 2024	Glyn Evans	Sink the **Tirpitz (**See Below)
March 21st 2024	Alison Telfer	Pirates, Privateers, Corsairs and Buccaneers
April 18th 2024	Iain Jackson	Shipping Architecture in Liverpool
May 16th 2024	Peter Swarbrick	Nautical Terms Used in Everyday Language.

BATTLESHIP, TIRPITZ
SOURCE: PUBLIC DOMAIN

William Schaw Lindsay, Victorian Shipping Magnate with Strong Liverpool Connections.

By Bill Lindsay LMS Member, Hertfordshire

Like any other city in the 1830s, Liverpool was an inhospitable place for the unemployed. For a sixteen-year-old orphan boy, newly arrived from Glasgow and seeking work on a ship in the docks, it was daunting. The boy later described in his diaries that *"No country lane is as dull as Lord Street in Liverpool, when all people who pass you, don't know you, and care for you no more than the stones upon which they tread."* He lived rough for seven weeks amongst beggars and thieves until he finally found work in an oceangoing vessel as an apprentice. So began his life at sea ,which lasted nine years, working his way up to be a ship's captain.

The epitome of a self-made man, William Schaw Lindsay (1815-1877) was born in Ayr. His father died when he was four and his mother died when he was ten. He was brought up by his Reverend uncle and his aunt. They provided him with a few years schooling in Ayr Academy. Not wanting to be a burden to them any longer he left Ayr aged fourteen to stay for a year or two with his siblings in Glasgow. He then ran away to sea with five pounds given to him by his uncle, which was promptly stolen, and he set off to Liverpool, for a new life, with only six shillings and six pence.

I knew nothing of his life until I discovered that Lindsay's unpublished diaries were held in the National Maritime Museum in Greenwich. So began my six-year journey transcribing his papers. What I found amazed me. By the 1850's he had moved to London and owned one of the largest shipping companies in Britain. He owned, or part-owned, twenty-two ships and was chartering 700 a year. His diaries were full of famous Victorians ranging from Queen Victoria to Abraham Lincoln, all of whom he'd met, and he had anecdotes on each of them.

Lindsay's time at sea was full of hardships. He was trapped as an apprentice under the control of a ship's mate who was a bully. He had several near-death experiences. He recalled that whilst in the West Indies, one morning, when he awoke, he found two of his shipmates dead in their hammocks. Sixteen of a crew of thirty-one had died within four weeks. The ship's captain succumbed to the disease. As one of four apprentices on board the ship, he lost his best friend who was swept overboard and drowned. Later, as a ship's mate, in a severe storm he broke a leg and several ribs. Later still, as a ship's captain whilst transporting bullion, he was attacked by Arab marauders and their leader wounded him across the chest with a Sabre. He drew his pistol and shot him.

He retired from the sea, and following a few years living in Hartlepool, where he worked as an agent shipping coal from his employer's colliery to ports in the South of England, he moved to London to set up his own ship brokerage firm.

Lindsay's success was built on three main factors: Coal for steamers, providing and chartering ships for the Crimean War, and his choice of auxiliary steamers.

He had convinced the powers to be that the coal from Hartlepool was as efficient as Welsh coal (which was the favoured coal used in steamships). He successfully approached shipping companies and won their business. He stated that *"From the Coal Merchants of London, I was obliged to turn my attention to the great consumers of*

steam coal, such as the Peninsular and Oriental Steam Company, the West India Royal Mail Steam Packet Company, and to those mercantile houses who shipped steam coal to foreign ports." He added that *"I learnt from Mr. Allan that his Company [P&O] never bought coals at a price delivered on board at a port of shipment. That the only way they bought them, was at a price delivered at the port where they were consumed. He very kindly gave me a list of these stations and told me the price they were ready to pay for steam coals delivered at Southampton, Gibraltar, Malta, Alexandria, Aden, Bombay, Singapore, Calcutta, and Hong Kong."*

Also in Lindsay's favour was the fact that he had been at sea, and as a result ship captains turned to him. He mentions in his diaries that *"The shipbrokers of London had all been brought up in Counting Houses. They knew nothing practically about a ship."*

He set up an agency partnership with Lamport and Holt in Liverpool and another firm in Sunderland. They assisted each other securing ships for cargoes. William Lamport (1815-1874) had previously worked at the House of Gibbs, Bright & Co. George Holt Jnr (1824-1896) was the son of George Holt, a cotton broker, and he had been an apprentice at the Brocklebank Shipping Line. They had recently set up in business together and the cooperation with Lindsay added an impetus they needed. He stated that of Lamport and Holt *"my connection had proved the means of making them, from an unknown firm, to be, I should say, the largest shipping business in Liverpool. The red-headed boy has grown up to be a man. The little roomed office has become an establishment with some 17 or 18 experienced clerks, and four or five rooms afford now little enough space to carry on their business".* Lindsay ensured that the partnerships all worked on the same principle *"acting in all matters of trust, as if the property entrusted to you, were your own. To do to others as you would be done unto".*

In Liverpool, he had also opened another partnership with Samuel and William Pearce, sons of the Vice Consul to the United States. They were to confine themselves exclusively to the chartering of United States vessels. Lindsay saw that the use of these ships was rapidly increasing. One year he shipped, as broker, no less than 105,000 tons of rails from the ports of the United Kingdom to the United States and said that he had gained full command of that trade.

Another reason for Lindsay's success was his involvement in the Crimean War. Four of his ships were requisitioned by the Government as transport ships. They conveyed troops and cargo to the Crimea. He also had extensive connections with the French Government and assisted them with the charter of transport ships for them. Lindsay had recently become an MP and he was incensed with the British Government's incompetence in running the war. There were numerous examples of cargo going missing or being delayed. Ships lay idle. He heavily criticised the Admiralty and the Government in the House of Commons and strove to improve organisation of the transport system.

A further factor for Lindsay's success was his advocacy for auxiliary steamships. During his time at sea, he was frustrated by the lack of progress in calm weather. Sometimes ships were becalmed for weeks, and he was determined to solve the problem. The advent of steamships had commenced but steamship builders were focusing on fully powered steamers. Steam engines, however, were not that efficient and most of the ship was taken up with a supply of coal rather than for cargo or passengers. Lindsay chose a different method to solve the problem; a sailing ship with

a small auxiliary engine powerful enough to escape the doldrums, or to be able to negotiate rivers or harbours. This was much less expensive than building fully powered steamers. For ten years or so this proved to be very successful, but, in time, more efficient engines, that used less coal, heralded the success of fully powered steamships.

His first large ship was built in N.E.England in 1852. Named the **W S Lindsay** she was the same size as the **Cutty Sark** which was built 17 years later. She started life as an oceangoing sailing ship but was converted to an auxiliary steamer. Lindsay said *"As to the proportions of a sailing ship, it had been the custom, I may say from times immemorial, to build them of dimensions, so that the beam was nearer perfection according to the tastes of nautical men, that the keel or forerake should be 3½ times more than the breadth of the beam, that is, if the breadth of the ship was 30 feet, the length keel and forerake should be about 105 feet. Now it struck me that the length not merely tended to increase the stability, but it also increased the capacity and the speed. Accordingly, I resolved to build a ship of 28 feet beam and of 180 feet keel and forerake. This was a terrible stride for a sailing ship. It was, instead of 3½ times, close upon 6½ times her breadth in length. Of course, I was pronounced mad."* Other ship owners, however, soon followed his example.

As he ran a successful commercial business in shipping, he was invited by Isambard Kingdom Brunel to tour his new ship the **SS Great Eastern** which was nearing completion. Robert Stevenson, Brunel, and Lindsay thoroughly inspected the ship and Brunel asked Lindsay what he thought of it. *"Well,"* he replied, *"she is the strongest and best built ship I ever saw, and she is really a marvellous piece of engineering". "Oh,"* Brunel said, rather testily and abruptly, "*I did not want your opinion about her build. I should think I know rather more about how an iron ship should be put together than you do. How will she pay?"*

"Ah," Lindsay replied, *"that is quite a different matter;"* and, seeing that he did not care to answer Brunel's question, Brunel repeated it, adding, *"If she belonged to you in what trade would you place her? " "Turn her into a show,"* he said, with a laugh*, "something attractive to the masses; for, if you insist on having my opinion about her commercial capabilities, it is only in that direction where you can look for profit. She will never pay as a ship. Send her to Brighton, dig out a hole in the beach and bed her stern in it, and if well set she would make a substantial pier and her deck a splendid promenade; her hold would make magnificent saltwater baths and her 'tween' decks a grand hotel, with restaurant, smoking and dancing saloons, and I know not what all. She would be a marvellous attraction for the cockneys, who would flock to her in thousands."* And, as he saw Brunel was far from pleased with his answer—no wonder—though given half in joke and half in earnest, Lindsay added*," As you would insist on having my opinion, I have given it to you candidly, for I really do not know any other trade, at present, in which she will be likely to pay so well."* Stephenson laughed but Brunel never forgave him.

As it happened Lindsay was right. The ship was too ahead of its time. Few harbours could accommodate her, and she was a commercial failure. She ended up in Liverpool as a floating billboard for Lewis's Department Store and then was broken up. Her only success was laying the transatlantic cable. Although it may appear that Lindsay was disparaging about the ship, that was not the case. Years later he wrote "It may be that a hundred or fifty years hence, the maritime commerce of the world may have grown

to an extent sufficient to justify, with reasonable prospects of profit, another ship of the dimensions of the **'Great Eastern'**".

He built his second large ship on the Clyde, as an auxiliary steamer. Named the **Robert Lowe** she was described in the local newspaper as 'The first auxiliary screw ship of large size ever built.' Launched in 1854 she had been delivered late by the shipbuilders, Scott & Co. Lindsay requested an apology from them, but they declined. He then took them to court for lost revenue and won £20,000. He knew of the Scott family during his time in Glasgow and he decided not to demand this amount from them on condition that an apology was forthcoming. It duly arrived. Had he proceeded with the claim Scott & Co would have folded and Scott Lithgow would not have existed.

To make matters worse the Government had requisitioned the **Robert Lowe** as a transport ship and an Admiralty surveyor had decided that the ship was top heavy as it had cabins on the top deck. They took an axe to the cabins. They realised their mistake, but it was too late, the damage was done. Lindsay was furious. He said that he had spent *"more than two years under construction by Messrs. Scott and Co at Greenock, and I had expended all my ingenuity and skill upon her. She was carrying out to the fullest extent my own principles of combining great capacity and speed with small tonnage."*

During his time at sea Lindsay had studied Navigation Law. He felt it needed reform as it was two hundred years out of date. He simplified it and then set about trying to harmonise it with other countries, particularly France and America. To that effect, he toured the Northern States of America speaking to Maritime Societies and Politicians about the cause. He visited the President Elect, Abraham Lincoln, at his home near Chicago, and members of the Senate in Washington including President Buchanan. He learnt of the impending Civil War and political aspects behind it. When the war broke out, he decided to support the South and its wish for independence. He felt that Southerners were more heavily taxed than the Northerners (Union States) and that they had less representation in the Senate. He abhorred slavery but felt that freeing two million slaves at once might cause them harm. His experience living rough on Liverpool Docks cautioned against it. The freed slaves might not be assured of food, shelter, and work. Rightly or wrongly, he preferred that there was a more gradual emancipation over time. He spoke up for the right of Southern Independence in Parliament and visited the French Emperor Napoleon III several times, initially to discuss Navigation Law, and discussed with him the objective of a joint French and British recognition of Independence for the South. The British Government chose to ignore Lindsay's comments and insisted that any representation from the Emperor should go through the proper channels via the British Ambassador. Historians have said that Lindsay *"became the leading Confederate spokesman"* and *"was almost like an unofficial Confederate representative at Napoleon's court".*

An incident occurred which nearly invoked a war between Britain and the Union States. A British Ship, **RMS Trent**, was conveying two Confederate envoys, James Mason, and John Slidell, to Britain. The ship was boarded by a Union ship, **the USS San Jacinto**, and the two envoys were seized and taken to the Northern States and held in prison. The British were incensed and demanded that they be released. The diplomats had been taken from a British ship unlawfully. The Northerners soon

relented and released the prisoners. Lindsay accommodated Slidell's family in his home. He said "*When Mrs. Slidell and her young family, two daughters with a son, reached London without her husband, I could not do otherwise than offer to tender her any assistance she might require*". Lindsay became great friends with Mason who stayed many times in his home.

As a politician and merchant, heavily involved in supporting the South, he decided to sell his Company to his partners Stringer and Pembroke. His partners needed to raise additional funds to buy Lindsay out and James Galbraith invested in the firm to become the leading partner. The new firm, still known as W S Lindsay & Co, was involved in blockade running, although Lindsay said that he took not part in it. He was however involved in assisting the Confederates in building a navy. Since the Southern economy was mainly agricultural it had to import industrial wares including machinery, clothing, and arms. The North on the other hand had an industrial base. Lindsay stated that "*In February 1861, the Confederate States Navy could only muster 30 vessels. And of this total only 14 were seaworthy. Opposing them, the Union Navy had 90 vessels. The dedication of the confederates to the cause eventually raised this total to 101 ships, while the Union Navy grew to over 500*." He added "*I could not see what could prevent the Southern people from being supplied with ships while the Federals continued to be supplied with arms*."

Lindsay said that "*a Confederate agent, Commander Sinclair, arrived in Britain to build a ship. He approached Mason who in turn suggested he see me. £60,000 in bonds was required and I was able through my contacts to raise this amount. These bonds were the first cotton bonds used by the Confederacy*." Originally known as Laird "*Hull 290*" in Birkenhead and built by the John Laird & sons Yard, she was completed as the Barque steamer, **Enrica,** with a lifting screw to serve as a steam clipper. She was taken over by the Confederate government and completed as a commerce raider. Leaving Britain in July 1862 she then roamed the seas as the **CSS Alabama** until 1864. Her captain was Raphael Semmes, who Lindsay had met before the war, during his tour of the Northern States. Semmes often stayed in Lindsay's home when he was in Britain. The ship was a thorn is the side of the Union; she burned 65 vessels, mostly merchant ships. Eventually she was cornered off the French coast and sunk by the **USS Kearsarge**. It is estimated that during her two years of cruising she cost the Union more than 6,000,000 dollars in ships lost.

Lindsay recommended the introduction of Cotton Bonds to raise funds for the Confederate States. The press stated that he bought £20,000 worth. He denied this, saying he had only bought £2,000. In his papers I discovered that he actually bought £4,000 worth but $65,000 in addition: approximately two and a half Million pounds in value at today's prices. After the war he claimed this amount from the Union, but of course, they refused.

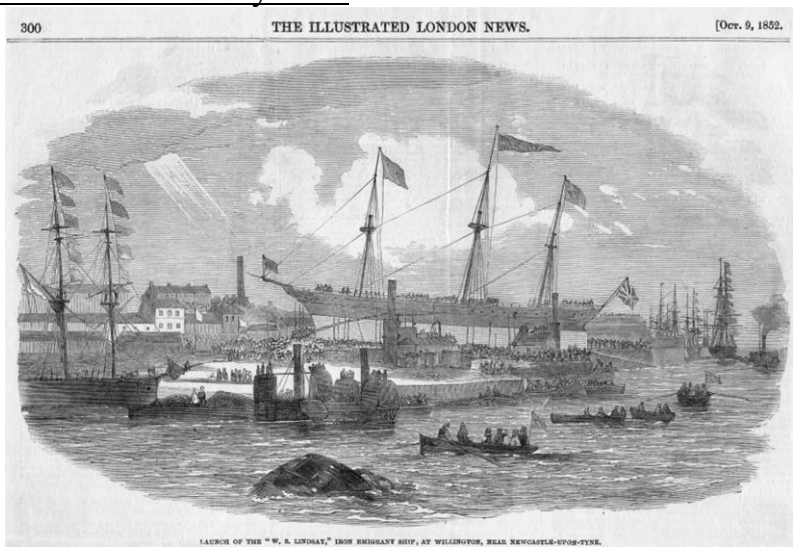
Of particular interest during the building of ships for the Confederate Navy, were the so called 'Liverpool Rams'. Two ships were built by the Laird Brothers, in 1863, following secret negotiations. Powerful, and heavily armed, their *tour de force* was a massive ram built on their bows. They were a real threat to the Union Navy. The Union made it known that, if they were released and passed to the Confederates, then a state of war with Britain was likely. The British Government had no choice: the ships were impounded by British Customs and turned over to the Royal Navy. Lindsay conveyed

his thoughts to the editor of the Times newspaper in October 1863. He wrote *"I nevertheless feel, in common, I believe, with many of my countrymen, that while we prohibit ships which are said to be for the South, and do not prohibit arms and men which are said to be, for the North, our policy is not just. In a word, if we do not adopt the same measure of justice to both parties engaged in this most deplorable war, our professions of an "impartial neutrality" are mere empty words, and our policy is very different from that which has made England what she is."*

A year before the Civil War ended Lindsay had a stroke. He gradually recovered but spent the remaining twelve years of his life wheelchair bound. He sold most of his remaining ships and invested in houses in his village and in a winter house in Bournemouth. His stroke did not stop him writing however and as well as publishing novels, he focused on his magnus opus a four volume 'History of Merchant Shipping and Ancient Commerce' which became a source of reference for many decades and is still referred to today.

Lindsay died at his Manor House, in Shepperton, in 1877 aged 61. Famous in his day, he is forgotten now. A book published in 1868 entitled "Clever boys of our time who became famous men" included him and stated the following *"A poor friendless orphan, cabin boy, great shipowner, and member of parliament. . . Why, it seems a fable – it seems too improbable to be true; but it is true, nevertheless".* Famous men included in the book were Michael Faraday, Charles Dickens, Sir John Franklin, Benjamin Disraeli amongst others.

In writing his biography I had to choose the golden nuggets from his extensive papers. In doing so I have only scratched the surface of his exploits. I also had to choose how best to write about his life. I decided to be true to his writings and as a result approximately 80% of the book is in his own words and is written in the first person. The book was published in July 2023 by Amberley Publishing. https://www.amberley-books.com/william-schaw-lindsay.html


300 THE ILLUSTRATED LONDON NEWS. [Oct. 9, 1852.

LAUNCH OF THE "W. S. LINDSAY," IRON EMIGRANT SHIP, AT WILLINGTON, NEAR NEWCASTLE-UPON-TYNE.

LAUNCH OF THE W.S. LINDSAY, TYNESIDE 1852

Editor's note The following is borrowed from Sarah's archives. I thought it would complement the previous article on William Schaw Lindsay - his support for the Confederates in the Civil War.

Liverpool and the American Civil War

By Sarah Starkey, Lead Archivist, Maritime & Slavery Collections, National Museums Liverpool and Museums representative on L.M.S. Council

*One of our rare photographs taken on board the Liverpool built Confederate ship **Alabama**, 1863.*

*This fine painting of CSS **Alabama** is by Rear Admiral J. W. Schmidt USN*

This week sees the anniversary of the beginning of the American Civil War on 12th April 1861. At first glance not a topic that has much to do with Liverpool. However, because of the economic and global environment of the time, especially the importance to Great Britain of cotton, Liverpool played a major role in the conflict. I spoke recently to BBC Radio Merseyside about some of our collections that reveal the story of Liverpool and the American Civil War. A lot of what I spoke about can be seen on our online exhibitions on our website or the original documents can be viewed during the public open days at the Archives Centre. It really is a fascinating story involving battleships, spies and financial intrigue. I am waiting for the day someone decides to make a multi series, high production value, TV show about it.

A Tribute To Willie Williamson By Jim Bellew

It was my privilege to know Willie Williamson, a member of this society, a proprietor of the Athenaeum, a distinguished mariner, and a lovely man! He was also an adopted Scouser, and as a tribute to Willie let me offer you this poem about those that came to this place and enriched our community. This is a toast to Willie, and to the life-blood of our city.

The highway of a million dreams, that gateway to the fears and screams

of human cargoes from ancient times, the source of wealth, the scene of crimes

that created the fortunes of the second city of the Empire.

The mighty Mersey ebbs and flows with lunar forces it bestows

trade in oil and grain and rice, potatoes, fruit, sugar, spice –

and immigrants for America's shore that missed the boat and became our poor.

Absorbed into our genetic fabric they enriched our culture beyond the Celtic

with Chinese, African and Euro streams providing energy, enhancing dreams.

Exotic, ambitious, outrageous, extreme – the norm within a Scouse regime!

The river gave us our karma, our Kismet, our joie de vivre, our raison d'être.

So, when you meet a bolshie Scouser,

the orange Jude abreast of fashion, in hen parties full of passion,

the bearded banjo-playing joker, the "actor" with his hand of poker,

the muso on his 14th band, the philosopher with his pint-in-hand –

or the scion of a darker shade with wit and wisdom on parade, that waltzes thru the snob brigade

this kaleidoscope of humankind, thru pain and passion has entwined our character, warts and all, hanging together, standing tall.

we've all come in on a distance tide and wear their heritage with pride.

You're welcome here, enjoy the ride – The Republic of Merseyside.

Tranmere Oil Terminal, Past, Present & Future

By Dr. Mervyn Rowlinson, Editor

Tranmere Oil Terminal provides around 27% of the 32m annual tonnage handled in the Port of Liverpool. The terminal opened in 1960 at the very start of the "super-tanker" era. The project was a far-sighted joint-venture between The Mersey Docks & Harbour Board (MD&HBC) and the Shell Oil Corporation. In the oil-boom of the 1960s and 1970s the need to supply Stanlow Oil Refinery with crude oil called for a larger generation of tankers than could be accommodated at Stanlow via the Manchester Ship Canal (18-20,000 dwt max). The canal company had ventured into handling larger tankers via the (then) new Queen Elizabeth II dock at Eastham (4 x 30,000dwt) in 1954.

As brave as this was, the surge towards larger and larger tankers quickly outdated the Eastham facility. In 1959 New York tanker company, Universe Tankships Inc, introduced the Japanese built, steam turbine tanker, **Universe Apollo,** which weighed in at 114,356dwt. This could only prove to be a "game-changer" in the sense that at the time Suez Canal limits for loaded tankers were 65,000dwt. The shock waves of this step-increase in tanker sizes was soon followed by the surge to build bigger tankers.[1] The first cargo to be delivered --33,300 tons of Kuwaiti Crude - at the new Tranmere Oil Terminal was by the Shell tanker, **Zanatia.**[2] The Cammell Laird's built steam turbine vessel entered (pictured below in her original state) service for Shell in 1957. By 1966, faced with the need for extra capacity, Shell ordered **Zanatia** and her sisters to be "jumboised", The lenghening process, plus the removal of the midships bridge, " raised deadweight tons from 38,399 to 71,000dwt. On departure from the Japanese Kure Zosen yard **Zenatia** made her appearance as a modern (everything aft) tanker.

From the 1970s, >200,000 dwt tankers were becoming familiar at Tranmere and other UK tanker terminals. For tankers in this range, voyages around the Cape of Good Hope, were becoming the norm. As an example, from the Kuwait oil loading port, Mina Al Ahmadi to Tranmere, the distance of 11,201nm and its high level of voyage costs would need to be off-set by the economies of scale achieved by Very Large Crude Carriers (VLCCs) and Ultra Large Carrrier (ULCCs), tankers of 180,000-250,000 dwt and 250,000-500,000dwt respectively.

[1] Conway's History of the Ship (1992) ***The Shipping Revolution: The Modern Merchant Ship***. London: Conway Maritime Press. p.65.

[2] "£6m Plan Makes Mersey History". ***Liverpool Daily Post*** 09.07.60

1959 CAMMELL LAIRD BUILT, ZANATIA
SOURCE: SHIP'S NOSTALGIA

The Mena Al Ahmadi- Tranmere route would require a steaming time of 50 days or more. Tankers transiting via the Suez Canal in around 27-30 days would have lower voyage costs for the 6468nm passage. The critical difference was that the Suez option – with smaller tanker sizes - brought higher tonne-nm costs. In short, the cost per tonne or per tonne-mile was much lower by VLCC/ULCC. By 1964 Tranmere was handling 8m tons of crude per year and, in 1965, the ***Liverpool Daily Post*** was celebrating the boom at the teminal stretching to 1m tonnes per month.[3]

The logical outcome of the search for economies of scale from VLCC/ULCC tankers was to move the location of discharge ports outwards, out towards deep water. The development by Shell of the single buoy mooring point off-shore at Amlwch allowed for Stanlow bound oil to arrive in VLCCs to be pumped ashore near Amlwch and piped the 80 miles through North Wales to the Cheshire oil refinery. The cost benefits would accrue to Shell and its customers via the attainment of the lower sea-transport costs generated by the economies of scale. In 1977 the ***Liverpool Daily Post*** reported on the arrival of the first tanker at the Single Mooring Point Buoy(SBM), the 242,000dwt, **Norse Queen,** loaded with Kuwaiti crude oil. [4] The development of the Amlwch SBM and its 80 mile pipeline link with Stanlow Refinery was to take on a more strategic emphasis following a serious accident at the Tranmere Terminal in 1968[5].

A Load Bang in Rock Ferry!

On a hot July afternoon in 1968, Mr. Albert Smith of Ebenezer Street in Rock Ferry reported hearing a "terrific bang" emanating from the nearby tanker terminal.

[3] "Tranmere Hits 1m tons per month". ***Liverpool Daily Post*** 29.06.65
[4] "Anglesey terminal takes first oil". ***Liverpool Daily Post.*** 05.04.77
[5] "Tanker Wrecks Tranmere Oil Jetty". ***Liverpool Echo***. 11.07.68

[6] The following morning, the ***Liverpool Daily Post*** carried the headine: "Tranmere Oil Jetty Ruined in £1.5m BUMP." [7] The Greek flagged tanker, **Constantine,** had laid heavily on the Southern Jetty which was severely damaged and rendered out of action for over a year, with full repairs taking 18 months.

A Shell spokesperson stated in 1974 that the 1968 accident provided the strongest case for the Amlwch SBM and connecting pipline. Stressing the vulnerability of the crude oil supply chain feeding the Stanlow refinery, the off-shore facility at Amlwch was championed by Shell as a more effective alternative[8]. Despite the logistics appeal of deep-water tanker discharge operations some reservations were expressed over safety. Concerns over the marine environment at Amlwch and the surrounding Liverpool Bay were expressed in the ***LNRS Bulletin*** in 1975. Evidence from the ULCC tanker facility at Bantry Bay pointed to the risks of tanker accidents, leading to huge oil spills. ***LNRS Bulletin*** Editor, N.R., Pugh, likened the spillage of crude oil into Bantry Bay to a likely future spillage disaster at Amlwch[9] when an estimated 2597 tons of oil were pumped into Bantry Bay following the failure to close a valve. A seaman was initially blamed for the error[10].

The performance of the SBM at Amlwch was in fact marred by a series of early oil spills - including 3 spills in the first 2 years of operation.[11] In 1978 the clean up response to spill from the 310,991dwt tanker, **Litopa** earned the wrath of the local North Wales press.[12]

Windy Night at Tranmere

TONEGAWN MARU
SOURCE: SHIP'S NOSTALGIA

January 1976 saw gales on the Mersey. The 2nd of January saw 60 ferry commuters running for their lives as the Pier Head Landing Stage was buffeted by the wind and large waves and started to sink. Two tankers broke free of their Tranmere moorings in the storm creating a busy night for all available

[6] "Tanker Crash" Liverpool Echo, 11.07.68.p.24
[7] "Tranmere Oil Jetty Ruined in £1.5m Bump." ***The Liverpool Daily Post*****.** 12.07.68
[8] "£50m Link to Satisfy the Nation's Thirst", ***The Liverpool Daily Post***. 05.06.74
[9] Editorial, LNRS ***Bulletin***. Vol.19.1975. pp.21-22
[10] Cross, R.," ***Irish Independent*** 01.11.74
[11] "3 Spills in the First Two Years" ***North Wales Weekly News.*** 26.10.78
[12] Why They Could Not Stop the Oil from Coming Ashore" ***North Wales Weekly News*** 02.11.78

Liverpool tugs The Japanese K-Line tanker, **Tonegawn Maru** 74,593 dwt (pictured above) and the 193,000 dwt Shell tanker, **Myrina** were both rescued from the Liverpool bank of the river by the port's tugs. [13] Part of the duties of today's escort tugs is "pushing up" on tankers when a strong off-shore wind blows.

Today's Tranmere

Comparing tankers visiting Tranmere today with those of the 1960s and early 1970s it is evident that significant changes have occurred. Firstly, the predominace of both British and Netherlands owned and flagged Shell tankers has given way to the globalised tanker market; just one of the 24 tankers identified in the 13 week sample (see table below) flew the British, flag, the BP Oil Products carrier, **British Engineer**. At least two of the tankers sampled belonged to Chinese owners, one flagged in the PRC , one in Liberia. 17 tankers flew "open registry" flags, six of which sailed under the Marshall Islands flag. It is notable that the **Arctica** and **Frida Knutsen** were flying the Norwegian flag. Here we have an example of one of the world's best regulated flags delivering oil to the UK. It is certainly not a low cost flag - the question arises: if the Norwegians can succeed in the crude oil trades why not the much lower cost British ships? Answers on a post card (or email please?)

Of the 24 tankers sampled, 15 fall into the crude oil carrier category. These are the vessels identified in the sample below in excess of 100,000dwt. Texas leads the way with 4 crude cargoes supplying Stanlow via Tranmere. Given the growth of Texas oil exports and political instability in the Red Sea, it seems this trend will only get stronger. Newfoundland oil, loaded at Whiffen Head(NF), accounted for 2 cargoes. Indicators also show that this trade also looks likely to increase to UK terminals.

In recent decades the distances of the European oil suppy chain have reduced. Conflicts in the Middle East and Arabian Gulf have served to accelerate alternative, more secure, oil sources. North Sea oil exploration created a tanker supply chain over markedly reduced distances Although the UK section of North Sea oil stocks are much depleted, the Norwegian fields are still proving a major source for UK oil terminals, including Tranmere. Shorter distances have created a switch from VLCC and ULCC sizes to AFRAMAX and SUEZMAX 80-160,000dwt sizes. Oil cargoes imported from Arzew, Algeria, crop up thrice in the sample. Prior to the current Ukraine War, Russian oil had been a major source from Baltic and Black Sea ports. UK Government sources show that 7-8% of UK oil imports came from Russia prior to the Ukraine War and the imposed embargo on Russian cargoes.[14] In March 2022 terminal operators at Tranmere refused to handle Russian oil.[15] One alternative to Russian oil is provided by the USA. Since 2018 the USA has become a net exporter of crude oil.

[13] Sixty Flee as Pier Head Sinks " ***Liverpool Echo***. 03.01.76
[14] UK Parliament Houe of Commons Library (2022): "Alternatives to Russian Oil: Saudi Arabia, the Gulf and Venezeula."
[15] "Under no circumstances will dock workers unload tanker full of Russian oil" ***Liverpool Echo*** 04.03.22

Shell Sell Up; Enter the Ruia Brothers

The trend for the oil majors to sell-off their ageing terminals and refineries fits with Shell selling their share in the Tranmere Oil Terminal; this was, along with the Stanlow Refinery, to the Indian multinational corporation, Essar in 2011.[147] Owned by Mumbai based tycoons with major investments in oil, shipping, mining and metals, Essar's Stanlow refinery provided 16% of UK road fuel in 2022, employing 900 staff at their Cheshire site.[16]

The Ruia brothers have demonstrated their innovatory and entrepreneurial skills. In March 2023, it was announced by Essar Oil, that they would be constructing a large "Green Ammonia" discharging and storage area to be in service by 2027. This will serve Essar's bid to achieve a "net-zero", green energy Stanlow, by the year 2040.[17] In the interim, we can expect the largest tankers in the world's LNG fleet to visit Tranmere in the near future.[18] All in all it looks like Tranmere and the tanker escort tugs on the Mersey will be kept busy for the forseeable future!

September 14th- December 7th, 2023. Sample of Tranmere Oil Terminal Movements

Name	***From/To***	***Arrived/Departed***	***DWT***	***Flag***
Al Dasma	*Antwerp/Gibraltar*	*14.09/23/9*	*109,719*	*Kuwait*
Arctica	*Mongstad(Nor)/Scapa Flow*	*18.09/20/9*	*117,099*	*Norway*
Yuan Dong Hai	*Arzew (Alg)/Gibraltar*	*21.09/23/09*	*158,840*	*PRC*
Cech	*Rotterdam/Antwerp*	*28.09/01/10*	*42,150*	
Sea Ranger	*Arzew/Skagen(DK)*	*29.09/01.10*	*114,055*	*Malta*
Rhythmic	*Ingleside (Tex) /Forcados (Nigeria)*	*30.09/01/10*	*159,196*	*Greek*
Rui Fu Sheng	*Rotterdam/Hundipea(Est)*	*07.10/10/10*	*46,846*	*Liberia*
Nord Master	*New York/Klaipedia (Lith)*	*11.10/14/10.*	*49,999*	*Panama*
Navig8 Pride LHJ	*Milford Haven/Gibraltar*	*17.10/23/10*	*109,999*	*Marshall Islands*

[16] "Under no circumstances will dock workers unload tanker full of Russian oil" ***Liverpool Echo*** 04.03.22

[17] History | Essar Oil Uk accessed: 20.10.23

[18] ***WorldCargo News*** - News - New green ammonia terminal for Liverpool accessed: 17.10.23

STI Lombard	*Whiffen Head (Newfoundland)/*	*22.10/25.10*	*109.999*	*Marshall Islands*
Nina	*Sarroch (Italy)/Rotterdam*	*26.10/03.11*	*40,401*	*Italy*
Silverway	*Corpus Christi(Texas)/Cartegena(Esp)*	*31.10/04.11*	*157,781*	*Liberia*
STI Camden	*Whitegate/Rotterdam*	*03.11/04.11*	*38,734*	*Marshall Islands*
British Engineer	*Milford Haven/Milford Haven*	*06.11/08.11*	*45,999*	*British*
STI Commandte	*Rotterdam/Rotterdam*	*12.11/15.11*	*38734*	*Marshall Islands*
Sunrise Way	*Houston (Texas)/Gola Offshore (Tex)*	*14.11/16.11*	*158,307*	*Liberia*
Frida Knudsen	*Balder Oil Field(Nor)/Skagen(Nor)*	*16.11/18.11*	*123,602*	*Norway*
NCC Qamar	*Amsterdam/Bar (Montenegro)*	*29.11/3.12*	*46,175*	*Saudi Arabia*
Lancing	*Arzew(Algeria)/Tees*	*17.11/20.11*	*104,074*	*BHMS*
Primero	*Scapa Flow/Tees*	*26.11/28.11*	*106,329*	*BHMS*
Besektas Zealnd	*Stanlow/Eastham*	*27.11/28.11*	*18,290*	*Malta*
STI Alexis	*Whiffen Head (NF)/Whiffen Head*	*27.11/28.11*	*109,999*	*Marshall Islands*
ECO Malibu	*Houston (Tex)/Escravos(Nigeria)*	*1.12/3.12*	*157,632*	*Marshall Islands*
P.Kikuma	*Houston/UST Luga (Russia)*	*5.12/7.12*	*115,915*	*Panama*
			Source: Derived from Tranmere Ais Reports.	

STS OPERATIONS ON FSO SAFER, RED SEA SUMMER 2023

SOURCE: BY KIND PERMISSION OF BOSKALIS-SMIT.

Articles Scheduled for JUNE 2024 Edition	
Keith Hick	The Bluebird K7 Story
John Hoar	The Alleged Tyranny of Captain John Legg, Master of the **Star of Russia** 1887-88
Bill Ogle & Mervyn Rowlinson	Catastrophe Averted: The Saving of the FSO **Safer**, Red Sea 2023
Bill Ogle	Four Classic Steamers
Editor's Book Review	Andrew Linington: ***Pulling Together: The Making of A Global Maritime Trade Union***