



Harrison Line

NEWSLETTER

No 9

August 1975

HARRISON LINE NEWSLETTER No.9

For those who complain about our English Summers the Clerk of the Weather had a special surprise in store this year with blue skies and temperatures in the eighties for days on end during the last two months - there were complaints about the heat from inhabitants of Mersey Chambers which must indeed be something of a record and we had visitors from the West Indies uttering cries of distress whilst perspiring profusely! The fact is of course that, as a race, we are never prepared or equipped for very warm weather in the same way that chaos reigns supreme on roads and railways at our first fall of snow! However, it gives everyone something to talk about other than the Government and the economy which makes a change and provides light relief particularly in the matter of clothing worn by male and female commuters - a panama hat was sighted in Fountain House on the hottest day of the year!

Just what causes such changes in our weather seems to be a matter for debate and argument amongst meteorologists although 'weather blocking' of the easterly air flow by anti-cyclones over the Azores and Iceland are the immediate reason for our heat waves. Meanwhile, the overall temperature in the Northern hemisphere has dropped by 0.3 degrees C. over the past 10/15 years - this poses the question as to when we are due for a 'mini ice age' - not in the writer's life-time - thank heaven!

What is interesting and material, from a shipowner's point of view about world weather patterns is the fact that one country's good harvest is another's drought. This year we have seen America and Canada experiencing bumper crops of wheat and maize whilst Europe, Russia and China are expecting poor harvests, not only in cereals, but also sugar beet, which in turn means the employment of a fair number of ships to carry North American grain to Russia and elsewhere. It may be 'an ill wind etc.,' but both 'Wanderer' and 'Wayfarer' have been taken on further time charter by Sovfracht for another year in order to carry grain to Russia. Whilst on the subject of commodities, whose prices have remained remarkably high in the world markets, we find ourselves surprisingly short of sugar cargoes from the Caribbean, basically due to the political arguments between Governments about the price to be paid by Britain for her cane sugar from Commonwealth countries - it is to be hoped that the present negotiations taking place at Ministerial level will produce a solution as we are badly in need of homeward cargoes from the Westward.

Although there has been some falling off in trade to South Africa, through overstocking in that country, and a natural reduction in cargo to Mozambique because of the political situation, cargoes to East Africa have remained buoyant in spite of the political differences within the East African community. The civil war in Angola, a truly blood-thirsty affair, has had the effect of diverting cargo away from Lobito and Luanda to ports in Mozambique and Tanzania and it is already noticeable that copper from Zambia and Zaire is moving through Nacala as well as Dar-es-Salaam and this is likely to extend to Beira and Lourenco Marques. So far, the Independence of Mozambique has passed off quietly and ports in that country are working normally. Happily, the congestion in ports in South Africa has more or less disappeared, at least for the time being.

Since our last Newsletter, the Suez Canal has been reopened and the Board took the decision to make use of the Canal for our ships running to East Africa and Red Sea ports so long as the political situation remains peaceful - it is interesting to note that there has not been the expected enthusiasm to use the Canal for which the Egyptians had hoped but, having said that, transits have been uneventful. We are including an

article on the early history of the Canal that appeared in 'Sea Breezes', bearing in mind the Company's close association from its inception.

Last month, Harrisons and Ellermans put their signatures to a building contract with Messrs. A.G. Weser for the construction of a Container ship for the South African trade, details of which we gave in Newsletter No.7, and also set up a Joint Company - Ellerman Harrison Container Lines - to operate this new venture, Ellermans having the larger financial stake being the senior partner. The ship should be in service in 1977.

Finally, since last writing to you, the news from the home front, apart from the weather, has been the introduction of the £6 a week 'pay pause' in an effort to hold inflation, the translation of Tony Benn to the fields of Energy, the return of Mr. Stonehouse, an increase of 27% in 'pub' takings in June, a poor performance by Mr. Heath's new 'Morning Cloud' and finally the digging up of the Test pitch at Headingley by vandals - what more can you want in a long hot summer ?!

August 1975

PERSONNEL

RETIREMENTS

Captain W. L. Ashton Ages 61 Joined the Company 1935
Retired June 27th, 1975

PROMOTIONS

Mr. S. Marlowe to Master	Joined the Company as Cadet October 23rd, 1950
Mr. C. D. Riley to Master	Joined the Company as 3rd Officer January 10th 1955
Mr. D. Cowens to Chief Officer	Joined the Company as Cadet October 8th, 1963
Mr. R. Pennock to Chief Officer	Joined the Company as Cadet October 23rd, 1963
Mr. M. J. Christian to 2nd Engineer	Joined the Company as Cadet September 12th, 1966

EXAMINATION RESULTS

We send our warmest congratulations to the following on their examination results :-

Mr. N. Lidbury	2nd Engineer's Certificate
Mr. K. A. Ellis	1st Mate's Certificate
Mr. B. R. G. Tasker	2nd Mate's Certificate
Mr. N. Campbell	2nd Mate's Certificate & O.N.C.

Navigating Cadet T. C. Harrison awarded Marine Society Prize for Liberal Studies at Fleetwood Nautical College.

Engineer Cadet L. J. Hall awarded Cunard Prize at Riversdale Technical College.

Engineers who studied at the Birkenhead College of Technology will be interested to hear of the retirement of Mr. John Gibbs, the Senior Tutor in Marine Engineering at the College for the past 17 years. Any engineers who might wish to send their good wishes to Mr. Gibbs can do so through Mr. Gilbert Moyes, the Head of Mechanical Engineering Department.

ATLANTIC BULKERS

The freight market has remained comparatively steady over the past three months, albeit at a very low level. Whilst a number of bulk carriers are now laid up for lack of employment the total is less than 2 million dwt. (compared with 33 million dwt. of tankers), the majority of those being much larger than the Atlantic Bulker size. The Russians have recently let a ray of sunshine into the market by chartering something in the region of 20 vessels (including the 'WAYFARER' and 'WANDERER') for periods of 1 or 2 years, and whilst this has not had a dramatic effect it has at least produced some higher rates. The general opinion is that the spot market will be low for another 12 months at least, but Atlantic Bulkiers are well covered for the forthcoming year with some reasonably profitable timecharters.

The 'WAYFARER' is, at the time of writing, now at Basrah having lightened at Umm Qasr Buoys between 28th June and 14th July. The actual operation of lightening only took 2 days between 5th and 7th July, but she was prevented from sailing by a Japanese vessel which dropped some pipes, thus blocking the channel. She reached Basrah on 15th July, and appears to be working about 1 day in 3 or 4, our latest information is that she may move to the silo to discharge but, as with everything in Basrah we will believe that when she moves. Fresh stores are virtually unobtainable in Basrah and, having been there now for nearly 5 months the menus are becoming rather monotonous. When she finally leaves Basrah the 'WAYFARER' will redeliver from her present charterers to ourselves and will then ballast through Suez to Malta for drydocking, after which she delivers once more to Sovfracht for a further 12 month time charter.

The 'WANDERER' was abandoned by Himoff (her sub-charterers) in Osaka on 1st June, and was re-delivered to owners by Sovfracht on 6th June, the confusion over re-delivery being due entirely to Himoff's lack of communication. She then sailed, unfixed, across the Pacific and was eventually fixed for a part cargo of rice in bags from Stockton (California) for Syria. This is not the sort of cargo that Atlantic Bulkiers would normally carry, but at the time there were several vessels on the U.S. West Coast chasing few cargoes. We had hoped for a completion cargo from U.S. Gulf for Europe, but nothing materialised and she sailed from Stockton on 30th June via Panama, making her the first of the 'W's' to transit the Canal; she also called at Malta en route for Tartous to carry out an Officer relief which we judged would be less traumatic than in Syria where they would have had to have travelled 200 miles to Damascus Airport. Discharge seems to be going reasonably well in Tartous (rice is a priority cargo) and she is expected

to sail on 19th August, for Malta to drydock. On completion of drydocking she too will deliver to Sovfracht for a 12 month time charter.

The 'WARRIOR' spent nearly two months drifting off Fremantle awaiting orders, the only milestone being one day when we put her into port for an Officer relief and fresh stores. On 14th July, she was ordered to Newcastle where she arrived on 19th to load 15,000 tonnes steel blooms for Argentina. She left Newcastle on 29th July, sailing via Cape Horn for San Nicolas, where she is expected on 19th August. Although it has not yet been fixed, her next voyage could be from the River Plate to Japan with grain. Whilst in Argentina we will be changing the crew which joined in Los Angeles in December, 1974.

L. TYRELL KENYON
14th August 1975.

"NINE DAYS UP THE CREEK"

This sudden change to one's life pattern was brought about like so many others, by the receipt of a cable 'Novelist chartered to Booth Line, to load at ports on Amazon River for Portugal and U.K.'.

After completion of discharge of outward cargo in Georgetown - itself a survival of the fittest with dockers on strike - 'Novelist' proceeded south to the Pilot Station at Salinopolis where she came on charter in the early hours of Sunday, July 13th, 1975.

The pilot duly on board, we proceeded up the river to Belem anchorage reaching there by mid-morning. The eight-hour passage lulled one into a false sense of security, the river being very wide and, more important, reasonably deep.

At the anchorage the official formalities were carried out: Vessel cleared for three river ports and then to return to Belem for completion of loading. Various people joined the vessel, two river Pilots, two Tally Clerks, a Customs gentleman and a Booth Line Superintendent.

The voyage up river commenced at Lunch time and for the first five or six hours we retained the wide river atmosphere. Later, as we branched off the main river, the water-ways became narrower and the Jungle became closer. On passing each little settlement, canoes shot out from them and came close to the ship, the occupants waving and shouting, some of them only about five years old and literally paddling their own canoe.

As the evening wore on the river got narrower. No navigational aids or lights were available and the Pilot had the ship virtually blacked-out. At about two in the morning, the heart did the first of its quick trips to the mouth. The occasion being a 150 degrees turn in the river. As the vessel swung round the bend, the glow of the sidelights and the

odd cabin light was lighting up the foliage on either hand. Although previously warned by the Pilots, it was rather horrifying to say the least. In retrospect if it had been 2p.m. and daylight when the situation could have been more clearly seen, one might have expired on the spot !

Another interesting item we passed on the way up river was the remains of a vessel that had run onto a mud bank and was slowly sinking into it. Hardly a reassuring sight !

The first port 'Ilha Jacare Grande' (meaning the 'Island of large Crocodile') consisted of a small sawmill and settlement cleared out of the Jungle. There are no roads and no transport, other than waterborne.

The wharf was 40 feet long or wide. No.2 was alongside, within six feet away. Two gangs were worked, a lighter being brought to the off-shore side of No.3 hatch. The cargo of packaged lumber in bundles of between two and three tons were all moved by hand ashore and in the hatch. The gangway being over open water the only access to shore was by means of a dugout canoe, usually under the command of a seven or nine year old. No promotion delays there, evidently !

One member of the ship's company complete with wife, hired a 'Drive yours elf canoe' and came to grief. Wife swimming, husband-still paddling, as canoe did a quiet gurgle. More a case of bottom-end seizure rather than devotion to duty being the popular opinion.

After two days and nights of work, we left for the second port, San Miguel De Macacos, 'San Miguel of the monkeys'. The passage was only three hours but through a narrow river with a fair current running and numerous shallows and mudbanks. The suction and wash that swept the banks would have paled the tan of the most hardened Manchester Ship Canal Pilot.

The sawmill was passed on the port side and in order to go starboard side to, it was necessary to swing. Just beyond the port the vessel was swung across the river and the starboard anchor dropped. As it held, the stern swung round at speed, clearing the shrubbery by what seemed a very small margin. Having completed the swing, the vessel headed up to the berth. A canoe came to take ropes forward and another aft. The three manpower engine in the aft canoe must have had inferior porridge, they were swept down-stream to be 'played' on the drum-end of the winch by the Second Mate. After much arm waving and gentle speaking the rope was eventually landed and made fast to a piling in the mud. Immediately the weight came on it the piling shot out of the ground. Back to square one.

Coming alongside this port appeared to be easy, with three small jetties sticking out from the bank, one for No.2 hatch, one for No.3 hatch and one for the gangway. However, it was not to be as owing to draught we could only get within about ten feet of the jetties. Access to shore consisted of a long canoe tied between gangway and jetty and planked over, complete with handline. The Tourist then had to climb up the jetty piling like the aforementioned Monkey of San Miguel.

San Miguel itself is a far larger settlement than Jacare. Besides the sawmill there is a small canning plant, canning 'Heart of the Palm'. There is also a store, a school and a first aid post. It also possesses a fork-lift truck to help move the cargo of packaged lumber from the storage area.

One day and night was sufficient to load the cargo there and we moved on to the next place, swinging in the river again in the process.

The passage down river was fairly uneventful. A few nasty bends but not of the calibre of the monster of the first night. Besides by now, we were becoming seasoned travellers.

Canaticu, the third port of call and probably the best, was a little bigger than the first place. The timber storage area with a steel lighter alongside it made the best 'wharf' the Novelist had encountered up to date. Lighters were worked on the offside, while one gang worked over the 'dummy'. The cargo was again packaged timber moved by hand, and the liberal and judicious application of grease and soap. The mooring ropes on this occasion were made fast to jetty pilings forward and palm trees aft. The second Mate again distinguished himself by getting his double length of rope entangled first with a portable cement-mixer then with the side of a house, before the rope disappeared into the Jungle. When Novelist left Canaticu two days later she had a struggle to turn round, there being mudbanks close on either side. Once rounded up, she proceeded for what seemed a long time with just four feet under the keel. Heart once again on the move.

By late evening on the sixth day we were back at Belem anchorage ready to berth the next morning.

Belem is a large City with a modern wharf and cranes. We were back to normality. The trip up river had been more than interesting. The settlements were composed of wooden shacks built for the most part on stilts over the water, with wooden boardwalks connecting them like pavements six or eight feet above the water. The people were very poor, but friendly and seemingly very honest.

Another aspect that was of great interest to the Engineers in particular was a lot of old steam machinery in a couple of the mills. Mainly derelict now, but some of the working boilers would have interested the D.T.I. Safety Inspectors. The Chief was seen on several occasions slipping ashore with various tools on his person and returning a little heavier. The incidents were connected with some old engine name plates that have since appeared and which he maintains are now preserved for posterity.

The vessel completed loading on Tuesday morning 22nd July and by evening had cleared the Salinas Pilot the pith helmets and bush jackets were thankfully put away and her crew regained the open sea after 'nine days up the creek'.

Captain J. Maddison,
m.v. 'NOVELIST',
Liverpool
August 1975

THE SUEZ CANAL

Now that the Suez Canal has been reopened we thought that the following article which appeared in the June 1975 issue of "Sea Breezes" would be of topical interest bearing in mind the close association between Harrisons and the Suez Canal Company from its inception. What may not be known is that the late Sir T. Harrison Hughes, Bt. was Vice President of the Suez Canal Company up to the time of his death in 1958.

Suez: de Lesseps' "Bubble" that boomed

by T. E. HUGHES

THE Suez Canal is in business again. Cleared of wrecked ships, military obstructions and other legacies of the Israeli-Arab wars of 1967 and 1973 this great international waterway, after eight years desolation, has once again become an integral part of the world shipping scene.

By an odd coincidence the re-opening of the canal has taken place in the year which also marks the centenary of that historic decision by a British government to reverse all previous policy and take a large financial stake in the once derided project which Ferdinand de Lesseps had brought to a triumphant conclusion in November 1869.

It was six years later, in November 1875, that Britain's Prime Minister Benjamin D'Israeli and his cabinet colleagues decided almost overnight, and without recourse to Parliament, to purchase for £4 mn. the 177,642 shares in the Suez Canal Company held by the Viceroy of Egypt, Mohammed Said Pasha.

At one stroke D'Israeli swept under the carpet the anti-canal campaign waged by previous governments led by Lord Palmerston who had venomously derided de Lesseps' project as "an undertaking which I believe, as regards its commercial character, may be deemed to rank among the many bubble schemes which have been palmed off upon gullible capitalists."

Long before de Lesseps had appeared on the scene, Palmerston had opposed any embryo schemes for the construction of a canal across the Isthmus of Suez. It was his firm belief — shared by many British shipping and commercial interests — that such a waterway would constitute a major threat to Britain's possessions in India and the Far East and our supremacy on the high seas.

It was this conviction which in 1843 had led him to ignore detailed proposals put forward by Arthur Anderson, a leading shipowner and co-founder with B. M. Willecox of the

Peninsular and Oriental Steam Navigation Company, for the building of a canal linking Cairo with Suez. As a result what might well have been a British enterprise was to go by default to the French who, 10 years later, supported and encouraged de Lesseps in his project which ultimately became the Suez Canal.

Anderson's conception was a direct result of a visit to Egypt in 1841 to discuss the P and O Company's plans for developing an overland route across Egypt linked with the company's passenger and mail services from London to Alexandria and from Suez to India and Australia. During his stay in Cairo Anderson met a French engineer, Linant de Bellofonde, at that time chief engineer to the Viceroy of Egypt, Mohammed Said Pasha.

In his official capacity Linant presided over the Ministry of Public Works responsible for Egypt's vast and complex system of irrigation. His work had involved an exhaustive exploration of the Isthmus of Suez as a result of which he had come to the conclusion that geographically there would be no insuperable problems in building a canal across the isthmus.

Linant discussed his ideas with Anderson who was sufficiently impressed that on his return to London he decided to get in touch with the government. In a letter to Lord Palmerston, then foreign secretary, Anderson pointed out that long expressed opinions that because of physical difficulties it would be impossible to build a canal had been proved fallacious as Linant's surveys had shown that the land between the Mediterranean Sea and the Indian Ocean was almost level and the excavation of a canal would be easy to work.

He also stressed that any political opposition could be overcome particularly in view of the fact that such a canal would become "an object of almost universal utility whether viewed in a commercial or a political light."

What Anderson had in mind was what he called "a great oriental canal" which, internationally protected, would benefit all nations and particularly Britain and her political and commercial interests in India and the East. He added that such a canal would double the existing tonnage of Britain's Eastern trade. The canal should be financed chiefly, if not almost exclusively by British capital. It would be directed by British subjects and would yield an ample return to investors.

Anderson followed up his letter with a lengthy memorandum on his concept which he entitled "The practicability and utility of opening up a communication between the Red Sea and the Mediterranean." After asserting the axiom that "the facility of intercourse and commerce carries with it civilisation" he summarised the discussions between himself and Linant taking the opportunity to revise Linant's "modest" estimate of £250,000 as the total cost to £1 mn. pounds. He added that such an outlay of capital would be well repaid as the result of the ultimate financial returns stemming from the inevitable development of steam navigation.

The memorandum went on to emphasise that the consent and co-operation of the Viceroy of Egypt would be essential if foreign capital was involved. At the same time the viceroy's rights of ownership and control would need to be clarified and also the possibility borne in mind that should such a waterway be constructed the viceroy might demand the right to share in the tolls in perpetuity.

Extolling the benefits his proposed canal would bring to the world Anderson wrote:

"Five hundred million human beings inhabiting Hindustan and China remain to this day enslaved by debasing superstition and sunk in mental darkness and delusion. What a field is here opening to the Christian philanthropist. To aid in the removal of ignorance and superstition by the diffusion of useful knowledge and enlightened religion, to plant industry and the arts where indolence and barbarism have hitherto prevailed are noble efforts tending no less to elevate those who engage in them than the objects of their exertions.

"The opening of the proposed communications," Anderson concluded, "would obviously subserve the promotion of such objectives and therefore can scarcely fail to excite an interest in the mind of every well-wisher to his fellow creatures."

The government's reaction to this bold, imaginative and far-sighted plan was negative. Anderson received a formal acknowledgment of his memorandum which was then stowed away in a convenient pigeon hole.

Fanatically opposed to the idea of constructing such a canal, which was then under constant discussion, Palmerston considered it would serve no practical purpose and indeed if built under the auspices of France would constitute a direct threat to British interests in India and the Far East.

As an alternative he supported the idea of a railway between Alexandria, Cairo and Suez, financed by British capital. In his opinion if a ship canal was built — a highly doubtful proposition — it would change the geographical status of Egypt and raise major international issues. On the other hand a railway, built and operated by Britain could be classed as a purely domestic enterprise, free from any widespread political complications.

On another occasion he wrote:

"If this canal is simply to be a barge passage for boats and vessels not fit for the seas, it will afford no material advantage to commerce superior to that which is afforded or will be afforded by a railway from Alexandria to Cairo or from Cairo to Suez. The expense of making a canal would be very great because besides the canal itself which would be liable to fill up with blowing sand a harbour would be required at each end, and from the shallowness of the water for two or three miles on each side the harbours would be very difficult to make .

"If however the canal is meant to be one for sea-going ships the expense would be enormous and the undertaking would never pay. But it would be injurious to England because in any quarrel between England and France, France being so much nearer to the canal would have much the start of us in sending ships and troops to Indian Seas."

Thus Palmerston's implacable hostility — a hostility evidenced in the government's increasing anti-canal campaign not only at home but overseas, particularly in France, Turkey and Egypt where ambassadors and consuls were instructed to use every stratagem and influence to prevent approval being given for the building of such a waterway.

Nor did Palmerston acknowledge defeat when on November 20, 1854 Count Ferdinand de Lesseps secured

from his friend Mohammed Said Pasha, Viceroy of Egypt, the long sought after concession which paved the way for preparatory work to begin on his canal scheme. With all the powers at its command the British Government made every effort, for the most part political, to wreck the project.

By this time however, many British shipping and commercial interests, particularly those trading to India and the Far East, had begun to realise the practical and economic importance of the de Lesseps project. They included Arthur Anderson, still a believer in the scheme, despite the diplomatic shelving of his project in 1843 and the Liverpool shipowner James Harrison, who with his brother Thomas, had founded the Harrison Line.

Endowed with keen commercial acumen and a spirit of enterprise James Harrison had for many years held to the belief that a prosperous future would lie in store for a waterway across the Isthmus of Suez. When he learned that de Lesseps was working on such a project he made several visits to Paris to discuss the scheme and exchange ideas with the French engineer.

Encouraged by such support de Lesseps decided in 1857 to visit England for the express purpose of promoting his canal. On arrival in London he was the guest of honour at a banquet held in the Goldsmiths' Hall attended by many prominent people including the Bishop of London, the President of the Royal Geographical Society and Mr. W. E. Gladstone, who although Chancellor of the Exchequer, did not share the anti-canal views expressed by Palmerston.

Given a warm welcome and a fair hearing de Lesseps said he regarded the goodwill he had received as new proof that the canalisation of the Isthmus of Suez would be especially profitable to the interests of Britain which had "more colonies, more ships and more seamen than all the other countries together".

Stimulated by his reception in London, de Lesseps, accompanied by his British agent, Daniel Lange, who acted as interpreter, then set out on a crusade of the country's principal cities and ports. Throughout May and June he addressed meetings, organised by local Chambers of Commerce in Liverpool, Manchester, Newcastle-upon-Tyne, Birmingham, Hull, Bristol, Edinburgh, Aberdeen, Belfast, Dublin and Cork. His arguments on the benefits which would be derived

from the canal were illustrated by drawings, plans and extensive statistics.

De Lesseps did not ask for financial aid but only for support in principle. His persuasive powers proved so successful that at the end of each meeting a resolution was passed "with acclamation" welcoming the canal project and the advantages it would bring to world trade.

Despite this evidence of growing commercial support for de Lesseps's project there was no change in government policy. Replying to a question in Parliament on July 7 Lord Palmerston said:—

"It is an undertaking which I believe, as regards its commercial character may be deemed to rank among the many bubble schemes which have been palmed off upon gullible capitalists . . . I can only express surprise that M. de Lesseps should have reckoned so much on the credulity of British capitalists that by his progress through the different counties he would succeed in obtaining English money for a scheme which in every way is adverse to British interests."

Ten days later during a debate on the canal project Palmerston returned to the attack by stating:

"I think I am not far wrong in describing it as one of those schemes which are sometimes put forward to deceive English capitalists in parting with their money, and which, in the end, leave the capitalists poorer as a result of having made others richer."

And again, on August 23, he declaimed "This (Suez Canal) company, as I have so often said, is one of the most remarkable attempts at deception which have been seen in recent times. It is a complete hoax from beginning to end."

In the face of such unyielding hostility it was not surprising that when the time came to raise capital for his project de Lesseps did not seek financial support from Britain — much to the disappointment of many businessmen. To make a beginning he approached the international banker, James de Rothschild, who expressed his willingness to provide financial backing but on terms which de Lesseps considered "outrageously exorbitant" and which he brusquely rejected.

It was the same story with other banks and financial houses. "One can't reach an understanding with bankers" de Lesseps wrote. "they are not reasonable. They want to lay the law down to me but I won't have it. I'll manage the business myself and make

my appeal to the public direct."

And that is what he did. In August 1858 he opened a small office in the Place Vendome, Paris and with the help of three associates, formed his own company. At the same time he issued a prospectus in which it was stated the capital of the proposed company would be 200 mn. francs (£8 mn.) divided into 400,000 shares of 500 francs £20; each fully paid up share would bear interest at 5 per cent per annum.

To ensure the international character of the company, the number of shares available to French nationals were limited to 220,000; the remainder, excluding those already allotted to founder members and the Viceroy of Egypt, were available to purchasers overseas. Rescinding his decision not to seek financial help from Britain he made shares available in this country only to find that his supporters had developed "cold feet" and were not prepared to invest money in the company.

A similar negative response came from Austria, Russia and the United States. Even French banking and industrial interests were chary about the whole affair, the majority of the shares being taken up by clergymen, doctors, engineers, lawyers and working class people who had immense faith in de Lesseps.

One useful consolation was that Prince Jerome Bonaparte, uncle of the emperor, agreed to be patron of the company of which de Lesseps was president. An administrative council of 32 members was formed and technical and advisory committees, of eight and nine members, set up. Formal application for legal registration was made to the French Ministry of Commerce. This granted, La Compagnie Universelle du Canal Maritime de Suez, became an established entity and de Lesseps, accompanied by M. Hardon, French engineer and contractor, left for Egypt in February 1859 to begin work on his project.

An immediate set-back awaited him. On arrival in Cairo he found his friend the Viceroy very uncooperative. The anti-canal campaigners had done their work well. The Viceroy was in acute financial difficulties and was afraid that if he allowed de Lesseps to go ahead the British, French and Turkish Governments would be upset and that was the last thing he could afford to risk.

De Lesseps, undaunted by his cool reception, carried on with preliminary survey work. This included an inspection of the harbour at Pelusium.

Selected as the site for the Northern entrance to the canal this harbour was transformed into a major port and officially opened on April 20, 1859 when it was given the name Port Said in honour of Mohammed Said, Viceroy of Egypt.

Five days later on April 25, there came that historic moment in world transport history when de Lesseps turned the first sod of the canal. Sadly no Egyptian ministers nor consular officials bothered to attend. Despite the official indifference de Lesseps made it a memorable occasion. In an address to the company's engineers, employees and the Egyptian workers he referred to the fact that they were taking part in a great event "which would open up the East to the commerce and civilisation of the West."

He then dug up the first cubic foot of the 100 mn. or more cubic feet to be excavated before work was completed. He handed the pick to the senior member of the company's staff who turned the second sod to be followed in turn by the next in rank.

So hand to hand the pick was passed down to the last and youngest of the Egyptian labour force. The excavation of the Suez Canal had begun. Ten years beset by labour problems and political harassment were to elapse before the gigantic task was finished.

By the beginning of 1869 construction had reached the stage when it was possible to make preliminary plans for an official opening. Acclaimed as one of the wonders of the world the canal, although uncompleted, was a mecca for hundreds of distinguished visitors. They included the Prince of Wales (later Edward VII) who is said to have commented to de Lesseps that the late Lord Palmerston (he had died in 1862) "had been guilty of a lamentable lack of foresight."

The Prince was to reiterate these views in 1875 after sailing through the canal on his way to India. Of that occasion he wrote "The Suez Canal is certainly an outstanding work and it is an everlasting pity that it was not made by an English company and kept in our hands, because as it is our highway to India we should be obliged to take it — and by force of arms if necessary."

But in 1869 the glory belonged to de Lesseps who in September of that year enjoyed a moment of personal triumph when he embarked in a ship at Port Said and sailed the entire length of his canal in 15 hours. A few days later the French ocean-going steamship *Louis et Marie* made a similar trial transit. The way had been prepared for the ceremonial opening on November 17 by the Empress Eugenie of France,

who had befriended de Lesseps and been an ardent supporter of his project.

No effect nor expense was spared by the Viceroy of Egypt to ensure that by their lavish splendour the inaugural ceremonies would dazzle the world. In addition to the Empress Eugenie his Royal guests included the Emperor Franz Joseph of Austria, Prince Henry of the Netherlands and the Crown Prince of Prussia. Britain was officially represented by Mr. Henry Elliot, Ambassador to Turkey and Russia by her Turkish Ambassador, General Ignatieff.

Invitations, all expenses paid, were sent to over 1,000 guests including distinguished scientists and engineers, men of letters, members of learned societies and businessmen.

On the evening of November 16 the French Imperial Yacht *Aigle*, carrying the Empress Eugenie, steamed into Port Said harbour where she joined a vast armada of 80 ships, including 50 naval vessels which fired a Royal Salute as the *Aigle* took up her station. The next morning, at 8.30 hours, the *Aigle* leading a convoy of 40 ships, each 1000 m. apart, began the historic first major transit of the Suez Canal.

The convoy stopped at Ismailia where on November 18 among great rejoicings a banquet and other festivities were held. The momentous voyage was resumed on November 19 first to the Bitter Lakes and so down the final stretch of the canal to Suez.

In a special despatch to the Admiralty, the Admiral in command of the British squadron called: "The arrival of ships in the Red Sea from Port Said to Suez has established the passage of the canal which is a work of vast magnitude conceived and carried out by the perseverance of M. de Lesseps.

On the previous day, November 18, the "Glasgow Herald" had carried a short news item which read:—

"Our townsmen Handyside and Henderson have this morning received a telegram from their agent in Egypt dated Ismailia 7.20 a.m. advising that their steamer *Dido* had just arrived from Suez, being the first British merchant steamer to enter the Suez Canal.

Reaction amongst British shipowners whose services were likely to be affected by the opening of the canal varied according to the composition of their respective fleets. Understandably owners maintaining sailing ship fleets saw no reason to rejoice; the canal would be of little use to them. On the other hand owners busily developing steamship services saw in

the canal a golden opportunity for expansion.

At the outset sailing ship owners, apprehensive that the shorter route provided by the canal would give the steamship a tremendous competitive advantage, tried to reassure themselves in the ability of their ships to carry bulk cargoes over long distances via the Cape at competitive rates.

They held to the belief that sailing ships outward bound from Britain would still carry heavy cargoes such as railroad iron, coal and salt and that although steamship services were rapidly overhauling sailing ship services, the saving of expense for heavy cargoes would more than offset the loss of time as compared with steamship voyages through the canal. Again it was the general opinion that there would be sufficient cargo available to afford a "fair remuneration" for ships making the long haul round the Cape.

This "comforting" argument had been based largely on the ruling freight rates when the canal became operational. On the basis of statistics assembled by the Liverpool Chamber of Commerce it was assumed that a sailing ship carrying 1,000 tons of cargo could complete a voyage from

Liverpool to Bombay via the Cape in 95 days at an average freight rate of 38s per ton; in contrast although by making the canal transit a steamship could complete the voyage in less than half that time it could not operate profitably on a freight rate less than 80s per ton.

Alas, for high hopes and paper work. By December 1869 — a month after the canal opened — steamship rates had fallen to 30s a ton. The battle had truly begun.

Among the British shipping companies whose trading policy and fleet operations were to be drastically changed as a result of the opening of the Suez Canal were three who today are still expanding, proudly vigorous and independent, Thomas and James Harrison, the Blue Funnel Line and the Peninsular and Oriental Steam Navigation Company.

Indeed it is pertinent to recall that the founders of those companies in the persons of James Harrison, Alfred Holt and Arthur Anderson stood firmly in their support of de Lesseps against a floodtide of opposition which dismissed the whole project as yet another "South Sea Bubble."

In December 1869 within a month of the opening of the canal, there appeared in the pages of the "Liverpool Shipping Telegraph" (forerunner of the "Journal of Commerce") an

advertisement announcing that the Harrison steamer *Fire Queen* was loading in Liverpool for India via the Suez Canal and would sail on January 13, 1870.

The *Fire Queen* was followed in February by the *Cordova* and *Alice*; in March by the *Statesman*; in April by the *Chrysolite* and in May by the *Olin-da* and *Historian*. A remarkable sailing schedule without precedent as exemplifying the faith of one British shipowner in the future of the canal.

Harrison was soon to receive rewarding evidence of his enterprise in re-routing his ships through the canal. On her second outward voyage from Liverpool to Colombo and Calcutta via Suez in August 1870 the *Historian* completed the passage to Colombo in the record time of 27 days — a historic event enthusiastically praised by Colombo newspapers. One editorial comment was:

"Now that these steamers have proved themselves in every way suited to the voyage between Great Britain and the East (via Suez) we may expect to find not only passengers coming out in them but others availing themselves of the opportunity to go home in them at a much cheaper rate than by the mail steamers."

Like James Harrison the economic advantages to be gained from making the fullest possible use of the new Suez Canal route were recognised by Alfred Holt who in 1865 had inaugurated a service between Liverpool and the Far East. For this purpose three new steamers of 2,280 tons were added to the fleet — the *Agamennon*, *Ajax* and *Achilles*.

Single-screw iron vessels they were the first Blue Funnel steamships to be fitted with the new type vertical tandem engines with one high pressure cylinder and one low pressure cylinder driving a single crank. The installation of these engines resulted in considerable saving in weight and space and were a major factor in the success of the new service.

Equally important when the Suez Canal became operational these steamers proved ideal for making the passage through the waterway. In short, Alfred Holt had "the right ships for the right job." Voyages round the Cape were abandoned and sailing schedules drastically changed. As Alfred Holt himself was later to record:

"The opening of the Suez Canal at the end of 1869 changed our plans. We at once ceased sending ships round the Cape." To this he added the wry comment "and though the business has continued profitable there's not much merit or enterprise in the new as in the old route."

Committed as they were to maintaining regular passenger and government subsidised mail services to India, Australia and the Far East, the Peninsular and Oriental directors were in no position to take immediate advantage of the Suez Canal passage as James Harrison and Alfred Holt had done. In fact the opening of the canal, and consequent increasing competition, far from benefiting the company, threatened at one period to bring it to the brink of ruin.

The reason was simple. Up to 1869 the P. and O. Company had virtually monopolised fast passenger and mail services on the Far East route. Regular sailings were maintained from Southampton to Malta and Alexandria. Here passengers disembarked and cargoes were unloaded and transported by railway to Suez. There they transferred to another steamer to complete the voyage to India or Singapore or Australia or Hong Kong.

Over the years the P. and O. Company had expended vast sums of money in perfecting the "overland" route, as it was called, providing luxurious hotels for passengers and warehouses for cargoes in transit. The opening of the Suez Canal on November 17, 1869 foreshadowed the end of this vast enterprise.

It was a critical time in the company's affairs. Fortunately in Thomas Sutherland, who in 1868 had been appointed assistant manager, the right man was on hand to tackle the situation and set the company on a new and successful course.

At the age of 18 Sutherland had joined the company in London in 1852 as a junior clerk. His ability and capacity for hard work were soon recognised and in 1854 he was posted to the company's agency in Hong Kong where in the short space of two years he became responsible for the company's operations in Japan and China.

His vigorous and enterprising promotion of the company's trade particularly impressed Arthur Anderson, by now chairman of the company, and when in 1866 he realised that his ignored vision of a canal across the Isthmus of Suez was likely to be realised by de Lesseps he recalled Sutherland to London to deal with the situation which he foresaw would arise when the canal was opened.

It was an unenviable task which confronted the young assistant manager. In later years, when himself chairman of the company, Sutherland was to record what had been involved and how the crisis had been resolved. He wrote:—

"The far reaching consequences of the opening of the Suez Canal were enhanced by the fact that it syn-

ignored by de Lesseps.

The report of the international conference was published at the end of 1873. The principal recommendation was that tolls should be based on net tonnage as originally but that taking into account the canal company's financial difficulties a temporary surcharge of four francs a ton should be imposed, decreasing as traffic expanded, and to be cancelled when shipping using the canal totalled 2.6 mn. tons a year.

Although under this plan the proposed new rates were little less than those already being charged de Lesseps rejected the proposal and threatened to close the canal if the company's rate structure could not be applied. This arrogance was too much for the Sultan of Turkey who instructed the Viceroy of Egypt to send troops to occupy the Isthmus of Suez. It was not until he learned that over 10,000 soldiers were on their way that de Lesseps climbed down and agreed to the conference plan.

It was now 1875. The Suez Canal Company had been rescued from its immediate financial crisis. On the other hand Egypt was in monetary difficulties, her national debt having increased over 13 years from £300 mn. to £1,000 mn. The Viceroy, a prodigal spendthrift, was himself on the verge of bankruptcy.

In urgent need of £4 mn., the Viceroy decided to sell his shareholding in the Suez Canal Company and approached French financiers who offered him a paltry £2 mn. which he promptly rejected. No other financiers were interested. Word of the Viceroy's dilemma reached Lord Derby, Foreign Secretary who immediately informed D'Israeli, then Prime Minister.

This was the opening D'Israeli had long awaited. By purchasing the shares Britain would obtain a dominant financial interest in the canal. He cabled Major-General Stanton, Consul General in Egypt, advising him to inform the Viceroy that the British Government was keenly interested in buying the shares if suitable terms could be agreed.

In a letter to Queen Victoria, D'Israeli wrote:—

"It is vital to your Majesty's authority and power at this critical moment that the canal should belong to England and I was so decided and absolute with Lord Derby on this head that he ultimately adopted my views and brought the matter before the Cabinet yesterday. The Cabinet was unanimous in its decision that the in-

terest of the Khedive should if possible be obtained and we telegraphed accordingly."

On November 17, 1875 D'Israeli presided over a Cabinet meeting at which ways and means were discussed of raising £4 mn. without the authority of Parliament not then sitting. This was considered a good thing as secrecy was essential and a debate in the House was the last thing D'Israeli wanted. He had in fact made arrangements with his private secretary, W. Corry, for him to wait outside the Cabinet room door. If the Cabinet agreed that the international banker Baron Rothschild should be approached D'Israeli would open the door and say "Yes"! The secretary would then immediately go to Rothschild.

History records that within 10 minutes of Corry receiving the "yes" signal he was closeted with Baron Rothschild and giving him the Prime Minister's message.

The story is told that at the time Rothschild was eating grapes. He paused to take one, spat out the skin and then said "What is your security?"

"The British Government," Corry replied.

"You shall have it," said Rothschild.

No time was lost in signing the necessary contract with Rothschild incidentally granting him 2½ per cent commission plus interest on the loan. By November 24 the money was in the hands of the Treasury. In Cairo, Stanton called upon the Viceroy and later cabled D'Israeli;

"Agreement for sale of canal shares is signed. The shares are to be deposited with me tomorrow morning. The number being only 176,602. I have stipulated that the value of the 1,040 shares short will be deducted from the sum to be paid by Her Majesty's Government."

In London a triumphant D'Israeli wrote to the Queen:—

"It is settled. You have it, Madam. Four millions sterling and almost immediately. There was only one firm that could do it — Rothschilds. They behaved admirably, advanced the money at a low rate, and the entire interest of the Khedive is now yours Madam."

One month later the troopship *Malabar* inward bound from Alexandria berthed at Portsmouth. In one of her holds were stored seven large cases containing the Suez Canal shares once held by the Khedive of Egypt and now the property of Britain.

chronised with the practical adoption of the compound engine as the motive power of the mercantile marine. The effect of these two events was to annihilate the "overland traffic."

"For 30 years the company had built up and depended for existence on the only traffic which was possible in connection with the transit through Egypt, viz: the conveyance of passengers and goods at rates which were necessarily high, owing to the conditions under which the work had to be carried on. These conditions, and the rates depending on them, were swept away by the opening of the canal, and the financial consequences were such that for some time the future of the company appeared to hang doubtfully in the balance.

"The company's work had, therefore, to be recognised and a new fleet procured with what diligence was possible under the adverse conditions of reduced and at one time vanished profit. The evolution of the company between 1870 when it became evident that the regime of the overland work must come to an end, and the year 1875, when the company's reorganisation was sufficiently accomplished to enable them to transfer their services to the Suez Canal route was not an easy task.

"Apart from the inherent internal difficulties in changing the actual foundation of a large and complicated business and of raising a new fleet as it were from the ashes of the old ships the Post Office obstructed progress by objecting to the adoption of the canal route for conveyance of mails, on the ground of its inadequacy in comparison with the Egyptian Railway.

"The department was at the same time willing to be convinced on this point for a pecuniary consideration, that is to say, for a sensible abatement of the subsidy, which was not an easy matter to arrange at a time when the company was struggling for existence. However the company made some concession, and it was finally arranged that the heavy mails, which were then sent from England by sea should in future be carried by the Suez Canal: but it was not until 1888, when the company had reduced their charge for the conveyance of mails by nearly £100,000 per annum, that the accelerated mails sent via Brindisi were transferred to the Canal route. The company's connection with the Overland Route through Egypt which had existed for half a century finally closed."

In 1870, the first fully operational year, 489 ships totalling 486,000 registered tons passed through the waterway. Of this total 324 ships (291,000 tons) were of British registry. To the British Government it was

becoming increasingly galling to realise that while Britain ostensibly "ruled the waves" we had no say at all in the operation of de Lesseps' "ditch".

For his part, de Lesseps would have welcomed Britain, as the world's greatest maritime power, taking a financial stake in his Suez Canal Company—a suggestion which brought no response. On the other hand he rejected any ideas of sharing control of the canal with Britain — or for that matter any other nation.

Lack of capital was in fact impeding development of canal facilities. In an attempt to bring in money, de Lesseps put forward a scheme under which the principal maritime nations would join together to buy the waterway for 12 mn. francs plus annual payments of 10 mn. francs over a period of 50 years; control of the canal would remain with de Lesseps. The plan was never realised because the Sultan of Turkey protested that the canal and its zone was on Egyptian territory and could not be offered for sale to other countries.

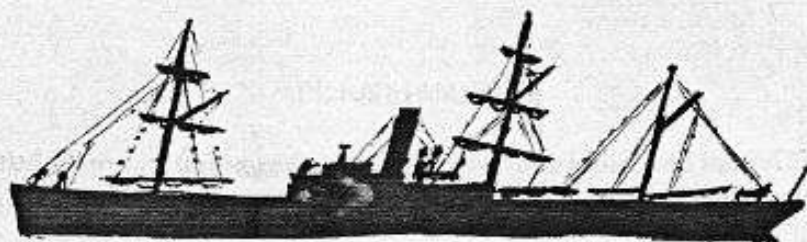
By the beginning of 1872 the financial position was so desperate that in the March the Suez Canal Company announced that future tolls would be based on gross rather than net tonnage which meant that rates would be increased by about 30 per cent. This decision brought violent protests from shipowners, particularly in Britain, where the government sent a formal complaint that the dues were too high adding for good measure that the canal service was "too slow and the lavatories too few."

De Lesseps' retort was brusque. "As far as we are concerned we can only reply to those who are not satisfied with our terms... they can either avail themselves of the Egyptian Railway or if they prefer go round the Cape of Good Hope as before. Those who do not pay the new dues in advance will not be permitted to pass their ships through the canal."

In a further attempt to break the deadlock, Britain sought the help of the Sultan of Turkey who in January 1873 finally, if reluctantly, agreed to convene an international conference in Constantinople at which efforts would be made to agree on an acceptable basis for assessing tonnage dues; delaying tactics by de Lesseps and the French Government succeeded in postponing the conference until the autumn.

They did not however prevent the Sultan from appointing an independent commission which found in fact that as constituted the canal company was not qualified to increase the original dues of 10 francs per ton unilaterally — findings which were

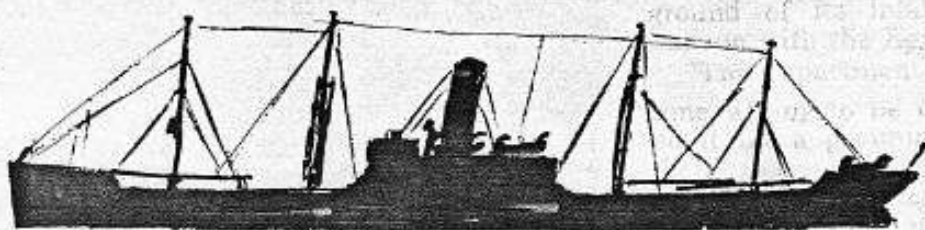
"THE NAME'S THE SAME" by A. Collingwood



1870 SILHOUETTE

The first "HISTORIAN" built in 1870 of 1836 tons was a three masted steamer assisted by sails.

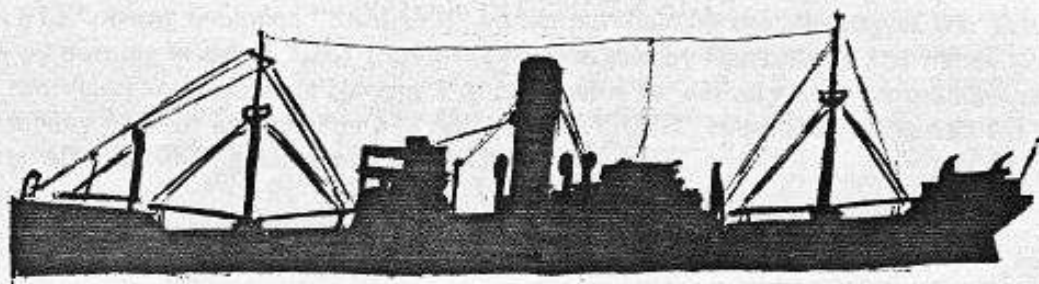
She was sold in 1890 to a firm named Benchimol & Sobrinho and re-named "CIDADE DE PORTO". Unfortunately any further record of her is not to hand.



1896 SILHOUETTE

The second "HISTORIAN" of 1896 was of 6857 tons gross, a four masted steamer with the fore and main masts ahead of the bridge. In November 1921 she was sold to Hajee Nemazee of Hong Kong and re-named "ARABESTAN", later being disposed of and re-named "DELIA TERZO".

In January 1931 she was finally sold for scrap, the figure quoted being £8,200.



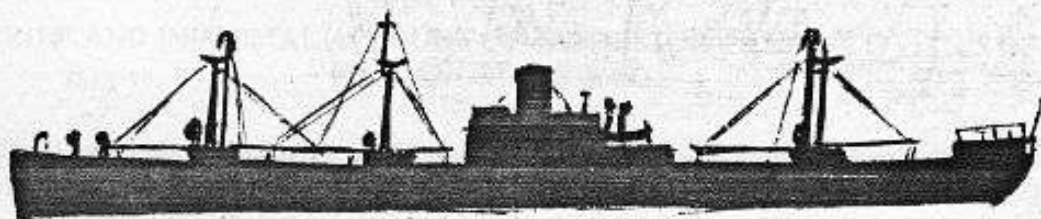
1924 SILHOUETTE

The "HISTORIAN" of 1924 was a vessel of 5,074 tons gross, and served the firm 24 years before being sold in March 1948 to Contomichalos Limited of London and re-named "MARLENE".

After a year in the tramping trade, she was re-sold in February 1949 to South African buyers and re-named "DAMARALAND", however she again had only a short spell with those owners and was sold in April 1951, being re-named once more to "SEMIRAMIS". However, this name was amended, when in January, 1952, she had the suffix 1 added and was registered at Panama.

Her end appeared near when she grounded off Landfall Island, Bay of Bengal, and was abandoned by her owners on the 29th May, 1955.

It appears however that she was eventually re-floated, as her name was mentioned as being sold for scrap at Onomichi in August 1960 by the Far Eastern & Panama Transport Corporation, certainly a varied career of 12 years after her passing from the Harrison Line fleet.



1948 SILHOUETTE

The name "HISTORIAN" was not allowed to lapse for long for in the same year the "QUEEN VICTORIA" was purchased from Thos. Dunlop & Sons of the Queen Line Limited and given the name "HISTORIAN".

This vessel was one of the Liberty type built in the U.S.A. in 1943 as the "JAMES T. EARLE", being re-named "SAMAYE" on her purchase by the Ministry of War Transport. An oil burning vessel of 7,261 tons gross she was sold by Harrisons in December 1962 to the Viasegura Compania Naviera S.A. of Panama for delivery to Jayanti Shipping Company of India and re-named "PARVATI JAYANTI" eventually being sold for scrap after grounding damage in April 1968.



1968 SILHOUETTE

The present "HISTORIAN" with her sister ship "MAGICIAN" was added to the fleet in 1968 and is of 8,454 tons gross on her high tonnage and can lift 150 tons S.W.L. capacity with her Stulcken derrick.

Built at Pallion Yard of The Doxford and Sunderland Shipbuilding & Engineering Co. Ltd., she is designed for a service speed of 18 knots.

A BRIEF AND INFORMAL ACCOUNT OF THE HISTORY AND ACTIVITIES OF HY. LANGRIDGE & CO.

Hy. Langridge & Co., were established in that name in 1872 - previously they had traded under the name of Wright and Langridge. For about a hundred years until 1939 Langridges conducted their business at 16 Great St. Helens, London, E.C. which they owned and which had originally belonged to the Clothworkers Co. . When the building was sold and subsequently demolished, three plaques bearing the Coat of Arms of the Clothworkers' Company were removed, renovated, mounted and handed back to the original owners. They are now displayed in the Clothworkers Hall. In 1939 Langridge moved to Threadneedle House in Bishopsgate and subsequently to St. Helen's Place, their present abode, and remain therefore within some hundred yards of their birth-place.

The firm has remained a partnership since its inception, and whilst considerably larger numerically in modern times, it has retained its 'family' atmosphere and traditions.

In its early days Hy. Langridge & Co., owned and chartered sailing vessels which operated, primarily from London, to the West Indian Islands, the Caribbean, Bermuda and Mauritius. They also acted as Merchants.

Space in these small sailing vessels was first offered to merchant houses in London but if these merchants' requirements fell short of full cargoes, Langridges would complete such vessels with parcels of basic commodities such as bricks, lime, cement etc., on a 'self consignment' basis, i.e. they bought the goods concerned, as merchants, and arranged for their sale on arrival at the best price available. The absence in those days of regular Liner services as we have known them most of this century made this latter exercise very speculative and akin to 'merchant adventuring' of much earlier times.

During this period when Langridges operated the sailing vessels they also operated jointly with Scruttons Sons & Co., themselves owners of sailing vessels engaged in the Caribbean trades.

Langridges were very active on the Baltic Mercantile and Shipping Exchange. Henry Langridge himself was elected a member in 1879, and was a director from 1903 until 1914 and his name appears on the foundation stone of the Baltic Exchange in St. Mary Axe. One of his sons, F.B. Langridge was elected in 1903 and remained a member until 1949. He was also active as a committee member, and Secretary of the Baltic Golf Club in the early days of this century. As a matter of general interest, both Frank Langridge and Tom Langridge, another of Henry Langridges' sons both of whom were in the business, were pioneer motorists in this country and the latter was the holder of one of the first half dozen or so licences to drive a motor vehicle. Whilst not active on the Exchange in recent times one or more partners of Langridges continue to maintain membership of the exchange.

The Company's chartering activities were various, but they were most regularly concerned with coal from the United Kingdom and Continent to Bermuda and asphalt from Trinidad to the United Kingdom and the Continent.

With the advent of steam changes occurred over a period of time in the early part of the century.

In the Caribbean area whilst continuing with their own connections in certain markets, Langridges gradually relinquished their own ship-owning activities in exchange for a share holding partnership with Scruttons Sons & Co.

They relinquished their service to Mauritius which had been run in conjunction with Blyth Bros. upon being appointed loading brokers to the Union Castle Line in 1903.

At a later stage they gave up their direct service from London to Bermuda and in the nineteen twenties were appointed loading brokers to Royal Mail Lines for Bermuda and other areas including the Bahamas.

Reverting to the Caribbean the major change in this area also took place in 1920 When Thos. & Jas. Harrison purchased a fleet of vessels operated by Scruttons Sons & Co., in which Langridges had an interest, and Harrisons appointed Langridges as their Loading Brokers in London for their new service based on London to the West Indies which replaced the service previously operated by Scruttons. A number of Scruttons staff were transferred to Hy. Langridge & Co.

Langridges were also appointed to act for Harrisons in respect of Eastbound cargoes from the West Indian Islands and Belize - their activities were most particularly concerned with arranging shipments of parcels of asphalt and sugar.

Soon after this Langridges were appointed Harrisons London agents for their services to the Caribbean from U.K. West Coast ports based on Liverpool.

Langridges now acted primarily in the capacity of Loading Brokers and it has been suggested to the writer that at this stage it would be of interest to indicate the function of a Loading Broker in liner trades. In very basic terms it could be said that a Shipowner employing a Loading Broker himself controls the management of the vessel, and the physical loading and discharge of its cargo, leaving the Loading Broker to secure and book the cargo and to attend to all the documentation e.g. Bills of Lading, manifests stowage lists for special cargoes etc., quotation of rates of freight and collection of all freight. Naturally the precise division of responsibilities between owners and Brokers differs in individual cases and are varied from time to time but the foregoing is the general practice.

During the period from the early 1920's up to the outbreak of the War in 1939 the activities and interests of Langridges remained fairly constant.

The recession in the 1930's bore heavily on the shipping industry in general but Langridges were proud of the fact that they managed to retain all their staff during this difficult period. However they were required to work very long hours and with much tightened belts and even minor sundry expenses were cut to the barest minimum.

No airmail services were then available to the areas in which Langridges were interested. This meant that shippers had to ensure that a signed Bill of Lading was placed on board the carrying vessel and that a complete record of cargo, manifests and Bills of Lading etc., were placed on board by the Brokers. Only occasional opportunities occurred where vessels sailing from the Continent which would overtake the London vessels could be used for late documents. In consequence the pressure of work was intense at the end of the loading period and on sailing day in particular. The office was manned for several days up to 23.00 hours and queues of shippers stretched from the 'counter' in the office into Great St. Helens awaiting Bills of Lading and freight accounts which were often completed on the spot and released on telephonic advice of shipment from the stevedores in respect of cargo loaded on the last day.

Shippers generally left their Bills of Lading and invoices in envelopes addressed to their consignees in Langridges office and these were bagged up and delivered by Langridges messenger to the carrying vessel. Small shipments in parcels were also accepted in the office and collected by the old city firm Tingle Jacobs in pony carts and subsequently delivered to the vessel. The ship's papers, Captains copies of Bills of Lading, manifests etc., were delivered to the vessel at her loading berth by Langridges and handed personally to the Captain or a senior ships' Officer. On one occasion which comes to mind, a vessel completed early without notice to the brokers and left dock without her papers. The ship was stopped down river at night and her

papers delivered by rowing boat.

When war was declared in 1939 changes took place rapidly as a result of the war situation.

After the period of the so called 'Phoney War' vessels in all the services for which Langridges were responsible as Brokers which would have normally loaded in London were loaded in such other ports as Liverpool, Cardiff, Middlesborough, Hull, etc., and Langridges staff, depleted by the demands of the Armed Services, spent considerable periods attending to the loading of vessels in such other ports and enjoyed the most wonderful support from their Principals and their Principals' Agents, who often provided them with office accomodation and always every assistance. Many amusing incidents which occurred on these visits are still recounted by those still in business who took part in them.

All ships were requisitioned by the Government, and to assist co-ordination in the use of all available tonnage to the best advantage, the Ministry of Shipping appointed 'Liaison Officers', mainly on the basis of given areas, in respect to vessels operating as liners which continued to be managed by the liner companies.

One such area was that covered by the Association of West India Transatlantic Steamship Lines ("WITASS") , i.e. The West Indies and Caribbean sphere, and the then senior partner of Langridges was appointed as the 'Liaison Officer' between the Ministry and all the Lines serving the U.K. and the "WITASS" area. Put simply, the function of the Liaison Officer was to co-ordinate the requirements of the Ministry and the requirements of the Lines in their traditional trades. In practice, it was far from simple.

Langridges felt very honoured by this appointment which acknowledged their traditional interests and the wide experience the Company enjoyed in the Caribbean sphere.

After the war the liaison between the Lines in the U.K. serving the Caribbean as well as Bermuda and the Bahamas, continued in various fields - Conference matters and the carriage of sugar from the Caribbean in particular - and Langridges acted as Secretaries and Liaison Officers to the Liner Companies in these matters. Their responsibilities as Brokers continued much as hitherto, but procedures became much more sophisticated as modern methods were introduced.

Drawing near the present time Langridges relinquished their Brokerage arrangements with Royal Mail Lines for their direct services from London to Bermuda etc., which direct services were discontinued soon afterwards. However, their Brokerage arrangements with the Union Castle were extended to cover additional areas. They also opened a new Department to act as Forwarding Agents which now handles business not only to the areas for which they act as Brokers but on a world wide scale.

It is interesting that this brief history should have been produced at this time. It opens in a period of revolutionary change from sail to steam and ends in a period of change which is equally revolutionary i.e. the gradual change from the carriage of cargo in 'break bulk' form to the carriage of cargo in containers.

F.W. MAYHEW
JULY 1975

ADMINISTRATOR

R. Maxwell	Master	G.I. Smith	Chief Engineer
J.M. Ryan	Chief Officer	M.A. Hogan	2nd "
W.J. Butcher	2nd "	P. Rees	3rd "
B.R.G. Tasker	3rd "	S.R. Hannant	4th "
R.T. Lamming	Cadet	J.P. Mannion	5th "
J.A. Hanney	Cadet	J.A. Neale	6th "
R. Carlyle	Purser/Catering Officer	P. Jackson	7th "
D.J. O'Brien	Radio Officer	P. McCready	1st Electrician

ADVENTURER

C.D. Wilde	Master	J. Clarke	Chief Engineer
N. Johnson	Chief Officer	A.J. Thompson	2nd "
L.W. Burton	2nd "	G. Aldington	3rd "
G.F. Garrett	3rd "	R.G. Bray	4th "
B.J. Keefe	N/Cadet	A. Williams	5th "
R. Carran	N/Cadet	A.K. Konasik	6th "
T.F. Flatley	Catering Officer	J.C. Duff	7th "
I.A. Tomlinson	Purser	J.E. Gleeson	1st Electrician
D. Daly	Radio Officer	J.M. Fearon	2nd "

AUTHOR

I.D. Barbour	Master	J.C. Sinclair	Chief Engineer
J.J. Butterworth	Chief Officer	S. Brunton	2nd "
R.G. Sims	2nd "	A.A. Corlett	3rd "
W.L. Hailod	Ex 2nd Officer	R. Oliff	4th "
B.F. Powell	Cadet	R. Wright	5th "
A. Prashard	Cadet	R. Kelly	6th "
F. Lang	Purser	W. Elleray	7th "
I. Stainton	Ass/Purser	G.D. Owen	1st Electrician
A. Walch	Catering Officer		
F.P. Lawton	Radio Officer		

BENEFACTOR

ON SPECIAL SURVEY

CRAFTSMAN

W.F. Hinde	Master	J. Lee	Chief Engineer
R.J. Smith	Chief Officer	R. Hutton	2nd "
J. Mealor	2nd "	T.D. Rothwell	3rd "
J.C. Harris	3rd "	P.A. Keelan	Ex 3rd "
W.A.C. Gill	Cadet	M. Yarwood	5th "
P.M. Basham	Cadet	B. Lyons	Ex 5th "
C.M.G. Drummond (Pangbourne)	Cadet	R.O. Gilbert	1st Electrician
D.A. Watton (Pangbourne)	Cadet	A. Aspinall	2nd "
H.J. Williams	Catering Officer		
J.B. Copland	Purser		
J. Nicolson	Radio Officer		

CUSTODIAN

A.T. Creer	Master	E.C. Holbrook	Chief Engineer
M.I.C. Kempston	Chief Officer	A.G. Hines	2nd "
R.W. Wray	2nd "	G. Quigley	3rd "
M.T.C. Camm	3rd "	J. Carr	4th "
N. Coppell	Purser/Catering Officer	J. Moore	5th "
P.C. Tate	Radio Officer	W.B. Davies	6th "
		B. Boyle	7th "
		C.S. Hollas	1st Electrician
		C.M. Cayford	2nd "

DALESMAN

R. Shipley	Master	E. Allen	Chief Engineer
D. Cowens	Chief Officer	P. Furniss	2nd "
A.T. Joyce	2nd "	J. Carpenter	3rd "
A. Sambavamoorthy	3rd "	F. Brener	4th "
A.J. Patterson	Cadet	R. Betteridge	5th "
B. D'Almada	Cadet	N.G. Homer	6th "
N. Scott	Cadet	S.J. White	6th "
H. Russel	Catering Officer	B. Lovell	1st Electrician
D.R. Greenall	Purser		
G.C.O. Cassidy	Radio Officer		

DISCOVERER

R.H. Jones	Master	R.D. Bishop	Chief Engineer
D.M. Owen	Chief Officer	K.I.E. Duffy	2nd "
D. Newton	2nd "	A. McDonald	3rd "
M. Wrigley	3rd "	P. Burns	4th "
R.W. Halhead	N/Cadet	P.A. Harrison	5th "
E.R. Ikin	Catering Officer	R.E. Newhouse	6th "
F.T. Humble	Purser	S. Barclay	7th "
G.A. Ferrand	Radio Officer	R. Davies	1st Electrician

EXPLORER

C.D. Riley	Master	G. Gavine	Chief Engineer
P.D. Holloway	Chief Officer	C.J. Lloyd	2nd "
A.P. Caola	2nd "	R. Wilson	3rd "
B.J. Roberts	3rd "	I. McCallum	4th "
Manyama	Cadet	D. Boscoe	5th "
D. Barclay	Cadet	J.G. Maud	6th "
P.R. Walton	Cadet	B.P. Sheehan	6th "
A.F.D. Watterson	Cadet	K. Burch	Electrician
J.B. Moore	Catering Officer		
A. Cook	Purser		
K. Alexander	Radio Officer		

HISTORIAN

I. Mitchell	Master	E. Rook	Chief Engineer
K. Lancaster	Chief Officer	R.A. Wilson	2nd "
J.R. Leslie	2nd "	D. Chorley	3rd "
D.K. Selvan	3rd "	P. Whittingham	4th "
M. Bowkley	Cadet	T.A. Spring	5th "
G. Robinson	Catering Officer	T. Holland	6th "
A.J. Willis	Ass/Purser	G.R. Davies	6th "
H.G. Sparkes	Radio Officer	G. Fisher	1st Electrician
		N. Wong	2nd "
		P.J. Stewart	Cadet
		K. Fisher	Cadet
		M. Parry	Cadet

INVENTOR

E.D. Ashdown	Master	A. Humphrey	Chief Engineer
R.J. Dobson	Chief Officer	M.J. Christian	2nd "
D.C. Ellison	2nd "	R. Platt	3rd "
R. Babooram	3rd "	M.P. Delisle	4th "
J.B. Green	Cadet	B.A. Carter	5th "
P.C. Edwards	Cadet	J. Mylchrest	6th "
P.A. Rock	Cadet	R.E. Moon	6th "
P.A. Ellis	Cadet	P.E. Davies	1st Electrician
T.R. Greig	Cadet	I. Johnstone	2nd "
P. Humphreys	Catering Officer		
T.R. Curtis	Purser		
P. Neve	Radio Officer		

LINGUIST

B. Crook	Master	R.A. Shewan	Chief Engineer
D. Skillander	Chief Officer	S.T. Mathews	2nd "
J.A. Cotter	2nd "	R.W. Griffiths	3rd "
C.J. Wren	3rd "	K. Fields	4th "
B.L. Jones	N/Cadet	P.E. Patterson	5th "
Lazzari	N/Cadet	F.D.M. O'Connell	6th "
J. Nicholas	N/Cadet	W.R. Gray	7th "
K.J. Clapham	Catering Officer	J. Gallagher	1st Electrician
A.M. Saynor	Purser		
A.K. Anderson	Radio Officer		

MAGICIAN

M. Watson	Master	T.M. Keatley	Chief Engineer
G. Bachelor	Chief Officer	W. Duff	2nd "
J.C. Jackson	2nd "	J.R. Barker	3rd "
R.C.T. Forshaw	3rd "	A.J. Aldridge	4th "
M.R. Oleman	Cadet	G. Bagnall	5th "
A.J. Pugh	Cadet	A. Smith	6th "
H. Davies	Catering Officer	A.S. Morris	6th "
T.K. Horne	Purser	T.L. Allen	1st Electrician
W.C. Doyle	Radio Officer	S. Hill	2nd "

MERCHANT

E.J. Maxwell	Master	W.J.M. Joseph	Chief Engineer
S. Fraser	Chief Officer	A. Thompson	2nd "
D. McLeod	2nd "	J. Murray	3rd "
J.B. Leggett	3rd "	M.J. Nicholson	4th "
A. Hunter	Catering Officer	L. Janicki	5th "
S. Knapman	Purser	A.L. Hughes	6th "
D.W. Cross	Radio Officer	H.N. Williams	6th "
		P. Ford	1st Electrician
		S. Duncalf	2nd "

NATURALIST

ON SPECIAL SURVEY

NOVELIST

C.A. Carew	Master	M.D. McLaren	Chief Engineer
K. Dornan	Chief Officer	A.J. Sinclair	2nd "
B. Edwardson	2nd "	D.M. Field	3rd "
J.C. Harris	3rd "	B. Miller	4th "
R.E. Peel	Cadet	A.J. Baker	5th "
T. Ogg	Cadet	E.S. Waterfall	6th "
N. Thomas	Catering Officer	H. Coman	6th "
P.W. Lang	Purser	A.L. Dixon	1st Electrician
P. Holland	Radio Officer		

PHILOSOPHER

G.W. Sigworth	Master	J.E.D. Gascoigne	Chief Engineer
K. Pearce	Chief Officer	E.M. Wiltshire	2nd "
J.A. Cook	2nd "	L. Beattie	3rd "
N.J. Tuchmann	3rd "	G.I. Evans	4th "
G.M. Hunt	Cadet	P. Jaggs	5th "
J.F. Asuman	Cadet	T. Carroll	6th "
J. Crone	Catering Officer	E. Entwistle	6th "
T.G. Jones	Purser	P. Kelly	1st Electrician
A.I. Thompson	Radio Officer		

PLAINSMAN

H. Traynor	Master	M.C. Harris	Chief Engineer
M.S. Dixon	Chief Officer	G.W. Ellis	2nd "
L. Kinsella	2nd "	D. Calderbank	3rd "
B.A. McLeery	3rd "	G.T. Cadman	4th "
I. Walch	N/Cadet	J. Dixon	5th "
J. Lyons	Catering Officer	J. Dooley	6th "
B. Myles	Purser	C.J. Phillips	7th "
K. Moreton	Radio Officer	J.J. Glover	1st Electrician