

THE RAISING OF THE LOCKSLEY HALL

MIKE ROYDEN

The following account of the *Locksley Hall* is extracted from the forthcoming '*Sailing Ships, Shipwrecks & Suffragists - A History of Thomas Royden & Sons, Shipbuilders of Liverpool*' (due 2022) and is just one of 262 vessels constructed at the nineteenth century Liverpool shipyard.



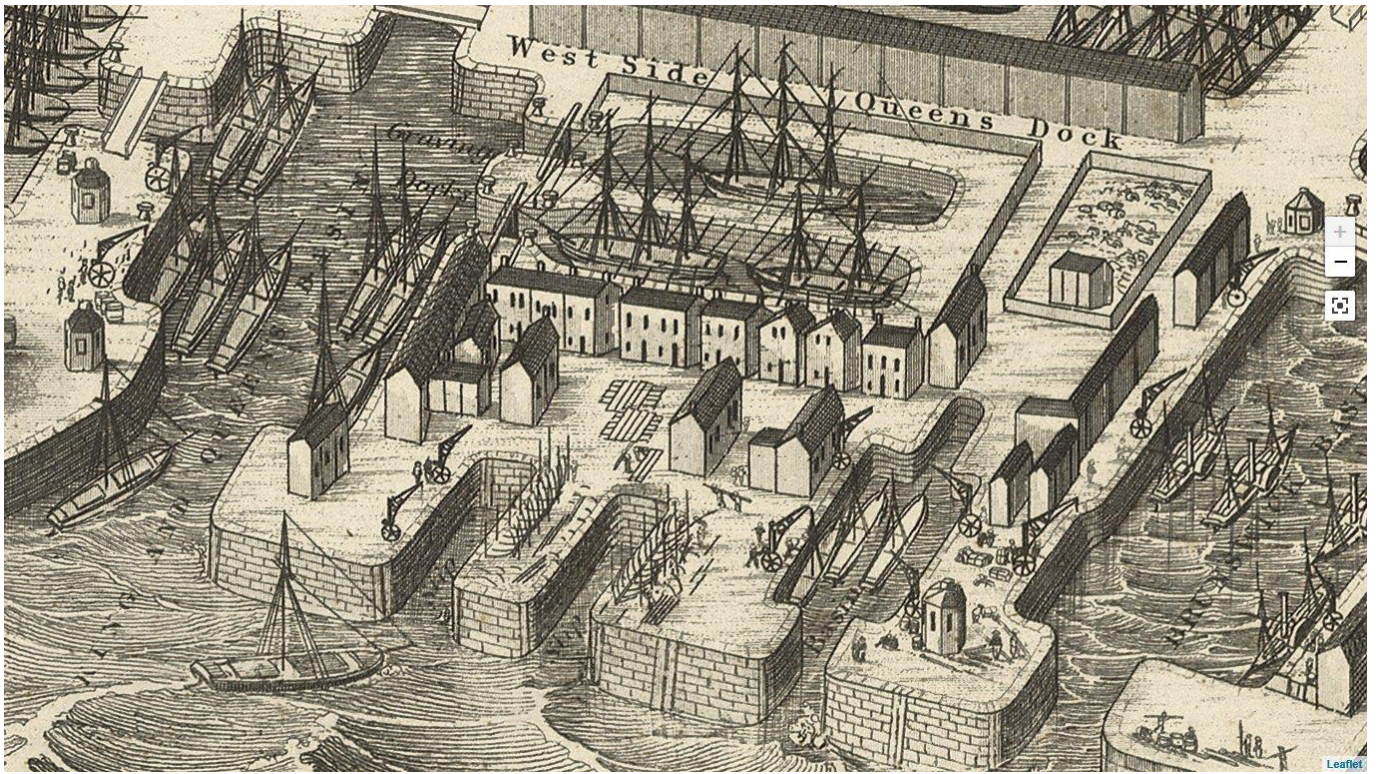
Haddon Hall - also built at the Royden yard, for Alexander's Hall Line, and of similar size and design to *Locksley Hall*. (by Marie-Edouard Adam (1847-1929))

LOCKSLEY HALL Rig: Iron Ship Built: 1869 GT: 1293 Tons Dims: 227.0 x 37.8 x 22.3
Another of the clippers built for Robert Alexander's Hall Line, and a sister ship to *Haddon Hall* and *Eaton Hall*, all of similar design. She was launched on 25 August 1869,

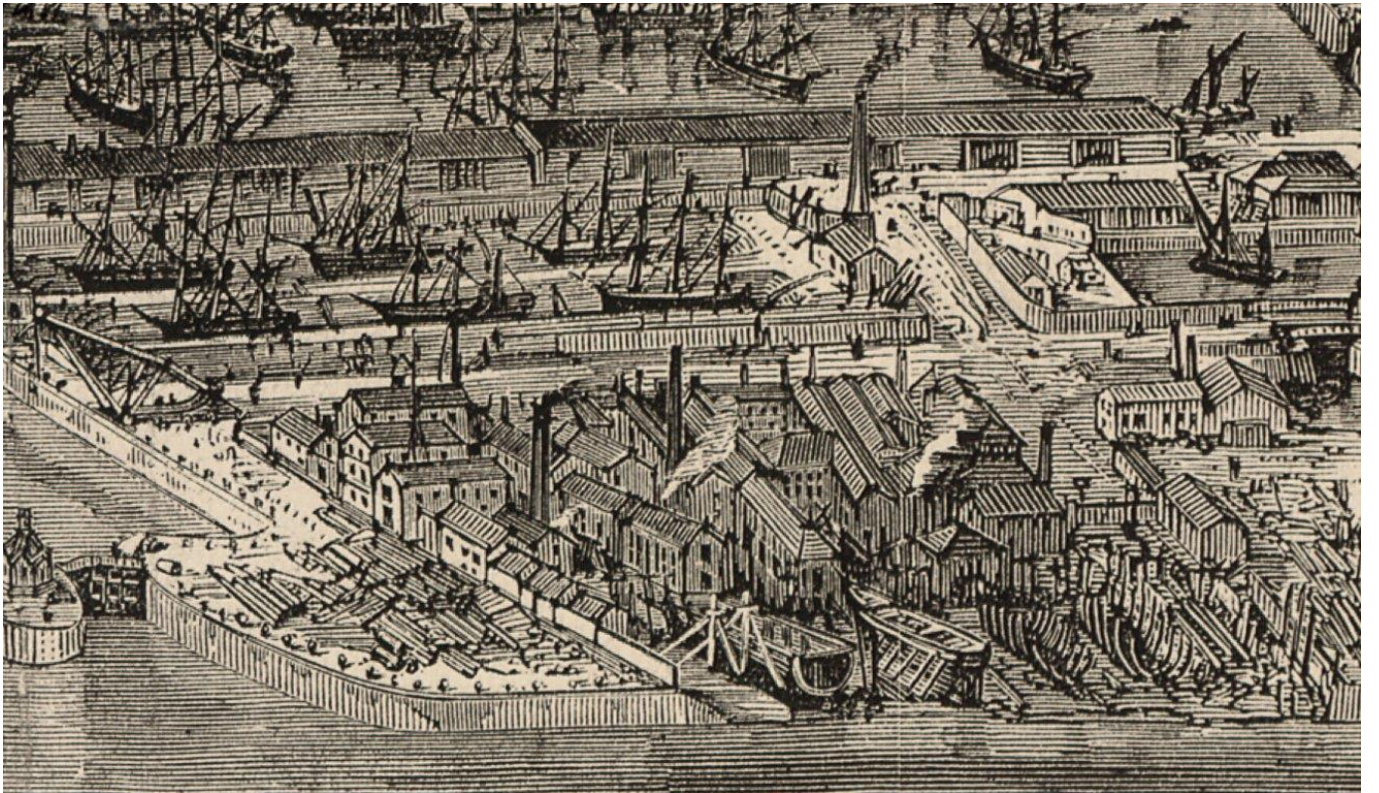
LAUNCH OF THE LOCKSLEY HALL

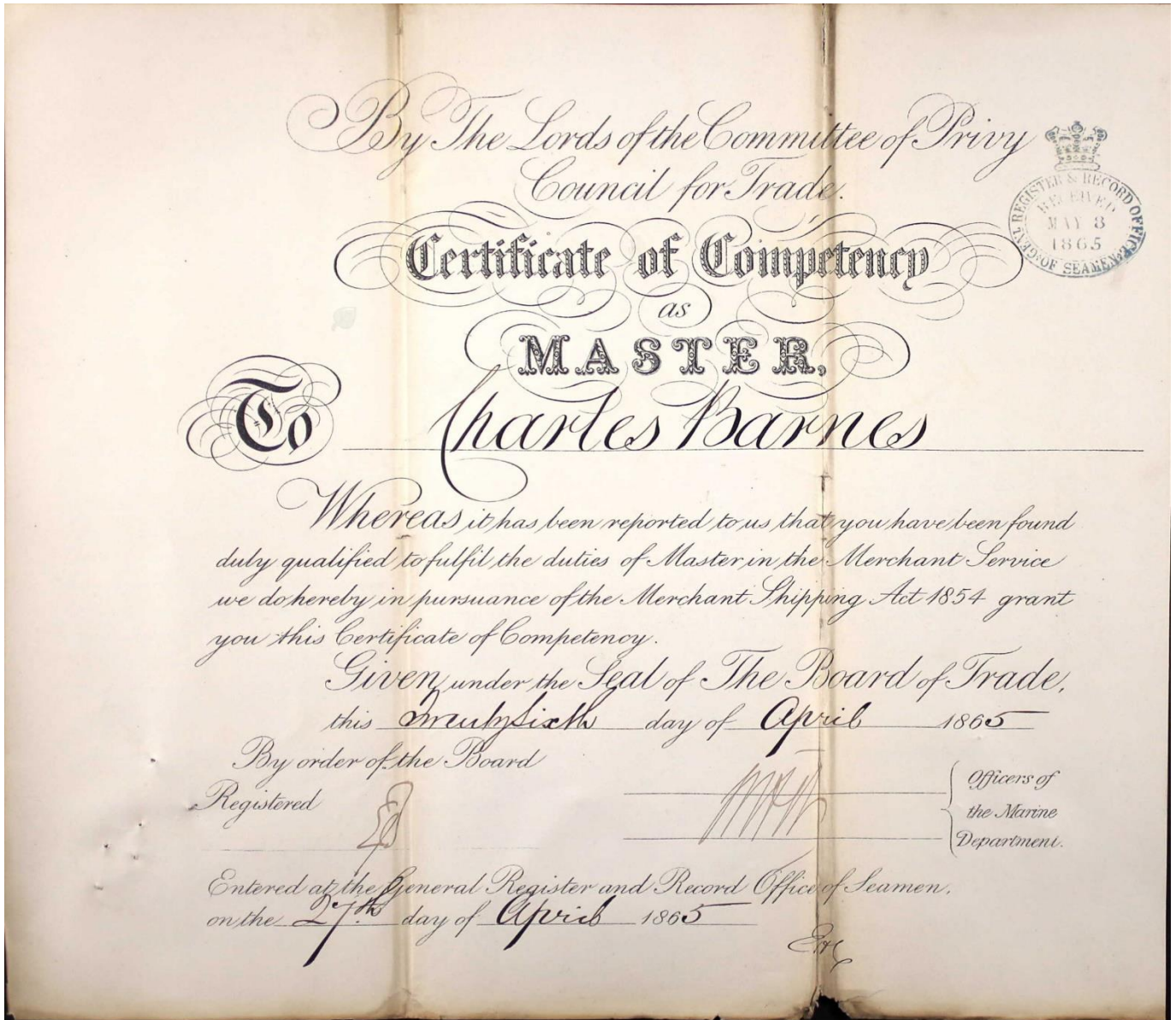
Yesterday afternoon, Messrs T. Royden and Son launched from their shipbuilding yard, Baffin Street, an iron ship of 1260 tons register, named the *Locksley Hall*, which has been built for Robert Alexander Esq. of this town, and will trade between the Mersey and Calcutta. She is classed A1 at Lloyd's and twenty years with the Liverpool underwriters of iron ships. Miss Wishart, daughter of the Rev Mr Wishart of Toxteth Park, christened the ship. Captain Bussett, late of the East Indiaman *Bollingbroke*, has been appointed commander of the *Locksley Hall*. Her masts and fittings will be placed on board in the Queen's Graving Dock, where she is at present. She is the second iron ship that Messrs Royden have built for Mr Alexander.

Liverpool Daily Post, 26 August 1869



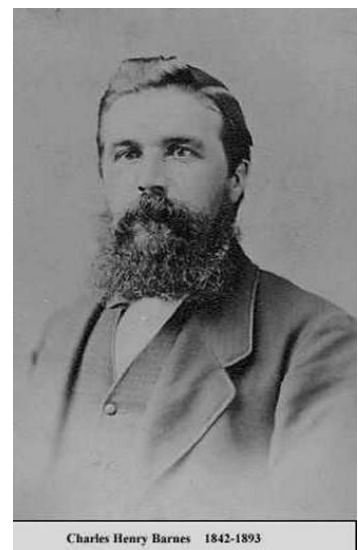
The Royden Baffin Street (Queen's Dock) shipyard





Captain Charles Henry Barnes - Masters Certificate

In 1876, when a matter of insubordination occurred on the *Locksley Hall*, which was briefly reported tucked away in the bottom of a page in the *London Evening Standard* on 22 April 1876, little did they know that the incident would swiftly mushroom, unite the masters, shipowners and insurance companies as one body, feature in the national press for weeks, and be discussed by Prime Minister Disraeli in the House of Commons. On 3 March while on a voyage from Sydney to London, the master of the ship, Captain Barnes, was driven to imprison one of his crew, William Allan, and have him put in irons. He had been a troublesome crew member for much of the voyage, had refused to carry out orders, and later assaulted the chief officer. The captain, concerned for the safety of his ship and those on board, felt he could not risk such a loose cannon at large, and from 3 April, until 23 April, when the *Locksley Hall* docked in London, he was kept in chains. No



Charles Henry Barnes 1842-1893

sooner had they berthed, that he was escorted to appear before the magistrate, Mr Paget, at the Thames Police Court in London;

PUTTING A SEAMAN IN IRONS

A young man was brought before Mr Paget charged with refusal of duty on board ship. – Charles Barnes, captain of the *Locksley Hall*, lying in the South West India Dock, said the prisoner was formerly a seaman on board. On 3rd March while on the high seas, he refused duty, and witness placed him in irons, and he was kept in that condition afterwards. – In answer to a question by the Magistrate, the Captain said it was for that offence he placed him in irons. Hugh Venables, First Mate, said that on Sunday morning, the 9th of the present month, he was ordered to go to see the prisoner wash himself. The irons were taken off him, with the exception of one leg. Prisoner attacked the witness, scratching his face and kicked him, taking a lump out of his leg. They were compelled to throw him on the deck. – Mr Paget remanded the prisoner on the charge of assaulting the first mate, but granted him a summons against the captain for putting him in irons.

London Evening Standard, 22 April 1876

A few days later, Paget heard the summons against the Captain,

THE LOCKSLEY HALL

REFUSING DUTY - PUTTING A MAN IN IRONS

At the Thames Police-court, on the 27th of April last, William Allen, formerly an able seaman on board the *Locksley Hall*, lying in the South-West India Dock, was charged before Mr. Paget with refusing to do his duty, and with assaulting Hugh Venables, the first officer of the ship. There was a summons against the captain for assaulting Allen, by illegally placing him in irons. Mr Charles Young, solicitor, was for the captain, It appeared from the evidence that Allen joined the ship in Sydney on Jan. 13, 1876, as able seaman at £5 per month. All appeared to have gone on smoothly until March 3, when Allen refused to do his duty, and the captain put him in irons. The reason he assigned for his refusal was, that he had been abused fore and aft in the ship. All the men were called aft and denied what he had said. On April 9, Venables, the first mate, went to Allen and told him to turn up his sleeves and wash like a man. He made no answer, and as his sleeves were dripping in the water, the first officer went to turn one of them up. Allen flew at him, scratched his face, and kicked him on the leg with a leg iron.

During the time he was under detention, he was repeatedly urged to resume duty, but refused. He was kept in irons off and on until, on the 21st April the ship arrived in dock. Mr Paget said he had to take into consideration what Allen had already suffered. For the refusal of duty, he inflicted a nominal punishment of one day's imprisonment, and for the assault another day's imprisonment. The powers vested in captains of merchant ships were very extensive, and ought to be exercised with extreme caution. Placing a man in irons was an extreme measure - a measure resorted to only when there was danger to any person on board or to the ship itself. That the man had been most illegally and cruelly treated he could not doubt. He was well aware of the importance to a captain of not being subjected to a severe punishment for a breach of discipline, but it was as well that seamen should be aware there was a tribunal on shore where the misconduct of a captain would meet with equal justice as misconduct on the part of the men. The man Allen had brought this case on through his own misconduct, and was not entitled to anybody's sympathy. The captain, however, had been guilty of illegally imprisoning the man, though not, as it would appear, out of malice, and he should not be doing his duty unless he sentenced him to 21 days' imprisonment, without hard labour.

Mitchell's Maritime Register

Paget's handling of the case astonished those present, and came in for a great deal of criticism once it was made public. In this seemingly extraordinary reversal of justice, the captain was imprisoned for a month for the treatment of Allan. The chief mate also revealed that Paget had declined to look at his wound, then told him to sit down and be quiet. When he attempted to refer to his notes, they were taken from him and he was not allowed to speak.

The matter swiftly escalated after the news report, with an overall sense that a serious miscarriage of justice had occurred. Plymouth MP, Mr Edward Bates, quickly added his support to the fight for justice (Barnes was born in Plymouth in 1840). The following week on Friday 28 April, Bates raised the matter in the Commons;

**THE MERCANTILE MARINE –
DECISION AT THAMES POLICE COURT**

Mr Bates asked the Home Secretary whether his attention had been called to the decision of the magistrates of the Thames Police Court on Thursday in the case of the master of the ship *Locksley Hall*, when the master was sentenced to 21 days imprisonment for putting a seaman in irons for mutiny, the captain having asked him repeatedly to do his duty, and he having persistently refused to do so; and also the decision in the cross action against the seaman for refusing to work, when the magistrates convicted the seaman of the offences charged against him, and sentenced him to one day's imprisonment. Mr Cross said he had not had his attention called to this matter until he received the private notice of it from his honourable friend. Of course, after that notice, he would make inquiry into the matter.

Morning Post, 29 April 1876

Still having no reply or redress, a packed meeting was held at the London Tavern on 4 May, for the purpose of protesting against the sentence and to consider the course of action to be adopted for protecting the shipmaster and the shipping interest. As far as they were concerned, this decision by the court was setting a dangerous precedent which could prove catastrophic for the industry, not least in vessels and cargo potentially becoming uninsurable. Strength of feeling was reflected when a statement was presented which had been signed by over 300 shipmasters and owners, 98 underwriters at Lloyd's, and 21 representatives of insurance companies. There were cries of 'shame' when it was stated that no reply had been received from the Home Secretary on the subject. A letter from the Mercantile Marine Association of Liverpool was read, which declared that unless Captain Barnes was immediately released, recourse must be had to such measures as would move the whole maritime interest of the country. Others prominent in the maritime world predicted the collapse of all discipline on board ship. Mr Robert Alexander, the owner of *Locksley Hall*, spoke in high terms of Captain Barnes, and hoped the meeting would protest strongly against the brutal sentence, a view that was received with great cheers.

The Rev Charles Williams, who was a passenger on the *Locksley Hall* and witnessed the events, also spoke highly of the captain in protecting the ship and crew, and that he and many of the crew believed Allan to be insane. The Chief Officer also rose to his feet to voice the way the captain had been dealt with by the magistrate. The overall concern was for the future discipline on board ship if this sentence was not struck off. Both measures were adopted, as was the proposal to take the petitions and signed motions to Downing Street to be handed to Mr Disraeli.

Sensing the might of the merchant fleet and maritime industry was prepared to take this further, the government were now pushed into action, and two days later announced,

RELEASE OF THE CAPTAIN OF THE LOCKSLEY HALL

The public will be glad to learn that Mr Cross, the Home Secretary, has determined to remit the remainder of the sentence on Mr Charles Barnes, the commander of the *Lockley Hall*, who, it will be remembered, was committed for 21 days at the Thames Police-court for putting an insubordinate sailor in irons.

The following official communication has been received by Mr Bates, the member for Plymouth who had interceded on behalf of the imprisoned captain: -

“Mr Secretary Cross, having had before him your application on behalf of Charles Barnes, I have the satisfaction to acquaint you that he has felt warranted in advising her Majesty to remit the remainder of the prisoner’s sentence.”

A.F.O Liddell

Manchester Courier and Lancashire General Advertiser, 6 May 1876

The debate continued as to the right and wrongs of the case, and questions were raised in the House as to whether the captain had used excessive force. It was stated by the Attorney General, that each case and context were different, but as far as the law was concerned, authority remained with the captain to protect his ship, crew and cargo. It was a matter laid down in statute law, which the magistrate had ignored and thus acted illegally.

A few days later Captain Barnes released a statement,

CAPTAIN BARNES OF THE LOCKSLEY HALL

I beg to express my most sincere thanks and heartfelt gratitude to the committee of the British shipmasters of London, Liverpool, Hull, Swansea, and Cardiff, and to all the shipowners, shipmasters, and underwriters, and other gentlemen who have taken such active steps to obtain my release from imprisonment. I desire especially to thank Mr Edward Bates MP for his great kindness in bringing my case so promptly before the Home Secretary and the House of Commons. I can assure you it was a great blow and severe trial to me to be thus punished and treated as a common criminal, for only doing what I then considered, and still consider, my bounden duty to my passengers, crew and owners. I trust that the public opinion which has been aroused through the wrong done to me may result in proper protection for shipmasters in the discharge of their difficult duties.

Manchester Evening News, 10 May 1876

And to cement the wholehearted support of the authority of the captain on board ship;

PRESENTATION TO CAPTAIN BARNES OF THE LOCKSLEY HALL

A gold hunting watch and chain was presented yesterday to Captain Charles Barnes, of the ship *Locksley Hall*, by members and Subscribers at Lloyd’s and representatives of Insurance Companies in London, ‘in token of sympathy for his having suffered under the illegal sentence passed on him at Thames Police Court on 27 April 1876, for having acted with firmness and discretion in maintaining discipline on board his ship.’

Captain Barnes, in expressing his thanks for the handsome testimonial, said it was more than he expected, as he felt amply rewarded by the sympathy shown amongst the Mercantile community, and the prompt steps taken to obtain his release from prison. If he should be placed in similar circumstances again, he should not hesitate to act as he had done on board the *Locksley Hall*. He added, ‘I feel that my imprisonment has brought about a better state of things, for, the Premier having said that a Shipmaster’s power on board ship on the high seas was despotic, he now knows how far he can go; and that power, I trust, will never be abused.’

Sunderland Daily Echo and Shipping Gazette, 8 June 1876

Following his release, Captain Barnes returned to the *Locksley Hall* to oversee the loading for her next voyage. The *Locksley Hall* continued in service for Robert Alexander, until she was sold to Lowden, Edgar & Co., Liverpool in 1882. Barnes, meanwhile, moved to the Hall Line. His wife and family lived in Walton in Liverpool, although occasionally accompanied

him on his voyages. In fact, his son Charles junior was born while at sea with the *Locksley Hall*.

BIRTHS.						BIRTHS.							
Folio No.	Names of Parents.	Date of Birth.	Sex of Child.	Christian Name.	Name of Ship and Official No.	Date of Receipt of List.	Folio No.	Names of Parents.	Date of Birth.	Sex of Child.	Christian Name.	Name of Ship and Official No.	Date of Receipt of List.
810	J. A. Griffin	1875			Loonora (American Ship)	1875	821	Jones O'hell & Amy Bracken	20.5.74	h	Agnes & Maria O'hell		
811	Wm & Sarah Graham	20.7.74	F	Grace Darling	Barclay Sound	15.7.75		Wm & Maria Walker	6.7.74	F	Marie Ellen Walker	61537	24.7.75
	J. & J. & J. & J. & J.	1874	F	Louisa	1874			J. & J. & J. & J. & J.	7.7.74	F			
812	Francis & Jane Green	1.2.75	F	Mary	City of London	17.7.75	822	Mrs. Smith & Ann Peckard	12.2.75	F	Fanny Elizabeth Niagara	59849	6.75.
813	David & Mary Gordon	26.8.74	h				823	Chas & Mergt Barnes	2.5.75	M	Charles	Locksley Hall	6.75
	George & Charlotte Phipps	27.8.74	h										
	Richard & Margaret Hagan	22.9.74	F		1875	15.7.75	824	J. S. & E. J. Walker	24.10.74	F		Headship	6.75.
	J. & J. & J. & J. & J.	11.7.74	F							M	Abner	61835	
	J. & J. & J. & J. & J.	11.10.74	F				825	E. & C. Early	13.3.74	M	Hugh	Northwell	
814	Robert & Ellen Hooper	15.4.75	F		Barfleur	17.7.75		J. & E. Morrison	5.8.74	F	Ellen Morrison	16165	6.75.
								J. & E. Newhouse	26.3.74	M	Edward		
815	William Tiffin & Mary Fidler	20.9.74	F				826	J. & E. Woods	26.9.74	M		St. Vincent	6.75
	George & Harriet Lick	15.7.74	h		Gealandia	9.7.75		J. & E. Fleming	12.10.74	h		52470	
	William Wright & Ellen Hallowell	10.7.74	F					J. & C. Ryan	5.10.74	h			
	William Hagan & Emma Howard	10.7.74	F				827	J. & M. Hagarty	25.4.74	F	Carriek Beatrin		
816	Jonathan Johnson & Alice Brown	21.6.75	h		Langford	21.6.75		J. & M. Manas	29.4.74	M	Henry	Carriek Castle	6.75
								J. & R. Mearns	9.5.74	h	Michael	60387	
817	Patrick McManis	5.6.74	M	Edwin	Caroline	16872	828	W. S. Thomson	6.6.74	F		Agna	6.75
	Honoria Leahy											48438	
818	Griffith Williams	23.7.75	F		Illanthen	21.7.75	829	J. & B. Doogan	13.5.75	M	John M. Doogan	City of Brussels	6.75
	Helen Curran											63203	
819	Thomas O'Gorman	21.6.74			Caroline	7.7.75	830	Moorhouse	6.12.74	M		British Empire	6.75.
	Bridget O'Gorman							Adalea	6.1.75	F		63517	
820	Jose da Silva Fidal	1.6.75	M		Douro	22.7.75		Mehak	15.1.75	M			
	Albino Rosa de Oliveira												

Register of Births at Sea

Charles Barnes junior born on the *Locksley Hall* (folio no.823 right hand side page) 2 May 1875.

On 18 July 1893, while on a passage through the Suez Canal,

MYSTERIOUS DEATH OF A SEA CAPTAIN

News reached Liverpool today of the drowning under mysterious circumstances of Captain Charles Barnes, commander of the Hall liner *Branksome Hall*. When the steamer was in the Red Sea, just before reaching Suez, Captain Barnes was holding a conversation with another officer. A few minutes afterwards he was missed. Search was made and the vessel steamed back some distance, but no trace could be discovered, and it is supposed he fell overboard unobserved. He was a great favourite with the crew and passengers.

Manchester Evening News, 5 August 1893

The cause of his death was never discovered, and remains a complete mystery.

The next incident of note in the eventful life of the *Locksley Hall* occurred on the Mersey in 1887. She had sailed from San Francisco on 3 October 1886 with a cargo consisting mainly of grain and tinned meat, with an estimated value of £56,625 and arrived on the Mersey just before midnight on 26 February 1887. Also on the Mersey that night was the iron steamer *Regulus*, anchored mid-river opposite the north end of the Liverpool Landing Stage awaiting high tide. At that point she would then move up to Garston Docks to unload a cargo of iron ore she was carrying from Cartagena for the Wigan Iron & Coal Company.

A second vessel at anchor was the iron ship *Brenda*, which had unloaded a cargo of sugar, rum and logwood from Demerara at Prince's Dock. She too was waiting for the tide having been cleared for Calcutta, and was lying opposite the same landing stage. Her pilot was already on board, with an officer and two crewmen on watch.

DISASTROUS DOUBLE COLLISION IN THE MERSEY

Early on Sunday morning a collision of a serious and alarming nature took place in the Mersey off the Landing Stage at Liverpool, resulting in the sinking of the fine iron sailing ship *Locksley Hall*, and in material injury to two other vessels. The *Locksley Hall*, a vessel of 1293 tons, owned by Messrs Lowden and Edgar of Liverpool, was inward bound from San Francisco with a valuable cargo, consisting chiefly of grain and tinned meats. She was coming up the river in tow of the steam-tug *Hercules*, and shortly before one o'clock, as she was rounding-to for the purpose of entering the Waterloo Dock, she collided with the steamer *Regulus*, inward bound from Cartagena, which was lying at anchor in mid-river opposite the north-end of the Landing Stage.

Both vessels were seriously damaged and the *Locksley Hall* commenced to fill so rapidly that her master (Captain David Halliday) hailed the tug *Columbus*, which went alongside and took off the pilot, three passengers, and all of the crew, with the exception of the captain, the chief officer, and a seaman, who were rescued by a river gig. The *Locksley Hall* then drifted up the river and came into collision with the ship *Brenda*, outward bound, and lying at anchor off the central portion of the landing stage. The *Brenda* sustained considerable damage, and the *Locksley Hall* after striking her sank under her bows. In the meantime, the *Regulus* which was making water fast, was towed into the Birkenhead float, where the underwriter's steam pumps were put on board. The *Brenda* was also subsequently taken into the float. The *Regulus* is an iron steamer of 1419 tons register, owned by Mr Daniel Stephens, of Newcastle-on-Tyne. The *Brenda*, which was bound to Calcutta, is a vessel of 1200 tons register, and is owned by Messrs Sandbach, Tinne and Co, of Liverpool. The *Locksley Hall* now lies a little to the northward of the line taken by the Mersey Tunnel, and some curiosity is felt as to the effect upon the tunnel in the event of the hull of the vessel having to be blown up by dynamite.

Yorkshire Post and Leeds Intelligencer, 28 February 1887

An inquiry would soon take place regarding the collisions and sinking, but far more pressing was what to do about the *Locksley Hall*.

The delay was down to the position of the sunken vessel. Ordinarily, the Mersey Docks and Harbour Board would have no qualms about dynamiting the ship once her cargo was salvaged to swiftly clear the lanes – especially as she was hampering clear navigation into Birkenhead Docks and the berthing approach of larger vessels at Liverpool Landing Stage. Naturally the Mersey Railway Company were aghast at this given the proximity to the railway tunnel, which was just 700 yards upstream from where she lay, and took the matter to the Chancery Court, which granted an injunction to prevent the MD&HB from forging ahead.

In the meantime, a meeting of the Pilotage Committee had taken place on Tuesday 1 March 1887, in the presence of Captain and the Chief Officer of the *Locksley Hall* and Richard Edwards 1st Class Pilot, *No.2 Boat*, who had been on board, guiding the vessel from Point Lynas. After all witnesses had made their reports and testimonies, the committee resolved, 'To recommend that Richard Edwards, First Class Pilot, *No.2 Boat*, be suspended for a month and that the matter be brought up again at that time.' This was to be at the next meeting on Tuesday 29 March, when it was resolved: 'To recommend that Edwards' first-class licence be withdrawn and cancelled, and that a second-class licence be granted to him *in lieu* thereof.' This was thought by some to be rather unjust, given that recent action in the Admiralty Court in which the owners of the *Regulus* sued the owners of the *Locksley Hall*, the outcome finding the tug wholly responsible.

The salvage of the cargo however, could still be attempted, which was also necessary to lighten her load should she be raised. On 8 March, two specialist vessels utilised by the Liverpool Salvage Association began to recover the cargo, but work was restricted to just one hour per day during the lowest tidal level considered the safest time for the divers, and on some days, there were no dives at all due to the weather. By 24 March only around 100 tons had been recovered (equated to around 150 bags per day), such work being made by the divers cutting open the sacks and inserting a suction pipe from the surface vessel. Only enough grain was removed to prevent the swelling of the cargo damaging the ship's structure.

Once it was clear that the *Locksley Hall* could not be blown up, the Dock Board resolved to put out to tender the job of raising and removing her, the advert appearing in the local press on 4 April.

THE SINKING OF THE LOCKSLEY HALL PROPOSED RAISING OF THE VESSEL

A diver who has been down to examine the position of the *Locksley Hall* reports that the action of the current has been so strong that it has cleared a pathway for itself under the stem and stern of the vessel so that he could walk right under the vessel fore and aft without difficulty. The ship has somewhat listed, and it is deemed imprudent to take any more of her cargo out. It is intended at an early date, probably today, to make an effort to raise the vessel, which will be effected from pontoons with powerful chains and cables. The keel of the vessel lies flat on the river bed, but a large accumulation of sand have been formed at either side, and the sand is gradually working its way in greater quantities into the vessel, and if this should go on, the difficulty of conducting the operations will be very much increased.

Liverpool Echo 14 April 1887

THE SUNKEN VESSELS AT LIVERPOOL

The iron ship *Locksley Hall* still lies sunk at the bottom of the River Mersey, and no attempt has so far been made to re-float her. Divers have been down almost daily, sending up sacks of grain which they have been able to recover from the vessel's hold. They can however, only work at dead low water, and the work consequently has been cut to a limited extent, though, all things considered, fair progress has been made. The salvage association who are at present conducting the operations at the *Locksley Hall*, are also engaged in salving the cargo of the *Angola*, the steamer which was sunk at the Bar whilst entering the Mersey, with a valuable cargo of African produce about a month ago. At this wreck divers have been very successful, and several thousand pounds worth of cargo has been brought to the surface, notwithstanding the fact that for several days operations have been suspended on account of the unfavourable weather. The cargo recovered up to the present consists of ivory, rubber, palm kernels, palm oil etc.

Shields Daily Gazette, 15 April 1887

Local companies were not interested in the operation to raise her, and finally an offer came in from Mr W.M. Bullivant of the London firm of Bullivant & Company who made wire hawsers. However, they had already recently raised six vessels and also proposed the forming of a consortium entitled 'The Locksley Hall Salvage Association' to complete the project. The Dock Board resolved to accept Bullivant's offer and a contract was drawn up and sealed on 12 May agreeing to the eyewatering sum of £15,000 (equivalent to £2 million today) to be paid to the consortium which also included Messrs Henry Fletcher, Son & Fearnall; and Messrs John & George Rennie, with all work to be completed within two and a half months. The Dock Board were also facing a bill of £5,738 (£ ¾ million today) for the work carried out by Liverpool Salvage Association. In engaging the consortium, the Dock Board were entrusting the project into the hands of men with wide and proven experience; Fletchers were shipbuilders and also had great experience in raising and repairing sunken



DIVERS PREPARING FOR WORK.

vessels. Rennie were builders of the specially fitted raising craft for the Thames Conservancy, again with wide experience of raising wrecks, while the whole operation was under the command of Charles Wood, with his thirty years' experience working for the Thames Conservancy on salvage projects. Bullivant's were equally experienced in the making and testing of steel rope, and the fittings necessary for such an operation. Nevertheless, there were many detractors criticising the fact that a port the size of Liverpool could not provide the necessary expertise to be awarded the tender.

THE RAISING OF THE LOCKSLEY HALL THE SUCCESS OF THE WORK

For the past fortnight, preparations for yesterday's operations had been progressing. Four old hulks, the *Resolute* and *Constitution* – the latter an iron hull – (both about 300 tons burthen), the wooden barque *Ocean Child* (299 tons), and the Norwegian brig *Odin* (236 tons), were selected and fitted up in the Liverpool Docks. Portions of the bulwarks on either side of the waists of the four ships were knocked away, and heavy beams of wood were fastened fore and aft to the deck. The topmasts on the barque and brig were unstopped, and the holds cleaned out. All the vessels stood well out of the water and were rendered as buoyant as possible. Twelve steel wire hawsers, spun at Bullivant's Factory, near London, were sent down to the wreck, and these were passed by divers beneath the keel of the sunken ship. Six of the hawsers were placed below the keel about 20 feet from the heel and the remainder under the forward part of the vessel and about 20 feet along from the forefoot. As the bilge of the ship was all silted up it was found impossible to lay hawser around her waist. The ends of the steel ropes were brought to the surface and fastened by chains to the maintop of the wreck. There they remained until the hulks came alongside and took them aboard.

Yesterday morning at seven o'clock, the hulks were in position, and 100 men, under the command of Captain James Wood, left the stage and proceeded to the scene of their labours. The tide at ten o'clock was at the lowest ebb, and the great work of tightening the huge cables was commenced in earnest. Small steam barges, carrying steam winches, were moored alongside, and the cables were drawn to the deck of the hulks by this means. The two vessels, the *Odin* and the *Resolute*, moored at the stern or northern extremity of the *Locksley Hall*, lay with their bows to the north, and the position of the southern hulks was reversed. The steel hawsers used were nine inches in circumference, and were capable of raising 200 tons. The weight of the *Locksley Hall*, it may be stated, was estimated at 1800 tons. The hawsers were made fast in a very ingenious manner, and the strain was equally divided amongst them. The wire rope from the nearside of one vessel passed beneath the immersed hull to the far side of the opposite ship, which in turn ran a hawser from its near side below the sunken hull to the outside its vis-à-vis. So the twelve ropes were distributed on the four vessels, six from their Cheshire shore side to 'in' side of the hulks between Liverpool and the wreck, and six from the opposite bulwarks of these boats to the 'in' bulwarks of the two vessels lying on the Cheshire side of the *Locksley Hall*. So, when the great strain was felt, the hulks remained upright, as the weight was equally severe on both the port and starboard sides of the waist. After the indispensable "y'heave ho'ing", the eyes of the steel hawsers were hauled abroad, and, meeting from both sides in the centre of the decks, were lashed together with coils of wire rope; the eye splices being tightened by means of a patent iron grip screwed round the hawser by a number of nuts, and binding the strands as in a vice. At eleven o'clock the hawsers were secured, with the exception of one of the after ones, which had fouled with the stump of the mizenmast, and had to be abandoned. About half an hour afterwards, the tide commenced to rush up the Mersey with its usual strength and rapidity.

At low water there had been a depth of 9 feet from the surface of the water to the deck of the ship; but now the steel hawsers commenced to strain, and the hulks were drawn

deeper and deeper into the water, bound as they were to the great mass below. The tension on the hawsers was terrible. The solid beams of greenheart were splintered and crushed as the weight increased, and an iron thimble on the bight of one of the ropes cut like a knife into the wood. The waist of the *Odin* was so crushed, that some timbers placed across the deck from scupper to scupper, split in the centre and broke into pieces with a report like that of a cannon. About one o'clock, when the quivering of the masts told that the hawsers were disturbing the embedded hull, the new Manx paddle steamer *Queen Victoria* passed up river and round the wreck, and the swell from the large paddles stirred up the water to such an extent that the *Resolute*, dancing in her wake, strained so heavily that the lashing of one of the hawsers partly carried away, and it was feared for the moment that the operations of the day would have to be concluded. A watch tackle was quickly rigged onto the bight, however, and Captain Wood and his men succeeded in 'fishing' the lashings, and making all again secure. The flood tide continued to rush up the river, and as the water rose, the hulks sank further into the stream. The vessels, trembling from stem to stern, and vibrating with the tension on the hawsers, at last raised the *Locksley Hall* by the head. Another struggle of a few minutes duration, and the old ship was again afloat and drifting slowly with the tide of the Mersey towards a more comfortable goal.

So satisfactory a termination to a fortnight's labours drew from the men three hearty cheers, echoed from the shore, where thousands of persons were anxiously awaiting the signal of success. The four hulks with the valuable burden, kept in position by two of the Liverpool Steamtug Company's tugs, proceeded slowly up the river with the tide. The enormous weight of the sunken mass gave her consorts the appearance of very deeply laden vessels. The *Odin* had sunk 6 feet 6 inches into the water, and only had a freeboard of a couple of feet; the *Constitution* 4 feet 8 inches; the *Ocean Child*, 5 feet; and the *Resolute* 3 feet nine inches. The vessels very much suggested the picture of an inebriated gentleman being conveyed 'frog' fashion to a place of security by four guardians of law and order. A ship's length from the old bed of the *Locksley Hall* was deep water, and into this she gently glided, and was borne on towards the Sloyne. After passing Tranmere Ferry, the *Great Eastern* loomed on the port bow and in hauling the hulks to the left to clear her, the bow of the *Locksley Hall* struck on a bank, and so the day's work was brought to a conclusion. She now lies in the Sloyne, almost abreast of the first Cunard buoy, and in nine and a half fathoms of water. She is clear of the road of the regular shipping, but will today be still further moved in shore, where the riveters and shipwrights will be able to render her fit once more to take her place in the mercantile navy of Great Britain.

Amongst those who witnessed the work were Mr Fletcher, of the firm of contractors, and Lieutenant Simpson RN, water bailiff, who with the Dock Board yacht *Alert*, warned vessels off the track of the wreck; and Captain Barnett RN, Harbour Master Barrow, and Mr Le Mesurier (dock engineers' assistant). The Dock Board yacht *Vigilant*, with Mr T.D Hornby, Mr Donald Kennedy, Mr H.R. Robertson (members of the Dock Board) and Lieutenant Sweny RN (marine surveyor), on board, also accompanied the *Locksley Hall* during a portion of her submarine voyage.

Liverpool Mercury, 14 June 1887

To complete their brief, the contractors had to beach the *Locksley Hall* with her fore-castle dry at ebb-tide (and the removal of the remainder of the cargo) to the satisfaction of the Water Bailiff and the Marine Surveyor. During that same afternoon, the tugs *Warspite*, *Toiler* and *Despatch*, towed her by the stem to the Tranmere shore, 'watched by an immense crowd along the quays', where she was successfully beached. Considering she had been below water for fifteen weeks she was in surprisingly good condition.

SALES BY AUCTION.

At LIVERPOOL.

Under instructions from the Mersey Docks and Harbour Board, and pursuant to the power conferred upon them by the Mersey Docks Act, 1874.

To Shipbuilders, Ship-repairers, and others.—Peremptorily and without Reserve,

At the BROKERS' SALE-ROOM, WALMER-BUILDINGS,
WATER-STREET, LIVERPOOL,

On THURSDAY, the 25th AUGUST, 1887, at Twelve o'Clock,



THE Mersey-built iron Ship LOCKSLEY

HALL, AS SHE MAY THEN LIE IN HER DAMAGED CONDITION ON THE BEACH AT ROCK FERRY, TO THE SOUTH OF THE PIER, WITH ANCHORS, CHAINS, DAVITS, YARDS, AND OTHER ARTICLES BELONGING TO HER, LYING AT THE HERCULANEUM AND CANNING PIERS.

The Locksley Hall is a vessel of 1,293 tons register; was built under special survey by Messrs. Thomas Royden and Sons, in 1869, and then classed * A 1 at Lloyd's, and 20 years red in the Liverpool Underwriters' Registry; she has a deadweight capacity of 1,850 tons, and requires little ballast. Dimensions:—Length, 227 feet; breadth, 37.8 feet; depth, 22.3 feet.

For further particulars apply to

**U. W. KELLOCK and Co., Brokers, Walmer-buildings,
Water-street, Liverpool.**

Locksley Hall auction Lloyd's List, 24 August 1887

Having been moved up the slip, she was now around fifteen feet above high water, enabling her to be emptied of cargo, undergo repairs and to be made watertight. On 21 July 1887, the Dock Board to instructed Messrs Currie, W. Kellock & Company to dispose of the vessel by public auction which took place on 25 August,

SALE OF THE LOCKSLEY HALL

This afternoon the notorious ship *Locksley Hall* was sold at the rooms of Messrs C.W. Kellock and Co., auctioneers, Water Street. The rooms were crowded with shipbuilders and other gentlemen interested in the trade, and spirited bidding was indulged in. The first bid was for £300, and from that, by lively competition, rises were made up to £900, from which price the advances were slower. Finally, the Locksley Hall, with spars, buoys, chains, anchors etc., was knocked down to Mr James Power, London, for £1,200. Mr Power intends to refit the vessel, and says she will yet surprise those who thought her irretrievably lost. This interesting ship was built by Messrs T. Royden and Sons, of Liverpool, in 1869, and was classed star A1 at Lloyd's and 'twenty years red' with the Liverpool Underwriter's Registry. She has a carrying capacity of 1,850 tons, is 227 feet long, 37 feet 8 inches beam, and 22 feet 3 inches in depth.

Liverpool Echo 25 August 1887

On 8 September, the *Locksley Hall* was towed across the Mersey to Herculaneum Graving Dock where, true to Mr Power's word, she was repaired and refurbished over the coming weeks.

By this stage, there had been considerable local criticism over the handling of the affair, both with regard to the fact that a port the size of Liverpool had to look elsewhere for expertise, and the astronomical cost, given that Bullivants had seemed to make the operation look rather straightforward at little expense, while bagging a huge profit for the consortium. Bootle timber merchant George Bickerton Walker, who also profited from scheme, was able to build a new house, later used as a school, in Ruff Lane, Southport – still named Locksley Hall to this day.



Locksley Hall, Southport c.1905

In 1888, *Locksley Hall* was purchased by R. Singlehurst & Co.'s Red Cross Line and renamed *Carvoeira*, trading in South America. In 1901, she was transferred to Booth Line, before she was moved on again; to Brazilian owners in Pará in 1914, where she was transformed into a pontoon in 1916.

She ended her days as a store ship on the River Amazon in 1920, and two years later she was scrapped. Even James Power couldn't have predicted she would last for over three more decades after her raising from the murky waters of the Mersey.

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from 'Sailing Ships, Shipwrecks & Suffragists - A History of Thomas Royden & Sons, Shipbuilders of Liverpool' by Mike Royden