

NEW MERSEY MOTOR BOAT CLUB

18 MAR 1932

A new club known as the Mersey Motor-boat Club will be inaugurated at a dinner in Liverpool to-morrow night.

The club is primarily intended to cater for owners of motor cabin cruisers. In all, about forty cabin cruisers are stationed on the Mersey and on the Leeds and Liverpool Canal, and of that number about twenty-five are already enrolled in the club. It is hoped that the remaining owners will become members.

During the summer cruises-in-company and other functions will be arranged, and a full programme of indoor events during the winter will replace as well as possible the summer's outdoor sports.

The president of the club is Mr. Bernard Parkinson, a well-known Merseyside yachtsman and a member of the Royal Mersey Yacht Club. The commodore is Mr. W. S. Greggor and the chairman Mr. F. L. Ogle. Mr. C. W. Jones is the secretary.

MOTOR-BOAT CLUB'S INAUGURAL DINNER

MEMBERS NOT ARMCHAIR
YACHTSMEN

The new Mersey Motor-boat Club, which is to cater for owners of motor-cabin cruisers, was inaugurated on Saturday at a dinner attended by about eighty enthusiasts, when the commodore (Mr. W. S. Greggor) presided.

Mr. T. A. Widgery, proposing the toast of the club, mentioned that their first president was Mr. B. Parkinson, a member of the Royal Mersey Yacht Club. They were at present negotiating for a clubroom. Some of the members' cabin cruisers were on the Leeds and Liverpool Canal, but they had not yet discussed buying up the canal company (laughter), nor did they propose to ask barge-owners to tie up their barges at week-ends to give the members a clear run (laughter).

Canal Dock Scheme

Mr. F. L. Ogle (chairman), said that among their members were people who could be really helpful to the novice. They had several highly-qualified naval architects, a number of fully-qualified engineers, shipwrights, boat builders, professional sailors, and people who had had a long experience as motor sailors and boat builders. Referring to canal cruising, he said their members were not confined to "ditch crawlers," for a number of their boats had made passages to the Isle of Man, through the Menai Straits, and fairly long journeys through inland waterways, so they could claim to be something more than a club of armchair yachtsmen. Probably 90 per cent. of the boats in that club had been either built or reconstructed by the members themselves. A small dock was being constructed alongside the canal at the club's headquarters at Litherland, and it was intended to acquire mooring facilities near Eastham for members' craft on the Mersey.

The Rev. F. Heming Vaughan, who owns an outboard motor-boat, in proposing the toast of "The Visitors," spoke of the possibilities in holiday-making which lay in the beautiful country through which some of our

MERSEY MOTOR- BOATING

PROPOSAL TO FORM A CLUB

In addition to being a well-known yachting centre, the Mersey is likely to become prominent also in motor boating if a scheme now in its embryonic stage comes to fruition.

For many years Rock Ferry and Wallasey have had their sailing clubs, and those interested in outboard motorcraft feel that the time is ripe for this sport to be promoted on the Mersey. Inquiries have been made with a view to forming a club with headquarters at Eastham Ferry. The ferry has been disused for a year or more, and motor-boat enthusiasts believe that ample facilities could be provided for the storing of their vessels close to the pier, while many could be placed on the stage itself if necessary.

Many Ready to Join

The *Daily Post* is informed that many young men who formerly sailed motor-boats and outboard motor-vessels on the Thames and who are now employed in the Ellesmere Port district have intimated their readiness to join a motor-boat club if one were formed on Merseyside. The upper reaches of the Mersey would give excellent opportunities, not only for the sailing of craft of this description, but also for racing. Mr. L. H. Gilmore, of 26, Teehey-lane, Higher Bebington, an enthusiastic motor-boater, is interesting himself in the scheme, and has already received a number of inquiries on the subject. He is hopeful that the project may receive support and that a club will be formed in the near future.

MOTOR-BOAT CLUB TO BE FORMED

A POPULAR NEW MERSEY SPORT

Motor-boating on the Mersey, which is likely to become a popular form of sport in the near future, was initiated on Saturday when, at a meeting held at the Eastham Ferry Hotel, it was decided to proceed with the formation of a motor-boat club, with Eastham Ferry as its headquarters. The support of many motor-boating enthusiasts on Merseyside has been promised.

The club will be in two main sections, one for cabin cruisers and similar craft, the other for outboard racing and boating. Two well-known river pilots have joined the club, and it is intended to prepare up-to-date charts of the channels in the vicinity of Eastham for the use of members.

A Private Launch

Liverpool members are to have the advantage of using a private motor-launch, which will take them from the Liverpool side direct to Eastham, and arrangements have been made for the storage of dinghys and outboard craft on the stage at Eastham Ferry, where facilities are available for getting the boats in and out of the water. The problem of moorings has also been overcome. Mr. L. H. Gilmore, of 26, Teehey-lane, Higher Bebington, is undertaking the duties of honorary secretary in the initial stages of the club's formation.

JOYS OF CANAL CRUISING

LIVERPOOL MEN'S NOVEL SPORT

An ever-increasing band of enthusiasts in the Liverpool district are making the most of their discovery that it is possible to travel through some of the most beautiful country in England without any of the risks of road travel and at less cost than motoring. They are the supporters of the novel sport of canal cruising.

Most of these inland yachtsmen are members of the Mersey Motor-boat Club. The chairman, Mr. F. L. Ogle, a Liverpool business man, told the *Daily Post*, yesterday, that the enthusiasm for canal cruising had grown up in the Liverpool district largely in the last two or three years. Now there are about ninety members, with something like twenty-five boats regularly sailed in the Leeds and Liverpool Canal. So keen is the interest that one of the members, Mr. J. Lee, is building a dock alongside the canal at Litherland. This will extend about thirty feet inland and will be something like 130 feet long, and should accommodate fifteen or sixteen boats.

Converted Lifeboats

The majority of the canal cruisers are vessels which have seen more spacious waters, but probably have never been so much used—ship's lifeboats. Some of the boats have, of course, been built specially, and they range from small motor dinghys up to 35-footers. The members do not all confine themselves to travelling through the canals, by the way, for some have ventured on the open sea, having sailed to the Isle of Man and the Menai Straits, among other places.

But Mr. Ogle made it clear that, without going down to the sea in their ships, the enthusiasts have the opportunity of cruising through many miles of delightful rural scenery on the inland waterways. If a canal cruiser has the time and inclination it is possible for him to sail inland for about a year without re-traversing the same stretches. Provided the craft does not exceed 6ft. 11in. beam he can go anywhere on the canal system in England. With any beam up to 13ft. he can go right across the North of England into the Humber and through the Trent navigation area into the Wash. Members may even go into Cheshire without going out of inland waterways. Most of the Mersey sportsmen have cruised through to Leeds, passing leisurely through glorious stretches of countryside.

Not Expensive

Nearer home, a Mersey canal cruiser can go along the canal for some thirty-six miles without the difficulties of a lock, up to Apperley. Once the canal has been traversed beyond Maghull, Mr. Ogle considers that the country on either side for some miles is as fine as that which can be enjoyed on the Dee. "And all this," he said, "without any of the risks of travelling on the roads. The astonishing thing is that on many long canal stretches, you seem miles from everywhere, and it is surprising how much you miss of the grubbiness of industrial places. Canal cruising gives you an absolutely new view of the English countryside. And the sport is growing fast. The difficulty is to find room for those who want to join us."

As to cost, a converted ship's lifeboat with a decent engine can be had for about £100. A good secondhand one might be bought for £40 to £60, while for those who want greater luxury there is the elaborate motor launch, which may cost from £100 to £300. With regard to running costs, an average for a small cabin boat would be about a gallon and a half of petrol an hour. Canal dues might be reckoned at about two to four guineas a year, and mooring dues three to five guineas a year. So that the sport, which, by the way, opens up a new use for a canal system that is by no means congested with traffic, is not really expensive.

CANAL CRUISING

The Mersey Motor-boat Club reports satisfactory progress during the past year. The dock at Mr. Lee's yard, Field-lane, Litherland, has been completed, and can accommodate sixteen canal cruisers. Further improvements have been made at the clubroom there. During the fine summer a dozen or more boats gathered at week-ends at a rendezvous not far from Lydiate. Some members explored the river Douglas and went out into the open sea, while others mounted the locks at Wigan.

THEIR SEAS CANALS AND RIVERS

By our own Reporter

IN a field on the banks of the Leeds and Liverpool Canal at Litherland, men and women of one of the most democratic motor-boating clubs in the world are busy getting their craft ready for next Tuesday, when they will get petrol for pleasure cruising.

They are members of the Mersey Motor Boat Club, to which no one is barred so long as they have a boat within twenty-two miles of Liverpool. The seventy members range from bus driver to businessman, from doctor to docker, and include bakers, fitters, engineers, hair-dressers, joiners and one or two women.

When I visited these inland sailors—for they cruise along the canals and the neighbouring rivers—they were busy painting and getting everything tidied up after the long winter lay up. Every member of this club has built up his own cabin-cruiser from the hull of an old ship's life-boat, and moored alongside the canal wall were many trim and neat craft.

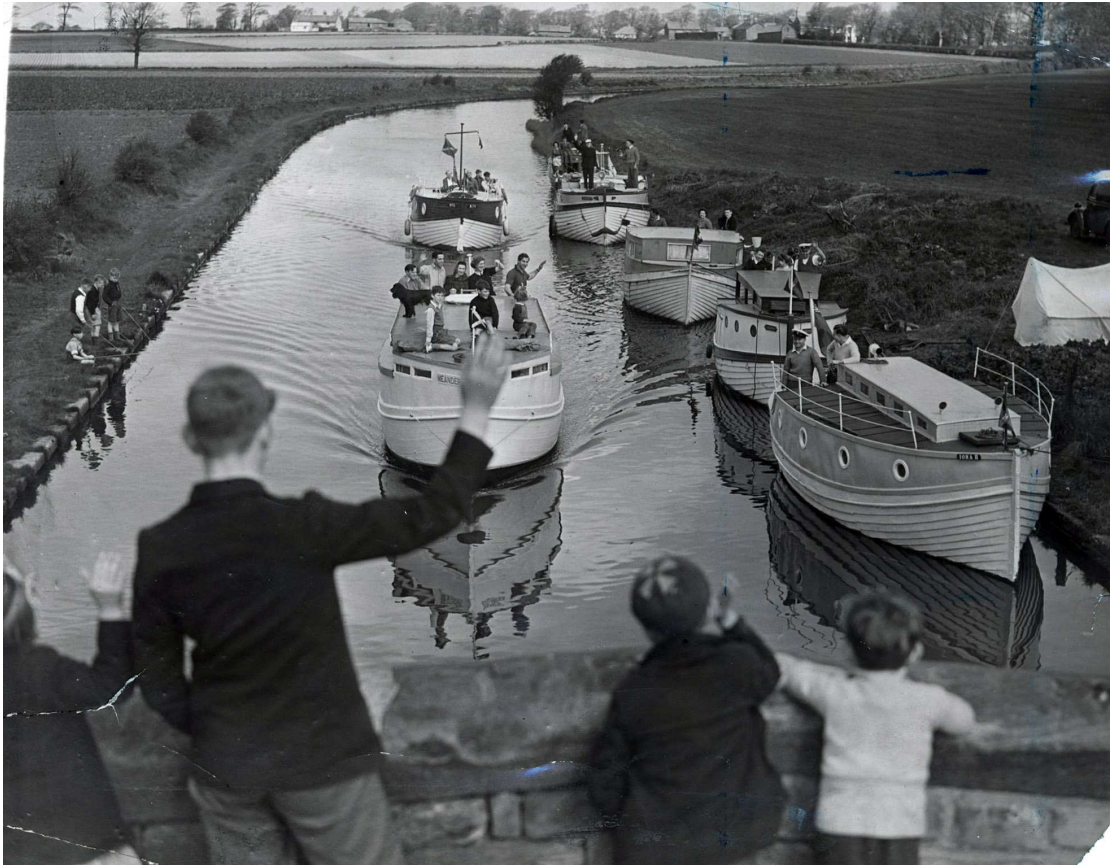
Three years' work

Mr. W. H. Minshull, of Wylva Avenue, Crosby, chairman of the club, told me: "They have all planned their own designs and have done all the work themselves, from scraping the hull to fitting the engine and arranging the cabin and interior decorations. Working in spare time only, it takes up to three years to finish."

In the club's "shipyard," the field alongside the canal, the members have erected a slipway with a cradle and a winch so that they can get their boats upon dry land.

Mr. Minshull showed me his finished craft, a slim, neat boat, The Sylva Foam, with a 22-h.p. engine, a large roomy saloon, a compact kitchen, snug bunks, a bathroom with washbasin and running water, and electric light. He had done everything himself and told me: "She is now worth about £1,000."

Last year he took his family cruising on the river Weaver, and has sailed up the Manchester Ship Canal and all along the Leeds and Liverpool Canal.



The commodore Mr Minshull outing 1951 the site is that of site of the present club at Lydiate

MERSEY MOTOR BOAT CLUB

The annual dinner of the Mersey Motor-boat Club was held on Saturday night at the Meadows Hotel, Maghull, when seventy-two members were present. The guests were Councillor Miss M. Barnes (chairman Lydiate Parish Council) and Mr Robert Fordyce Aickman (vice-chairman of the Inland Waterways Association).

Mr Robert Cohen (chairman) asked Miss Barnes to present the Commodore's Cup to Mr James Daley, this year's Commodore, and the Wilson Cup for seamanship to Mr W. Minshull (vice-chairman of the club).

Mr Robert Cohen, who proposed the toast of "The Guests," said that members had met Miss Barnes when the club grounds in Lydiate were taken over in December last year. The club felt it a great honour to be associated with her, and he was asking Miss Barnes to accept the first honorary membership ever given by the club.

Miss M. Barnes replied on behalf of the guests, and reminded the club of the happiness they had given to people in the past—in particular guests on their boats and at their functions.

MOORING CHARGES

Motor-Boat Club Protest At Injustice

Members of the Mersey Motor Boat Club attended a special meeting at their Lydiate H.Q. last night to discuss mooring charges on the Leeds and Liverpool Canal.

Mr. J. Daley, chairman, said that British Waterways had demanded £750 for mooring 80 boats on the canal during 1953. A deputation from the club had informed the North-West Division, British Waterways, that, owing to the heavy cost of the erection of the new clubhouse at Lydiate, the members were not in a position to pay £750.

The meeting decided to authorise the committee to negotiate with British Waterways on the matter. The general view of members was that, having paid for a sailing permit for 12 months, the imposition of a mooring charge by British Waterways was an injustice, as only the summer months were spent in sailing.

CANAL TRIP

Mersey Motorboat Club's Rally

About 50 members of the Mersey Motor Boat Club, whose headquarters are at Pilling Lane, Lydiate, are to take part in a Commodore's rally this week-end.

They will assemble at Scarisbrick Bridge, near the Red Lion Hotel, on Sunday morning and in the afternoon, headed by the Commodore, Mr. L. Walsh, of Bootle, about 14 boats dressed overall will make the trip along the Leeds and Liverpool Canal to Parbold, where the party will have high tea.

On the return journey some of the boats will stay overnight at Burscough and proceed up the Rufford branch as far as they can the following day.

One member, Mr. L. M. Bamber, of Liverpool Road, Burscough, told the Echo to-day: "We hope to get as far as Tarleton and on the return trip we are stopping at Rufford Old Hall for tea and a visit to the Museum."

The club had not ventured down the Rufford branch previously as an organised party," he said. "Members have made their own way in recent years but the canal people have now made considerable improvement in the locks and general waterway."



August 1965 the IWA narrow boat section hold a rally at Pilling lane Lydiate this included a dance and social evening and was reported to have been enjoyed by all who attended. The club house opened in 1952 can be seen on both pictures.