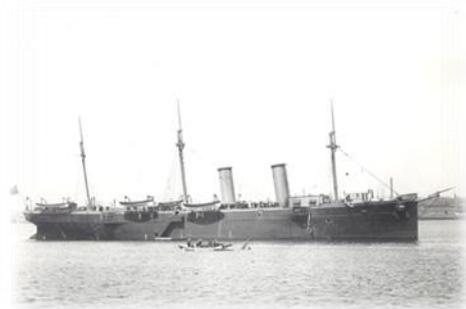


In 1864 John Clint, a Liverpool ship-owner, founded a charitable institution to train the sons of sailors, destitute and orphaned boys to become merchant seamen.

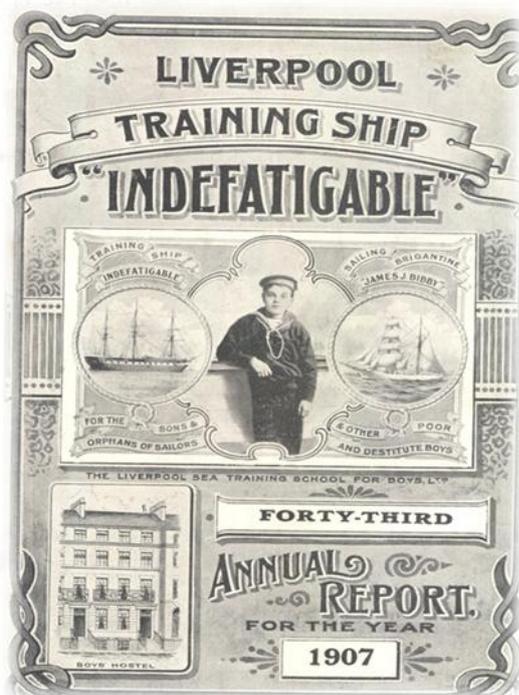


**T.S. Indefatigable 1901**

The first TS *Indefatigable* was loaned by the Admiralty and was one of the last of the Navy's sailing frigates. Mr. James Bibby contributed £5,000 to transform her from a fighting ship to a training ship and this was to be the start of a long association between the Bibby family and the School. The TS *Indefatigable* merged with the Lancashire and National Sea Training Homes in 1945 and records relating to both institutions are held in the Maritime Archives & Library.

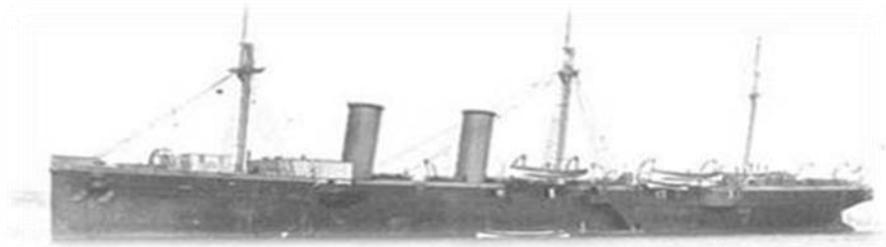


**T.S. Indefatigable 1930**

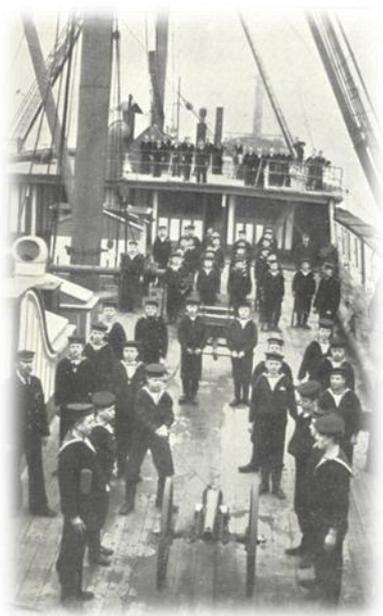


'Indefatigable' was founded in 1864 by John Clift and a handful of philanthropic ship owners as a training establishment which aimed to prepare boys for a life in the Merchant Navy. It was initially for 'the sons and orphans of seamen who are without means, preferably sailors connected with Liverpool'. The school was established aboard the INDEFATIGABLE, a 50-gun frigate (the 3rd ship to bear her name) which was loaned by the Admiralty, and fitted out for £5000 at the expense of James J Bibby Esq. The first boys were admitted in August 1865. She could accommodate up to 200, in addition to the staff. 'Inde' boys were almost exclusively supported by local public subscription; though some of the better off did pay the modest fees of those days.

In 1912 the ship was condemned as unfit by the Inspector of Training Ships 'though the bilges are sweet'. She was broken up at Birkenhead in 1914 and a replacement, the 4,300 ton cruiser PHAETON was purchased from the Admiralty again at the expense of the Bibby family) for £5000.



The figurehead of William IV having been transferred, and the vessel having been renamed, the second Indefatigable took station off Rockferry.



Life on board was tough. Breakfast consisted of one slice of bread and margarine washed down with "cocoa flush" which had been prepared in the galley by dropping solid slabs of cocoa, unsweetened, in a cauldron of boiling water. The liquid was drawn off into kettles which were lowered to the mess decks where the boys drank it from basins. Cups were never seen on board! Dinner consisted of varieties of "buzz". There was pea buzz, Irish buzz and mystery buzz. Buzzes were neither soups nor stews but had the characteristics of both and were served in the same basins as the cocoa flush. A small pile of broken ship's biscuits was placed beside each plate. Boiled cod was the "treat" on Fridays!

In 1941, with the bombing of Liverpool and the mining of the Mersey by the Luftwaffe intensifying, it was considered unsafe to have the boys so exposed, and with the ship nearing the end of her useful life, the boys were evacuated to a disused holiday camp near Wrexham, where for three years they lived under very Spartan conditions.



## **The Royal Liverpool Seaman's Orphan Institution.**

Before 1869 there was no institution in Liverpool for the support and education of the orphans of British seamen. The first move to interest the people of Liverpool in the possibility of establishing such an institution was made by a group of leading Liverpool ship-owners who were concerned by the increasing need for such provision.

On December 16<sup>th</sup> 1868 the first move was made to interest the people of Liverpool in the possibility of the establishment of an institution where the orphan children of seamen would be cared for.

The sponsors of the project comprised a group of Ship-owners and Merchants who for sometime had been concerned how best to help the widows and families of Merseyside men lost at sea or who had died as the result of an accident or through natural causes.

Members of the public were invited to attend a meeting at the Mercantile Marine Service Association Rooms on the 16<sup>th</sup> December 1868 at which the resolution to found such an establishment was proposed by Ralph Brocklebank and Bryce Allan, both leading ship-owners & philanthropists. James Beazley, another leading ship-owner, was invited to take over the chairmanship of the executive committee formed to further the plan to establish an Orphanage.



Immediately after the inaugural meeting one of the ship-owner sponsors wrote a letter on 17<sup>th</sup> December 1868 to nine of his colleagues saying he was willing to donate the sum of £500 to start a building fund provided they would donate the same amount.

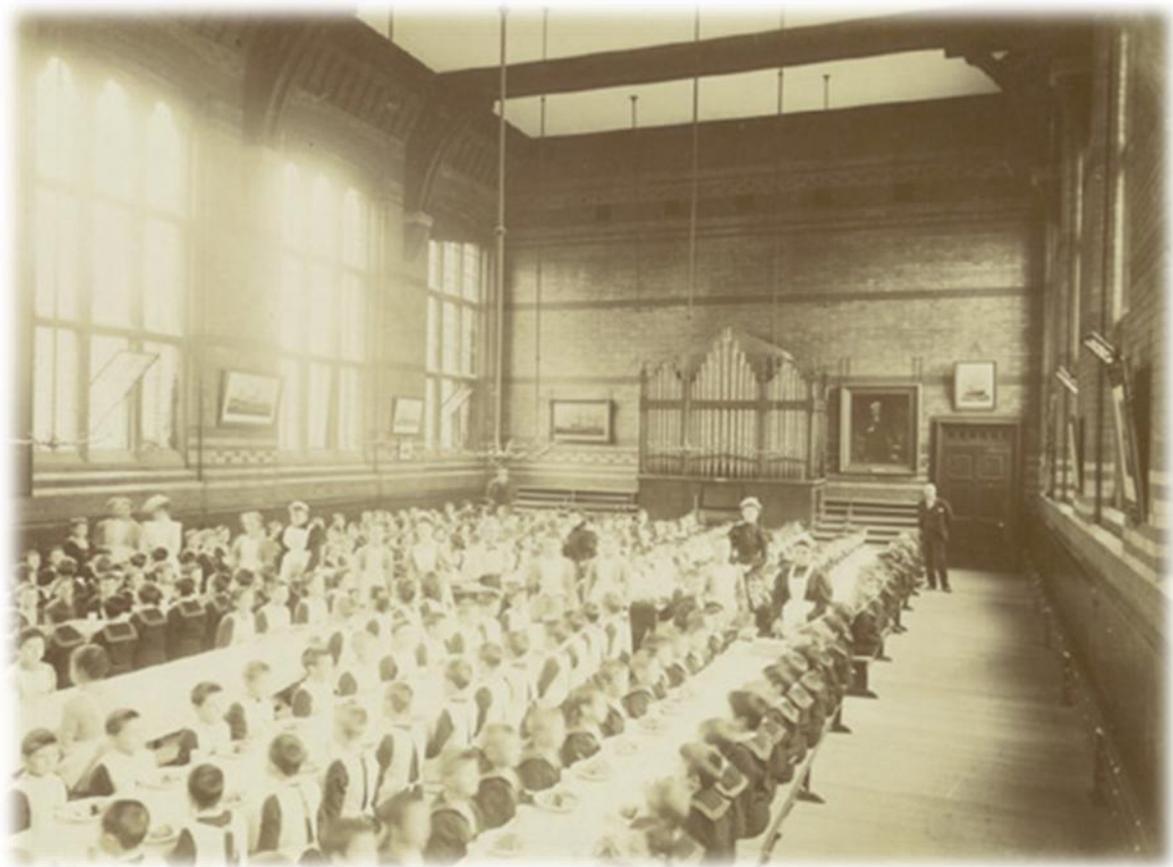
The response to this letter was as satisfactory as it was immediate and the money realised was supplemented by donations received as the result of a more widespread public appeal.

Within a few months the financial position was such that the General Committee which had been set up was able to look round for a suitable temporary home.

On 9 August 1869 the Liverpool Seamen's Orphan Institution opened in temporary accommodation in Duke Street, and by the end of that year there were 60 children in residence.

Such were the beginnings of the Seaman's Orphanage in rented premises in Duke Street which accommodated 46 boys and 14 girls, but the enthusiasm of the people of Merseyside was demonstrated on April 7<sup>th</sup> 1870 when Liverpool Town Council approved a resolution under which a gift of land at the North East side of Newsham Park should be given to the Committee to enable them to build a Seaman's Orphanage which would in due course open.

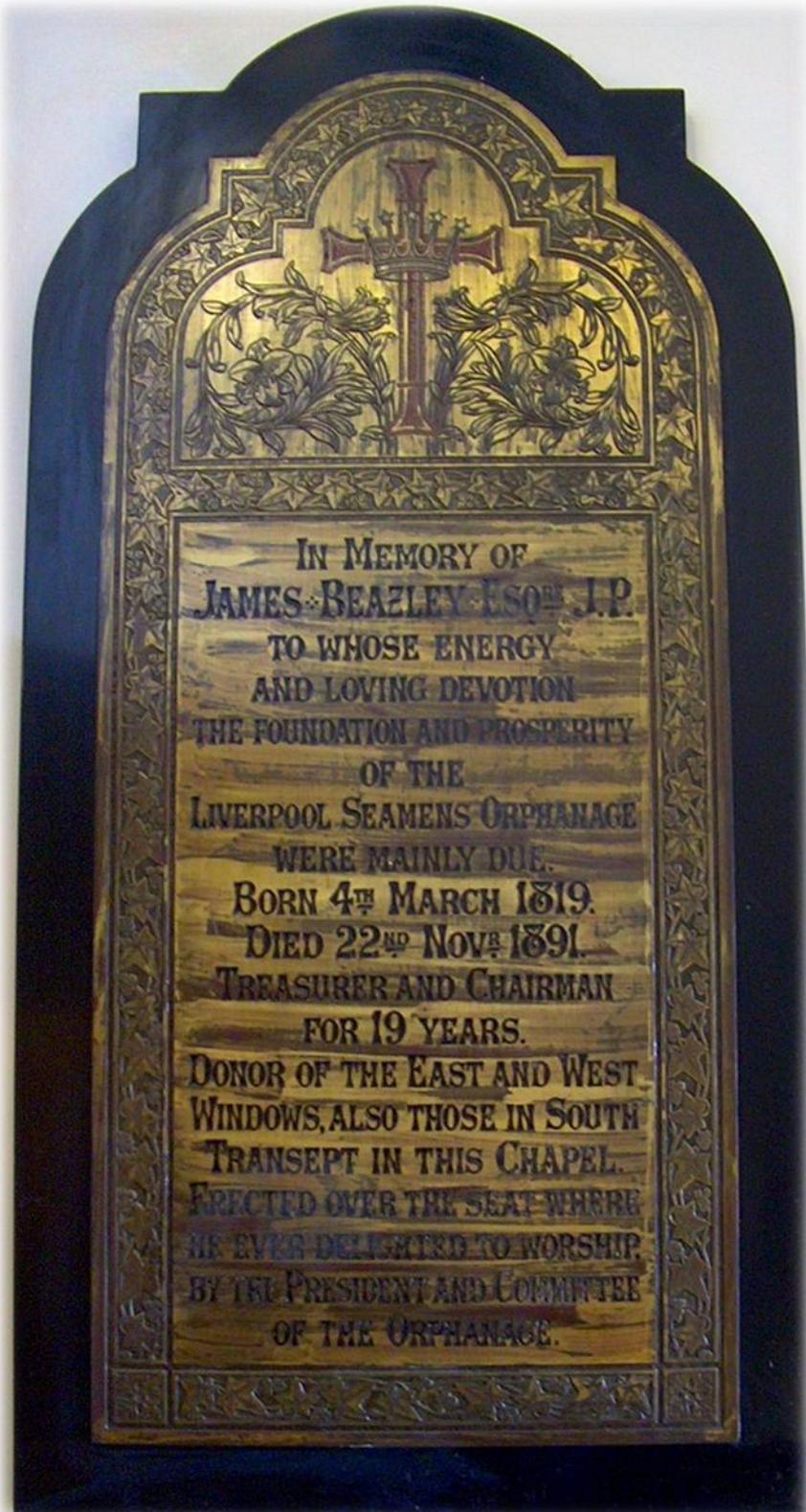
Liverpool Town Council gave 7000 square yards of land at the north-east side of Newsham Park to the committee to construct a Seaman's Orphan Institution. On the 31 January 1874 the children from the temporary home in Duke Street were transferred, together with 46 newcomers. In addition to the 200 children at the Orphanage, the Committee also looked after children on an outdoor relief basis.



From the outset the education of the children has been given top priority and from 1892 the boy's school, and from 1898, the girl's school were administered strictly under Government regulations and the institution received a share of the Parliamentary Grant from the Education Department.



By 1899 it was recorded in the Annual report that there were 321 children in the Orphanage while 508 were receiving outdoor relief in the form of monetary grants and clothing. Although children of all denominations were assisted with preference given to the claims of orphans of British seamen connected with the Port of Liverpool, the prayers were from the Church of England and the scholastic and religious instruction were under the supervision of the Chaplain.



The formal opening of the Institution took place on the 30 September 1874, the ceremony being performed by the Duke of Edinburgh, the "Sailor Prince", fourth son of Queen Victoria. In May 1886, the Queen herself visited the Institution, and granted the Orphanage the privilege of adding her name to the list of patrons.

The first world war brought problems and in 1918 One Thousand orphans were being assisted.

Royal appreciation of the work was shown from time to time by visits to Newsham Park and following a visit by H.M. Queen Mary and the Princess Royal in 1921 the King was pleased to bestow upon the Institution the title "Royal" and also to grant to it a Royal Charter of Incorporation.

The years were marked by continuing and steady progress as recorded in the annual Report and the proceedings at the Annual Meetings, which were always held in the Town Hall presided over by the Lord Mayor then in office.



During the 2<sup>nd</sup> War it was necessary to evacuate the children to the comparative safety kindly offered by Mr E.B Royden a devoted friend and Committee Member, at his home "Hill Bark", Frankby, Wirral. Here the children remained throughout the war where they flourished in the more countrified atmosphere.

In 1946, preparations were made for the return to Newsham Park, but the Committee members were becoming increasingly concerned over the possible effect on the Orphanage of the great expansion in the Country's Social Services.

Following the new Social Service benefit schemes there were unmistakable signs that surviving parents were less responsive to the suggestion that there was room in the Orphanage for their offspring, this attitude was understandable as it was frequently only as a last resort that the majority of mothers would agree to such a parting.

These changes led to a gradual decline in the number of children living at the Orphanage. Additional new legislation prohibited children under 11 years of age being educated at the same school as older children, and made it illegal for young children to live in a school of an institutional character.

Although well endowed, financial difficulties were increasing and there seemed little prospect of bridging the widening gap between income and expenditure.

Taking all the various problems and difficulties into consideration and after lengthy deliberations it was decided with great reluctance to close the Orphanage at Newsham Park while continuing to implement the objectives of the founders in providing means for the education and maintenance of the children of deceased British Merchant Navy Seamen.



Hence the Orphanage was closed on the 27 July 1949, places in various schools where found for those then being housed and educated there. The majority were transferred to the Royal Merchant Navy School at Bearwood, the cost of fees, etc. being borne by the Orphanage.



The sale of the premises at Newsham Park to the Ministry of Health for use as a hospital realised £125,000 in 1951, the proceeds being forwarded to the Charity Commissioners for investment.

The Committee's continued concern was to ensure that the necessary help was given to orphaned seamen's children according to need, that good education was encouraged and fostered, that all the children were adequately clothed and that money was made available to the mothers to supplement their State Allowances for the children's general maintenance, etc.

In the solution of the very domestic problems of immense importance to the families concerned was to lie the work of the Royal Liverpool Seamen's Orphan Institution. It was not a new departure. It was in fact a continuation of what had always been done.

No turning aside from the aims of the founders was involved but merely their adaptation to meet the changing conditions of life in the post war years with, so far as children were concerned, special emphasis on education, in particular ensuring that they would be able to participate fully in the ever widening opportunities now available for further education.

However, the work of the Institution in providing for the relief and education of the orphaned children of Seamen continues today and in 1969 the Institution celebrated its centenary.

## Brief Chronology

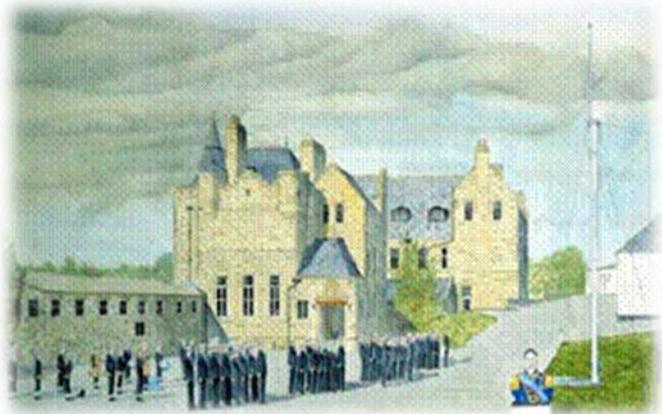
1868	First Meeting.
1869	128 Duke Street leased.
1871	Foundation stone of main building laid by Mr. Ralph Brocklebank.
1872	Special Chapel fund.
1873	Chapel corner stone laid by Mr. Charles Maclver.
1874	Chapel Opening Service by the Archbishop of York.
1874	Main building opened by H.R.H. Duke of Edinburgh.
1878	Sanatorium foundation stone laid by Mr. Ralph Brocklebank (who paid for it).
1878	New Laundry built.
1879	Sanatorium opened by the Countess of Sefton.
1880	Parsonage built.
1886	H.R.H. Queen Victoria's visit.
1900	Swimming Bath opened by Lord Mayor.
1908	Gymnasium built.
1921	Visit of H.R.H. Queen Mary and Princess Mary.
1922	Incorporated by Royal Charter.
1923	Large alterations, £12,700.0s.0d.
1924	Plastering.
1925	Plastering.
1925	Recreation ground leased.
1927	Pavilion built and new Infants Schoolroom built.
1936	Patronage of King Edward VIII and King George VI granted.
1939	Evacuated to Hill Bark, Frankby, Wirral.
1946	Returned to Newsham Park.
1949	Orphanage building closed on 27 July 1949.
1969	The Institution celebrated its Centenary.

## **A short history of Plas Llanfair, and of the training centre 'Indefatigable'.**

### **Plas Llanfair**

The earliest record of "Ty Mawr, otherwise known as Plas Llanfair" is in 1673 when it was the property of Humphrey Morris and his wife Myddanwy. They were evicted in 1728 for non-payment of their mortgage! The property passed to a Rowland Jones who died in 1742 and who was succeeded by his nephew Hugh Jones. Jones sold it to Owen Lloyd, rector of Llansadwrn, for £720 in the same year. .

At an unknown date John Hampton-Jones purchased the property, consisting of 120 acres (so it must have included the farm as well as the current grounds), and then sold it to his brother-in-law, John Lewis in 1771 for £1200.



At some stage between 1771 and 1796 the estate became the property of the Earl of Uxbridge (who was Wellington's second-in-command at Waterloo and who went on to become Marquis of Anglesey) and he rented it to Colonel William Peacock in 1796. Peacock came from County Clare and was Commander of the Anglesey Militia. He had the fireplace in the Ante Room installed at a cost of 3 guineas, and continued renting the house until his death in 1826.

The following year, 1827, J Clough from Denbigh rented the estate, still comprising 120 acres, but in July 1831 his tenancy was terminated because of an argument over alterations which he wanted to carry out. In 1853 ownership of the estate (valued at £6540) was transferred to the Marquis of Anglesey's son, Lord Clarence Paget, who himself went on to become Admiral of the Fleet to Queen Victoria. It was he who erected the Statue of Nelson, which stands along the shore, in 1877.

The property remained in the hands of the Paget family, but was rented to successive tenants. Mr Harry Clegg resided in the house over the turn of the century before dying and being laid to rest in St Mary's churchyard just behind Nelson's statue in 1909.

In 1910 Mr John Horridge JP rented it for £400 per annum and he sub-let the farm for £132. In 1928 the first Friesian cow (named Melrose Diana) was brought to Anglesey by Mr Richard Edwards who was the tenant of Plas Llanfair Farm. She was struck by lightning and killed while grazing on the front lawn of the house!

The house was leased to Mr Mortimer of Manchester in 1937. He had it converted into a country house hotel and had the swimming pool built. The hotel was fined £10 for selling drinks to non-members soon after being established!

It was commandeered by the War Office during the Second World War and used for unknown purposes by the US Army until they departed after D Day. Later in 1944 it was leased to Indefatigable, an establishment which trained boys for a career in the Merchant Navy and a short history of Indefatigable is given below.

The School closed in July 1995, after which the property was on the market- for a year before being purchased by MOD as a replacement for the old Joint Services Mountain Training Centre at Tywyn. However, in purchasing the property, the MOD agreed to retain the name in the title of the new establishment; hence The Joint Service Mountain Training Centre Indefatigable.

JSMTC Indefatigable today with the Nuffield Sailing Centre in the foreground on the banks of the Menai Straits.

A £4 million refurbishment (partly funded by the Nuffield Trust) began in July 1998, and was completed in March 1999. The first students arrived on 4 April 1999.



## **British Warships named HMS Indefatigable**

Adjective - Incapable of being tired out; not yielding to fatigue; untiring.

As a training establishment, Indefatigable took its title from its first home, which was the 3rd Royal Navy ship to bear the name. As soon as the ship changed role and no longer belonged to the Royal Navy, it lost its "HMS" title. Later other Royal Navy ships were named Indefatigable, so there were long periods when two Indefatigables existed - one a Royal Navy ship, and one a school.

Listed below are all the Royal Navy ships to bear the name HMS Indefatigable.

### **1784 - 1816**

1. 3rd Rate Frigate of 64 guns. Length 160 ft, beam 44 ft. Completed at Buckler's Hard, Hampshire in July 1784. Reduced to 38 guns in Feb 1795. Broken up at Sheerness, Kent in August 1816. She was involved in a number of actions against the French navy during the Napoleonic War period.

### **1832 - 34**

2. 4t" Rate Frigate of 50 guns. Length 176 ft, beam 53 ft. Ordered from Woolwich Dockyard in November 1832, but cancelled in March 1834.

### **1848 - 1865**

3. 4t" Rate Frigate of 50 guns. Length 180 ft, beam 51 ft. Completed at Devonport Dockyard in July 1848.

On loan from the Royal Navy as the first "Indefatigable" Training Ship from January 1865. Broken up at Birkenhead in March 1914. She served in Portuguese and West Indian waters and was flagship of the North American station before carrying out her last seagoing commission off South Africa.

### **1891 - 1910**

4. 2nd Class Cruiser of 3, 600 tons. Armed with 2 x 6" guns, 6 x4.7" and 13 x 6 pdr. Length 300 ft, beam 44 ft. Completed by the London and Glasgow Company in March 1891. In January 1910, renamed MELPOMENE and sold in October 1913.



### **1909 - 1916**

5. Battlecruiser of 19,000 tons. Length 555 ft, beam 80 ft. Armed with 8 x 12" and 20 x 4" guns. Completed at Devonport Dockyard in October 1909: She served as a flagship in the Dardanelles during the First World War before being sunk during the Battle of Jutland on 31 May 1916.



### **1942 -1956**

6. Aircraft Carrier of 26,000 tons. Length 673 ft, beam 96 ft. Armed with 16 x 4" and 72 anti-aircraft guns. Completed by John Brown, Glasgow in December 1942. Broken up at Dalmuir, Glasgow in November 1956. She fought in the Pacific against the Japanese before becoming a training carrier.