

Wrecks.

BY WILLIAM G. FITZGERALD.

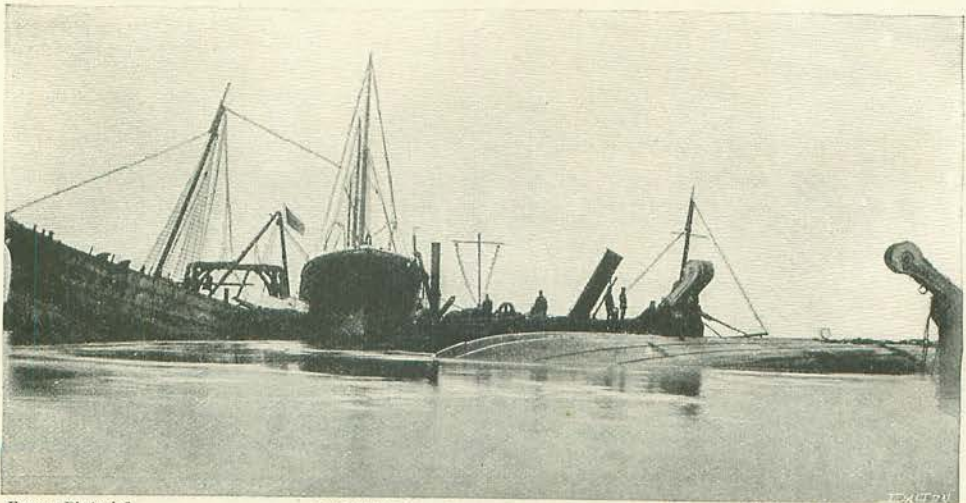


ANY of us have seen a wreck ; some, even, have known what it is to feel "a wreck," though this latter is beside the subject. All nations, and more particularly the English people, are interested in the ever-fascinating story of the sea. And few realize the awful toll which the sea exacts in human life and property. Last year the total number of shipping casualties from gales, fogs, accidents, and collisions—on our own shores alone—was 4,620, which astonishing figure was yet a decrease of 297 as compared with the preceding year.

As a rule, when a ship is wrecked, the underwriters are immediately informed, they being responsible probably for the full value of both vessel and cargo. It is rather a matter of indifference to the owner, who is often only too anxious to "abandon" his distressed ship. Wherever possible, photographs are taken without delay, especially in collision cases, and these are intended *inter alia* for ultimate production as evidence in court, if necessary, and also for the information of all parties concerned. Thus it is that we are enabled to reproduce in this article what may perhaps be styled one of the most impressive set of photos. ever published.

The first reproduction is quite unique. It shows the most extraordinary wreck, or rather series of wrecks, on record. The great vessel on the left is the ss. *Newburn*. Then comes the ss. *Erasmus Wilson*, of which we have a bow view ; and lastly we have the ss. *Winston*, which is turned completely over and is lying on her side. Here is the story. The *Newburn* ran into the *Winston* in a thick fog at Thames Haven, and the last-named ship turned over and sank. The *Newburn* was beached for safety. This, of course, was a bad disaster, but worse was to follow. The big *Erasmus Wilson* came steaming slowly up, meditating on the perils of the deep. She heard the guard-boat frantically sounding its siren, as it stood guard over the two wrecks, but she had not the remotest notion that she herself was near the spot. "Surprise," therefore, is a mild word to describe the emotion of the *Erasmus Wilson* when, without a moment's warning, she crashed heavily into the poor, disabled *Newburn*, and finished her up by cutting her in two. The photo. shows admirably the whole extraordinary affair.

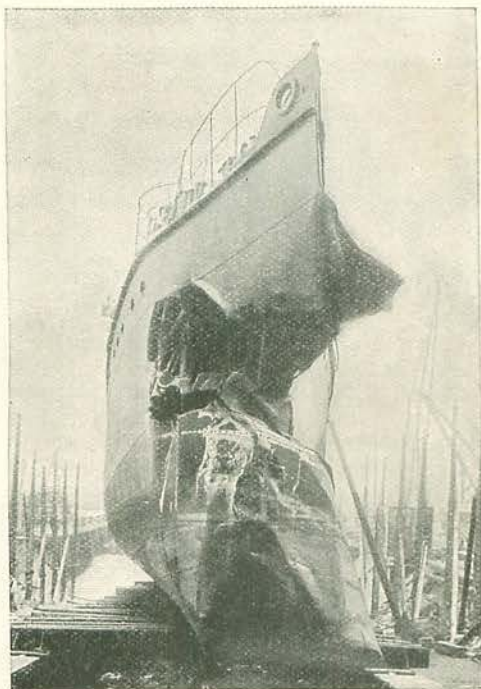
Though nothing seems very much amiss with the blundering *Erasmus Wilson*, she also became a total wreck. All three ships were wrecked, in fact. The *Newburn* was soon pulled out of the way, and her two



From a Photo. by]

A CHAPTER OF ACCIDENTS—THREE WRECKS.

[Noakes & Norman, Greenwich.



BOW VIEW OF THE "ELECTRA" AFTER THE COLLISION.
From a Photograph.

halves fetched respectively the ludicrous sums of £15 and £79. The sunken *Winston* made a more decent show before passing into the hands of the ship-breaker—who, by the way, is inelegantly termed the "knacker." She was brought into dock and sold for £900. The *Erasmus Wilson* was also brought away, and repaired—a pretty extensive job, which cost thousands.

The next two photos. are not merely impressive in themselves, but they demonstrate the astonishing stability of our warships. Both photos. show the torpedo-boat destroyer *Electra* after collision with the paddle-steamer *Meg Merrilees*, be-

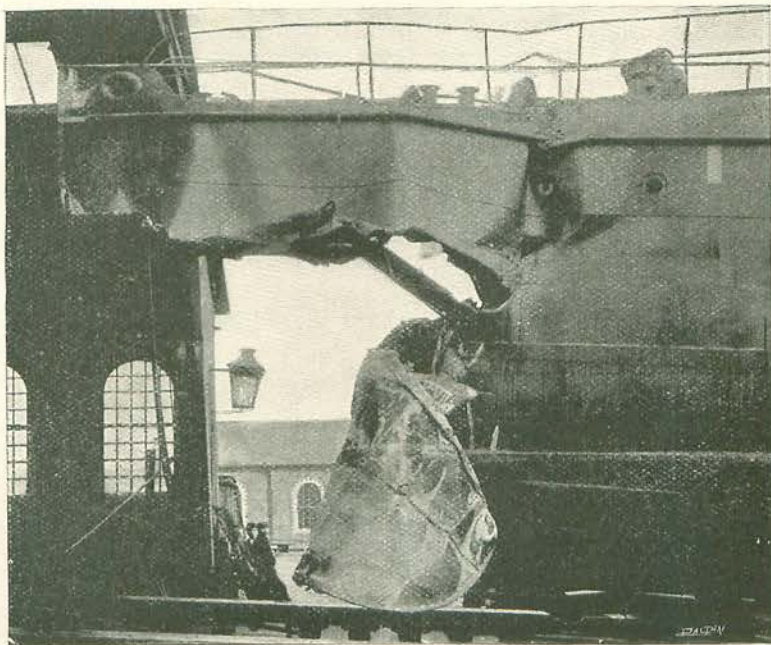
longing to the Caledonian Steam Packet Company, Limited. This tremendous collision took place in the Firth of Clyde, on the 29th of January last.

The *Electra*, at the time of the accident, was making a series of trials on the measured mile at Skelmorlie, to test the efficiency of her propellers; and she had just completed a run down the measured mile, at a speed of 22 knots, when the collision occurred. The *Meg Merrilees* was on her usual trip from Wemyss Bay pier to Largs, when the destroyer, in turning to go back on the measured mile, ran into her quarter.

The curious gaping hole in the *Electra's* bow is caused by the deck-plating of the paddle steamer, which cut like a knife into the destroyer. The exceedingly tough quality of the steel used in these destroyers is well shown by the photos. Both vessels were able to steam back without assistance: indeed, owing to the exceptionally complete sub-division of the destroyers, they are probably unsinkable by any ordinary collision.

The two photos. are respectively a bow and side view of the *Electra*. This fast destroyer was built by the Clydebank Engineering and Shipbuilding Company, Limited, who kindly lent us the photos., and who are responsible for the construction of many of our warships, both large and small.

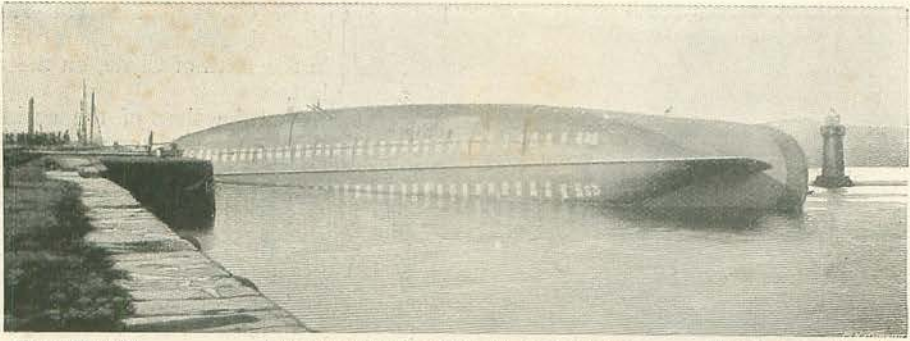
The next photo. is a very remarkable one. It shows the steel sailing ship *Helen Brewer*



From a

SIDE VIEW OF THE "ELECTRA."

[Photograph.



From a Photo. by]

THE "HELEN BREWER" AS SHE LAY CAPSIZED.

[Peter Anderson, Greenock.

as she lay capsized at Port Glasgow. The *Helen Brewer* was a fine steel ship of 1,607 tons register, and she was overturned in a squall close to the quay. The vessel had only just been launched, and she was taking in ballast preparatory to setting out on her maiden voyage to the United States, where she was owned. The question arose, "Had the ship been really delivered by the builders to the owners?" which knotty problem was finally solved in favour of the builders.

The task of uprighting and floating the ship was placed in the hands of the British Marine Salvage Company, Limited, of Glasgow (who lent us the photo.), and the work was successfully accomplished in seventeen days with the aid of three "Invincible" Centrifugal Pumping Engines, under the superintendence of Mr. J. H. Thomson, salvage officer. The pumping gear was supplied by Messrs. J. and H. Gwynne, Limited, the well-known engineers, of 89, Cannon Street, E.C.

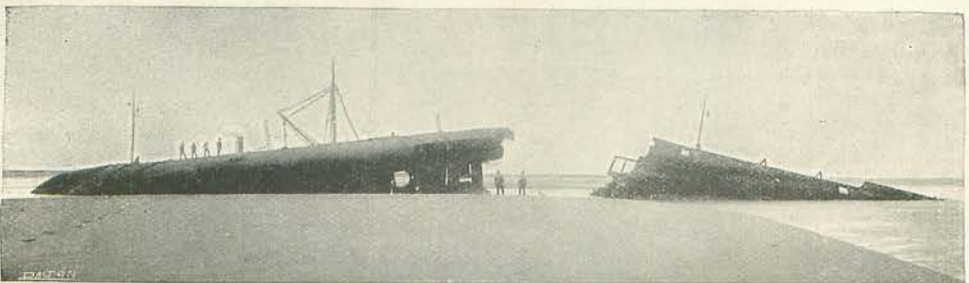
Volumes might be written about peculiar wrecks. The ss. *Wick Bay*, which lay in 30ft. of mud near King's Lynn, for four years baffled all attempts to remove her from the Lynn Channel. When at last she was raised, 3,000 tons of mud were discharged from her by the pumps, the divers manipulating the suction pipes inside the vessel. The extremely striking photo. here reproduced shows the

Wick Bay lying broken in halves before her final removal. We are indebted for the photo. to Mr. W. A. Gorman, of the world-renowned firm of Messrs. Siebe, Gorman, and Co., our foremost submarine engineers. Nothing can be more curious than the history of persistently unfortunate ships. Take the case of the ss. *Daphne*.

The floating of this unfortunate vessel, which capsized at the end of the launching ways, and drowned 124 workmen, was a ghastly undertaking, as may be imagined. The work was placed in the hands of the East Coast Salvage Company, and the vessel was recovered under the direction of Captain T. N. Armit. It was raised by three of Messrs. Gwynne's pumps, assisted by pontoons.

The subsequent history of this vessel is interesting. After being re-named the *Rose*, she filled with water at Londonderry, and was again pumped out. Later on, she tore her petals out at Millport, and was again floated. The owners, becoming alarmed at her career, sold her, and the name was changed to *Ianthe*. Ill-luck still pursued her, and after committing various marine depredations, she was again sold in disgust, this time to the country of her fabled gods, the Greeks, and she is now sailing as the *Eleni*, of Smyrna.

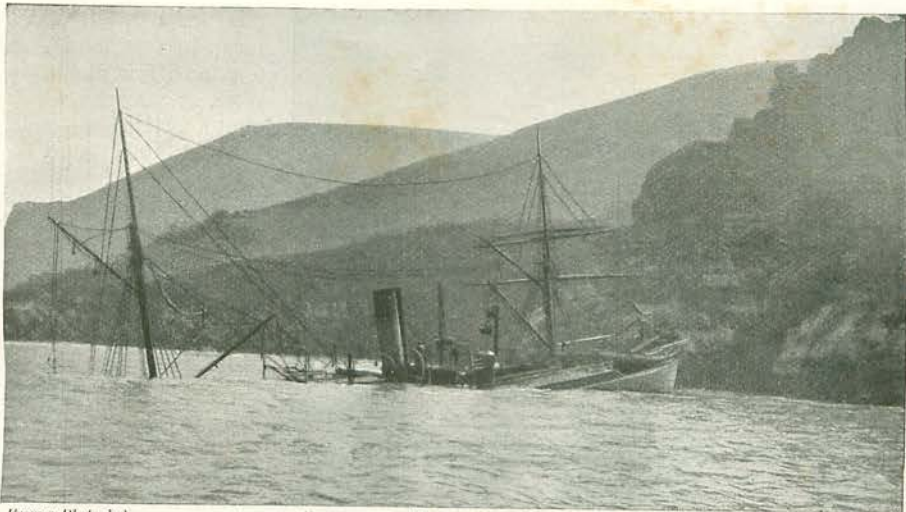
Next we see the *Ackworth* ashore at Lundy Island. She had a cargo of coals. This



From a Photo. by]

THE "WICK BAY" BROKEN IN HALVES.

[T. Smith & Sons, King's Lynn.



From a Photo. by]

THE "ACKWORTH" ASHORE AT LUNDY ISLAND.

[Catford, Hfracombe.

steamer was rescued by the local officers of the London Salvage Association and taken into Cardiff. Subsequently she went round to the north-east coast and was repaired. The total cost of salvage, including floating the ship, getting out the cargo, etc., was between £8,000 and £9,000.

Many organizations have been formed to protect the interests of owners and underwriters in respect of wrecked and damaged property. Foremost among these bodies is the London Salvage Association, mentioned above. It is to Mr. Crafer, the courteous secretary, and Captain S. Jarman, the resident officer, that we are indebted for most of the photos. appearing herein. Than these two gentlemen there are no greater experts in the world on the science of salvage. The chairman of the London Salvage Association is also the chairman for managing the affairs of Lloyd's. The association was established in 1856, and incorporated by Royal Charter in 1867. It has a staff of about fifty skilled nautical men and engineers, available to proceed to any part of the world where their services may be required. It is in direct communication with salvage contractors all over the world, from Genoa to Japan, and it has salvage plant—steam pumps, cargo hoists, diving apparatus, and the like—at various central localities all over Europe, and notably at Lisbon.

Vol. xiv. —70.

It will be seen in the accompanying photo. that the vessel depicted has been struck a glancing blow. The name of the ship is the *Neptune*. Her iron plating has been crumpled up as though it were tin, and much of her wood-work splintered. The blow from the



"A GLANCING BLOW."

From a Photo. by S. H. M. Kennedy, Quebec.



From a)

HOW THE BARGE GOT CRUSHED.

[Photograph.]

colliding vessel was neither heavy nor serious, but, nevertheless, it inflicted £2,000 or £3,000 worth of damage.

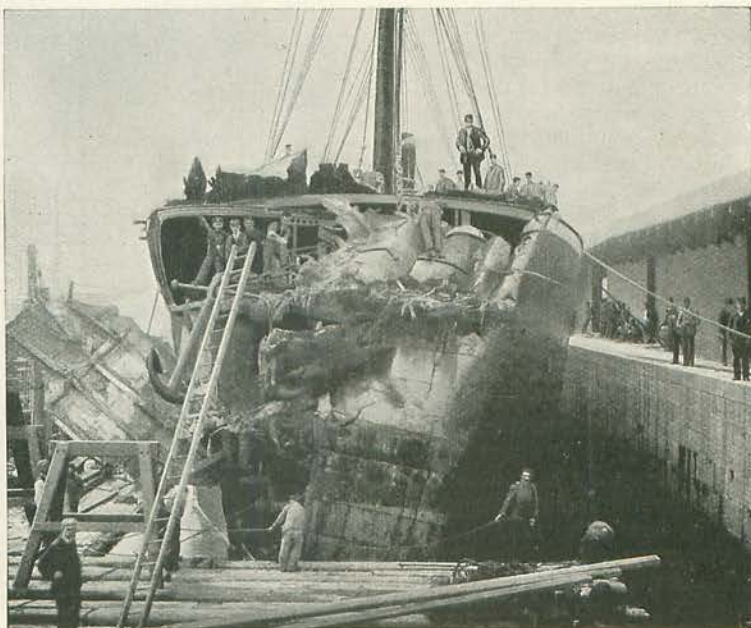
Naturally, owners whose wrecked ships are fully insured are not backward in abandoning the vessels to the underwriters and claiming the insurance. The underwriters, however, are never in a great hurry to pay up, and quite rightly. They want to see photos, and hear reports from the "Salvage Association."

The photo. next reproduced shows a very curious accident. A great ship was lying in dock, like scores of other great ships. Between her and the side of the quay was an ordinary barge. The name of that barge was *Edward*—just plain *Edward*. Well, the tide fell, and the big vessel heeled slightly over, crushing up the barge as she did so like an egg-shell. The photo. shows *Edward's* trying position—not exactly between the devil and the deep sea, but between a big, remorseless ship and an equally unyielding quay-wall. It was unkind of the big ship, because *Edward* had probably brought sup-

plies for her. It was an ill turn, in fact, and *Edward* felt hurt. His main-stay was gone, as you can see in the photo. His case—which he brought into court—was that he was lying low sayin' nuffin', when suddenly his big brother turned upon him and rent him. He was awarded £300 as a solatium. This shows us that the rights of the humblest craft are respected, as well as those of the "kings" of the high sea.

Our next reproduction illustrates two things: (1) the astonishing havoc wrought when two great ocean-going ships collide;

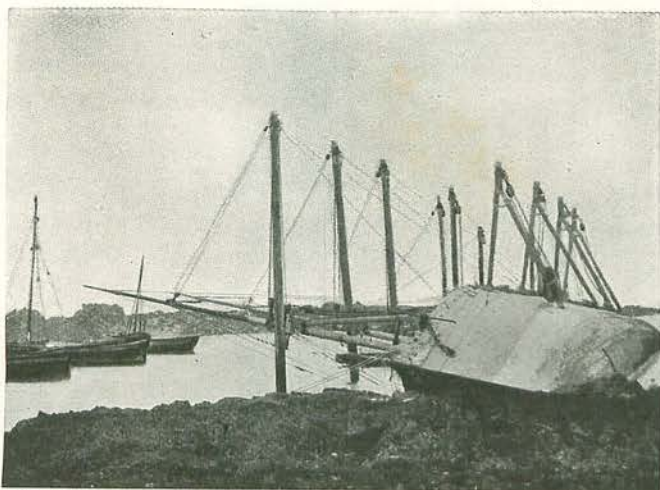
and (2) the tremendous damage which a ship can sustain and yet go her way in comparative safety. This photo. shows the steamship *Vancouver* on her arrival at Quebec. She had been in collision, and so great was the damage that when the writer consulted Captain Jarman about it, that great expert took time to consider whether he was looking at the bow or the stern! It is the bow of the *Vancouver* that is shown, however—or rather where the bow had been. The bow of the vessel had literally been



From a)

THE "VANCOUVER" ON ARRIVAL AT QUEBEC.

[Photograph.]



From c)

QUEER METHOD OF RAISING A FALLEN SHIP.

[Photograph.]

'Twas a consummation devoutly to be wished, but the manner of essaying it was peculiar. A lot of steel posts (or masts) were fixed up, and at the top of each was a pulley arrangement. Over these were passed hawsers, which were attached to the masts of the fallen *Iowa*, and the notion was to haul on these hawsers until the ship rose up straight. She didn't do so, however, and the expedition retired defeated. Three months afterwards they tackled the vessel again, this time adopting a very different plan. The vessel was pumped out and

carried clean away, but was recovered. Part of it, quite detached, is seen on the left, below the anchor. Observe how the timbers are shattered and cut, and the plating cracked and twisted.

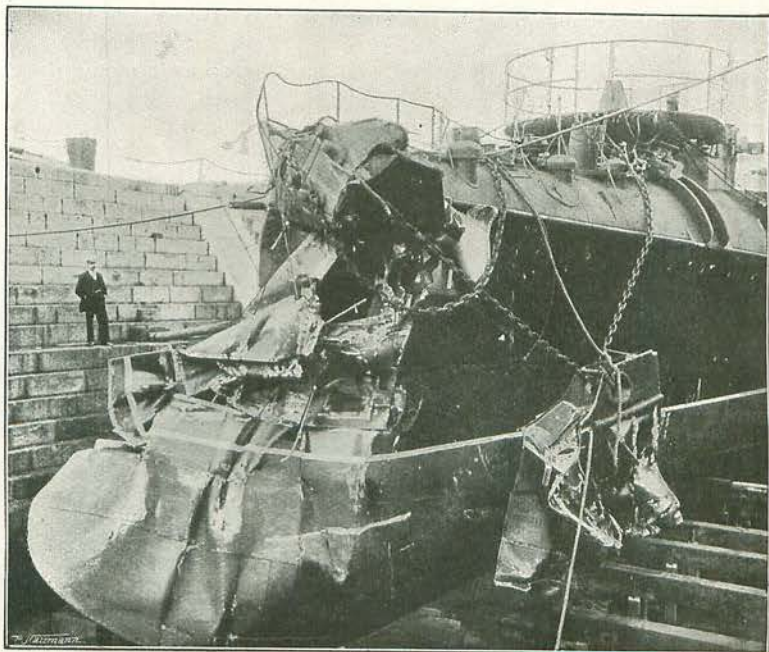
A very peculiar wreck is next depicted. The photo. also shows an old-fashioned method of lifting ships that have fallen over on their side. This is the *Iowa*, a ship of 2,500 tons gross. She was bound for New York with a general cargo, and 300 or 400 passengers. Unfortunately, however, she went ashore in a fog on the French coast about twenty miles west of Cherbourg. She hadn't been there long when she seemed to give up the ghost altogether; she turned right over on her side, just as we see her.

The London Salvage Association sent out an expedition to see what could be done for the vessel, and they borrowed various appliances from the French Government Dockyard at Cherbourg. The thing was, of course, to raise the ship into an upright position.

made perfectly air-tight, with the result that as the tide came in she lifted herself. The first job cost £4,000, and the second £3,000.

A truly terrific smash-up is shown in the next photo. reproduced, which shows the torpedo-boat destroyer, *Lightning*, in dock after a collision with the L.C.C. steam-hopper *Belvedere*, on the 8th November, 1895.

Having previously passed her speed tests, the *Lightning* was undergoing her twelve hours' "consumption" trial. At seven o'clock in the evening, when the vessel was between



A TERRIFIC SMASH-UP—THE "LIGHTNING" AFTER THE COLLISION.

From a Photograph.



A CASE OF SPONTANEOUS COMBUSTION.
From a Photo. by W. H. Franklin, Deal.

the turtle-deck and shell plating, was torn clean away, and lay suspended over the port bow by the cables. This constituted a grave danger, because if the destroyer had rolled at all the wreckage would certainly have knocked a hole in the shell of the vessel. The collision, however, proved the excellence of the material used in the destroyer—which, by the way, was built by that famous firm, Palmer's Ship-building and Iron Company, Limited,

the *Mouse* and *Nore* lightships, steaming towards Sheerness at twelve knots, a thick mist came over the sea, and immediately afterwards the destroyer struck the *Belvedere* amidships. So severe was the impact that the *Lightning* seemed almost to have been lifted clean out of the water; she swung violently round, making a complete half-circle. Great confusion followed, because it was thought that the lightly-constructed destroyer would sink. Nor were her troubles over yet. The navigating officer in charge, who was far from well at the time, lost his way, and the *Lightning* eventually grounded on the Maplin Sands, where she remained all night, attended by a Southend fishing-smack.

The damage to the bow was very great, the plating and frames being crushed into all manner of shapes, to about 12ft. from the stem. The collision bulkhead was completely smashed in and torn in halves. A large portion of the vessel's bow, containing the hawsepipes and part of

to whom we are indebted for the photo.

A ship that fired by spontaneous combustion is here depicted. This is the *Micronesia*, and hers was a curious case. Her total value was about £6,000, yet, as she was insured for £13,000, her owner recovered that sum in the most legitimate manner possible. The fire seems to have run along the whole of the bags of nitrate which formed the cargo, and burned every scrap of woodwork in the skin of the vessel. This peculiarity is noticeable in the photo. The *Micronesia* was at length taken in tow by a tug and beached at Deal. The nitrate, usually soft and powdery, became as



ALL THAT WAS LEFT OF THE "REISBAD."
From a Photo. by Messrs. Goldsborough & Son, Port Elizabeth.

hard as rock, and had to be removed with pickaxes.

The remarkable photo. next reproduced shows a "wreck" indeed. The beach is literally strewn with the wreckage of the ill-fated barque, *Reisbad*, which was wrecked near Port Elizabeth, South Africa.

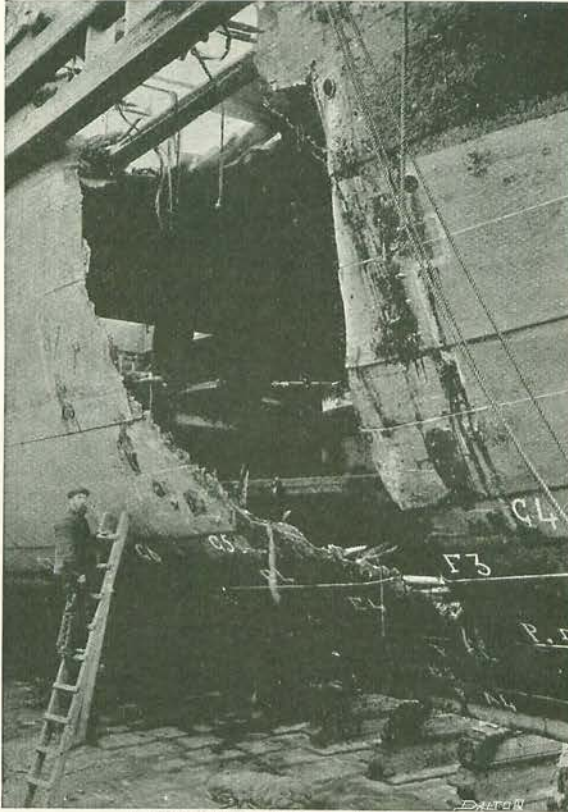
This leads up to that very interesting feature of modern wrecking, which is known as "selling the right of the beach." We will suppose a big ship is stranded hopelessly on a terrible coast. Well, some qualified person stakes out "claims" on the adjacent beach, and invites speculators to bid for these claims. When all are sold, each purchaser takes up a position on his bit of beach and anxiously waits for what the waves will send him, as the ship goes to pieces. It may be bales of valuable merchandise, or it may only be firewood. Still, there is an element of gambling about the transaction which makes it particularly fascinating to speculators.

Next is shown the ss. *Hull*, which sustained very severe damage in a collision. The photo. was taken from the bottom of the dry dock, after the temporary patching had been removed. This enormous hole in the vessel's side cost £2,000 or £3,000 to repair. Of course, captains of ocean-going vessels are all practical, resourceful men, and even when their ship has sustained damage to this extent, they don't sit still and bemoan their fate; they examine the ship thoroughly, and then do what they can in the way of temporary repairs, such as will enable them to reach their destination.

The large barque *Famenoth* (1,035 tons),

depicted in the following picture, was a remarkable wreck. She sank on Pan Sand, off Herne Bay, on March 26th, 1882. Her cargo was a "general" one, of the most approved "Robinson Crusoe" kind, and she was bound for New Zealand, from London. Ship and cargo together were worth £30,000. The salving of this ship was intrusted wholly to Captain Stephen Jarman, nautical adviser to the London Salvage Association, assessor to the City of London Court, and member of every known nautical body. Captain Jarman's efforts were crowned with such complete success, that the underwriters presented him with a letter of thanks and a cheque for 100 guineas.

"We found the *Famenoth*," this capable man told us, "nearly covered at high water, as you see in this photo. The divers reported that she had been badly pricked in three or four places by her own anchors. The tide only allowed us to work three hours at a time, and then we had to leave the wreck, first hoisting up the diving gear in sacks to

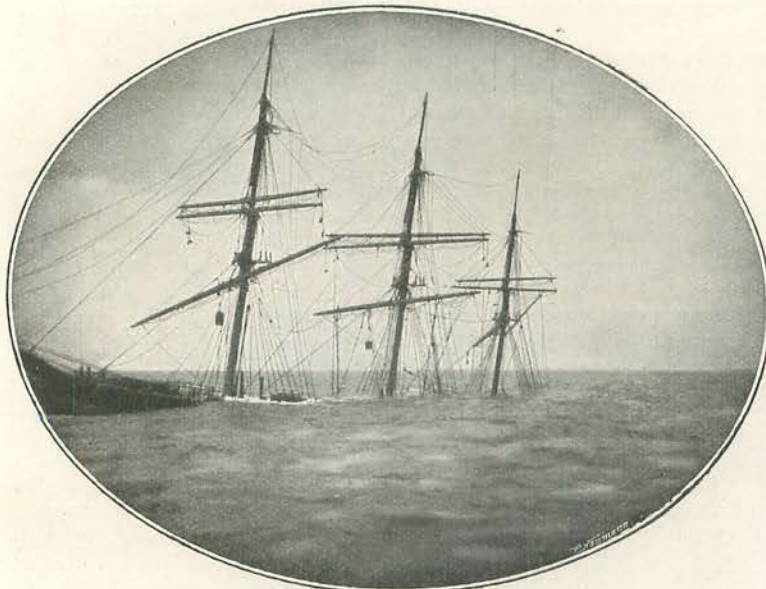


A HOLE THAT COST £3,000 TO REPAIR.
From a Photo. by Feathers, Dundee.

the lower yards of the masts. It was a big job, calling for the best plant—diving gear, pumps, and the like; also, the best class of men. At last we floated her with about 1,000 tons of dead-weight cargo on board, and this notwithstanding that she was making 700 tons of water per hour, through leaks that couldn't be reached by the divers. Eventually the *Famenoth*, towed by two tugs, was safely deposited in the East India Dock. The pilot who was on board when the ship drifted on to the Pan Sand was drowned, as were also two or three other members of the crew. Sixty-five of the ship's plates were

salving the *Wells City* was close upon £20,000. Most of the plant was provided by the Isaac Merritt Company, of New York.

It seems to be the principle of the merchant marine, that as long as a ship holds together, above water or below, hope is never to be abandoned. You will be surprised to learn, considering the "tight place" the ship is in in the photo., that the *Wells City* was not only raised and repaired, but is still



From a Photo. by]

THE "FAMENOTH" AT HIGH WATER.

[C. W. Allen, Canterbury.

badly damaged, and altogether she sustained injury to the amount of £7,000. She was soon repaired, however, and is running now."

The whole process of lifting a sunken vessel is next depicted. The high mast in the middle of the photo. belongs to the wrecked ship, whose hull lies far beneath the water. On the surface is a scene of great activity. The curious floating structures on either side are the pontoons, which are probably made fast with chains to the vessel below. Cranes, steam pumps, tugs, and diving apparatus—all these are in readiness for the salvage operations. The lifting process shown in the photo. took place in New York Harbour, and the wreck is that of the *Wells City*, a huge steamer of 3,000 tons. She had a valuable cargo of tin-plate goods and hardware, but was sunk in 50ft. of water, through a collision with another vessel. The total cost of

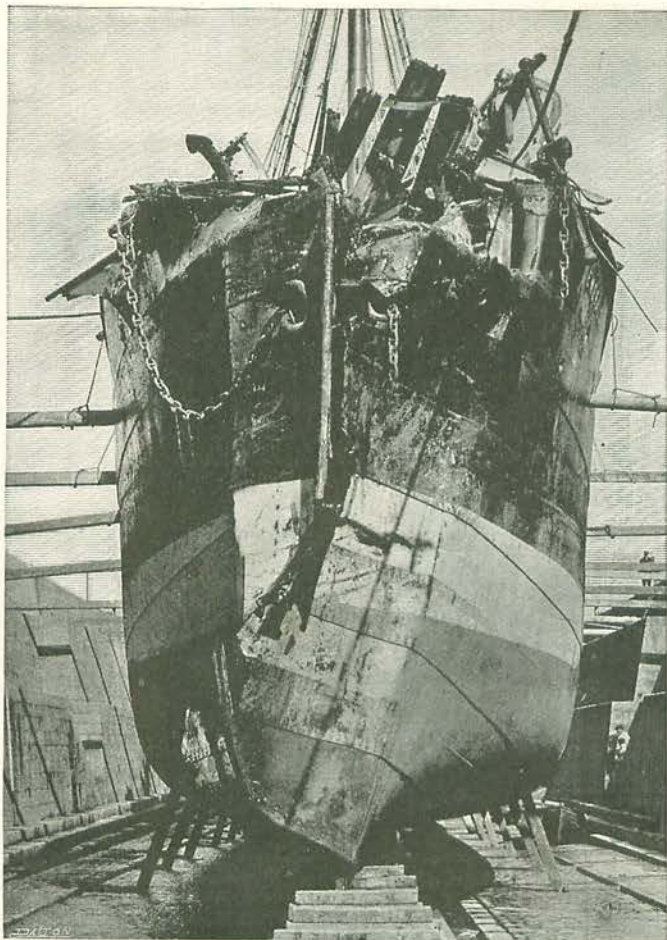
trading between Bristol and New York.

It is a mistake to suppose that when one big ship runs bow on, and at right angles into another, the aggressor escapes scot-free. The photo. next reproduced is a bow view of the *Emerald*, which collided with another vessel in just such a way as has been indicated. So badly is the *Emerald* injured that it really seems as though she were about to fall in halves; her bow is split open almost



SHOWING HOW THE "WELLS CITY" WAS LIFTED.

From a Photo. by Nichols, Brooklyn, N.Y.



BOW VIEW OF THE "EMERALD" AFTER THE COLLISION.
From a Photograph.

from top to bottom, while the entire fabric is doubtless badly strained.

The *Emerald* collided with the *Wooloomeroo* in the English Channel, opposite Cherbourg. Both vessels put into this port after the accident. The London Salvage Association sent over divers to repair and bring home the *Wooloomeroo*, which had sustained even more damage than the *Emerald*. It was a curious case. One captain said he was enveloped in a dense fog at the time of the collision, whilst the other declared that the weather was beautifully fine. Anyone

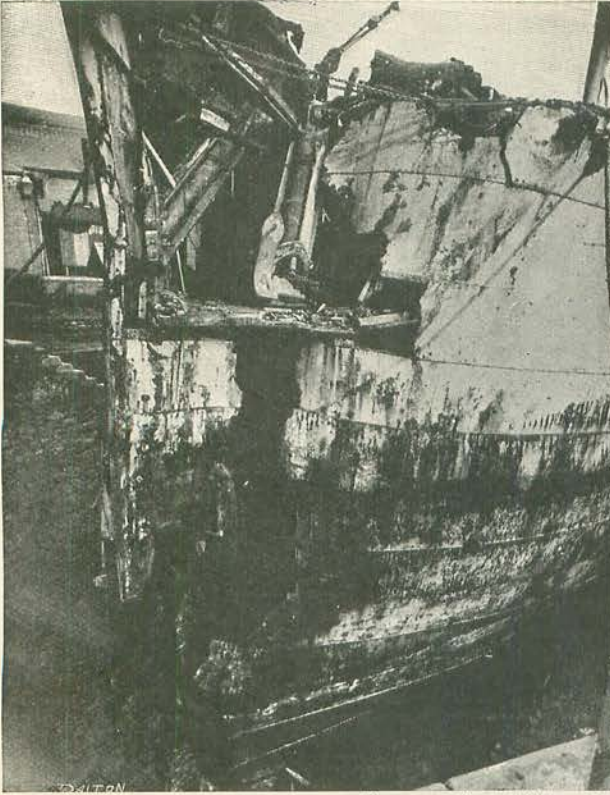
who knows the Channel, however, will at once realize that *both* captains may well have been speaking the truth. It cost £4,000 to repair the *Emerald*.

The accident to the Norwegian vessel *Turiste*, which is next shown, was one of the most remarkable in maritime records. The *Turiste* lay in Barry Dock, Cardiff, on October 6th, 1896. Floating around, "permiscous-like," were sundry enormous stacks of timber, and it was one of these that virtually wrecked the *Turiste*. As a fact, the timber-stack began to go to pieces, but instead of toppling over and injuring the vessel that way, the stack began to break up *under water*. The result was that hundreds of big logs worked their way beneath the vessel, and began to push her up out of the water at one end! This extraordinary accident is admirably illustrated in our photograph. The *Turiste* sustained considerable damage, and it cost between £300 and £400 to repair her.

An extremely remarkable wreck is the ss. *Mercedes*, which is shown in the next



THE EXTRAORDINARY ACCIDENT TO THE "TURISTE."
From a Photograph.



From a] ANOTHER COLLISION—THE "MERCEDES." [Photograph.

photo., and which was repaired by the Central Graving Dock and Engineering Company, of Swansea.

The last photograph reproduced shows the truly extraordinary wreck of the *Eviva*—a pathetic name for a ship that was utterly annihilated. The *Eviva* had come from Norway with a cargo of timber, when she was driven ashore at Fishguard and became a total wreck. Four consecutive photos. of the doomed vessel were taken, each

one depicting a later and more hopeless stage. The photo. we reproduce shows the last stage of the wreck. The material of which the ship was built, together with the planks that formed the cargo—these are strewn about in such astounding profusion that the whole looks, from a distance, like scattered straw. Of the ship scarce one plank remained joined to another. The salvaging of the *Eviva* was equally extraordinary. It was taken in hand by the famous old firm of Wendt and Co., of 4 and 6, Throgmorton Avenue, E.C., who kindly lent us this photo., and that of the *Turiste*. When Messrs. Wendt's representatives arrived at Fishguard, they found all the miners out on strike, so they naturally offered them the work of salvaging the wreck, or rather what was left of it. This the sturdy fellows refused to do, for some reason or other, and there was nothing left for Messrs. Wendt and Co. but to offer the work to the women and children, who undertook it gladly. What is more, they carried it

out in a manner that gave great satisfaction, the timber realizing £304.



From a] "A WRECK INDEED"—LAST STAGE OF THE "EVIVA." [Photograph.