

Matthew Aisbitt Sr.

Marine engineer, ship owner
(1808-1861)

Lucy Bolton

(1816-1890)

Matthew Wheldon Aisbitt Jr.

Naval architect, ship builder, inventor, insurance officer,
marine engineer & surveyor
(1849-1914)

Jane Blaxland Atkinson

(1861-1952)



Family tree:



Matthew & Lucy Aisbitt are my great-great-grandparents, and Matthew & Jane Aisbitt my great-grandparents. The blue symbols mark the bloodline. The family retains a number of artefacts dating back to this family line. Both Ernest and his son Rollo retained the name Wheldon, which dates back to an even earlier generation, to Alice Wheldon, mother of Matthew Aisbitt Sr. (The women tend to retain the name Blaxland, e.g. Jane Blaxland Atkinson; see my numerous other documents about the Blaxlands.)

Matthew and Lucy were married 12th April, 1836 when Lucy was only 19 and Matthew was 27. There appear to be references to our Lucy (Bolton) Aisbitt in the UK & Ireland nursing register. Lucy bore at least 11 children, some dying in infancy, some living into their 90s. Lucy appears on various notices about the sale of their company and “salubrious” country house after the death of Matthew Sr. One of the earliest references to Matthew Aisbitt Sr. is a short 1841 commentary on his boat *The Lucy*, named after his beloved wife (see below).

Ossie Aisbitt told me via email in 2018:

[Matthew Aisbitt Sr. was a ship's biscuit maker in South Shields but became a ship owner and ultimately a “gentleman”.](#)

There's not a lot to go on until his highly successful son took the reins. my details for Matthew Jr (MWA) are far more extensive. Most of the document is about Matthew Jr. Matthew Sr. died at 55, and his wife Lucy at 74. Their graveside plinths (below) are rather magnificent. There are parallels here with George Blaxland Sr. and Jr., also involved in the marine engineering business. This common interest is probably why the various families intermarried (and with being quakers?).

But there is evidence for the strong connection between Matthew Aisbitt Jr. and George Blaxland Jr. The 1913 article below states that, on the death of George Blaxland Jr. in 1912, the will was duly proved by W.H. Blaxland and Matthew Aisbitt (who was to die in 1914). See Appendix D that shows how the quaker families tie together. Both George and Matthew travelled to the USA and Cuba with their work – I cannot yet prove but suspect they worked together there, both having complementary marine engineering skills relating to salvage work and building docks.

GEORGE BLAXLAND, Deceased.

Pursuant to the Act of Parliament of the 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims or demands upon or against the estate of George Blaxland, late of Gillingham House, Gillingham, in the county of Kent, Gentleman (who died at Gillingham House, Gillingham aforesaid, on the eighth day of August, 1912, and whose will was duly proved by Wemyss Henry Blaxland, of 33, Highbury, Newcastle-upon-Tyne, Solicitor, and Matthew Wheldon Aisbitt, of Westoe, Newport-road, Cardiff, Naval Architect, the executors therein named, in the Probate Division of the High Court of Justice, at the Principal Registry, on the twenty-seventh day of September, 1912), are hereby required to send, in writing, the particulars of their debts, claims and demands to the undersigned, Joseph A. Philipson and Co., the Solicitors of the said executors, at their office situate as stated at the foot of this notice, on or before the seventh day of March, 1913. And notice is hereby also given, that at the expiration of the last mentioned day the said executors will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard only to the claims of which the said executors have then had notice; and that the said executors will not be liable for the said assets, or any part thereof, so distributed, to any person of whose claim the said executors have not had notice at the time of the distribution.—Dated this 4th day of February, 1913.

JOSEPH A. PHILIPSON and CO., 89, Pilgrim-street, Newcastle-upon-Tyne, Solicitors to the said Executors.

Was Matthew Sr. married *THREE* times? This is an interesting court case. Matthew Sr. was once married to Hannah Dixon. She died at 26, and two years later, Matthew Sr. married Lucy Bolton. So who was Elizabeth Hick? Why did the case happen 20+ years after Hannah died?

Catalogue description

Cause number: 1857 D99. Short title: Dixon v Aisbitt. Documents: Bill and...

Reference: C 15/369/D99

Description: Cause number: 1857 D99. Short title: Dixon v Aisbitt. Documents: Bill and interrogatories. Plaintiffs: Alexander Dixon and others. Defendants: Matthew Aisbitt and Elizabeth Hick widow.

Note: Details have been added from C 32/90, which also gives information about any further process

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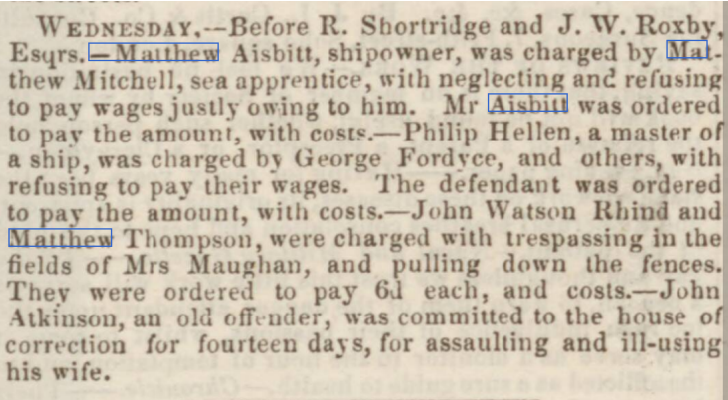
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There is an interesting note about Matthew Sr. not paying wages in a timely fashion.



I find occasional references to boats that Matthew Sr. owned:

MARINE INTELLIGENCE

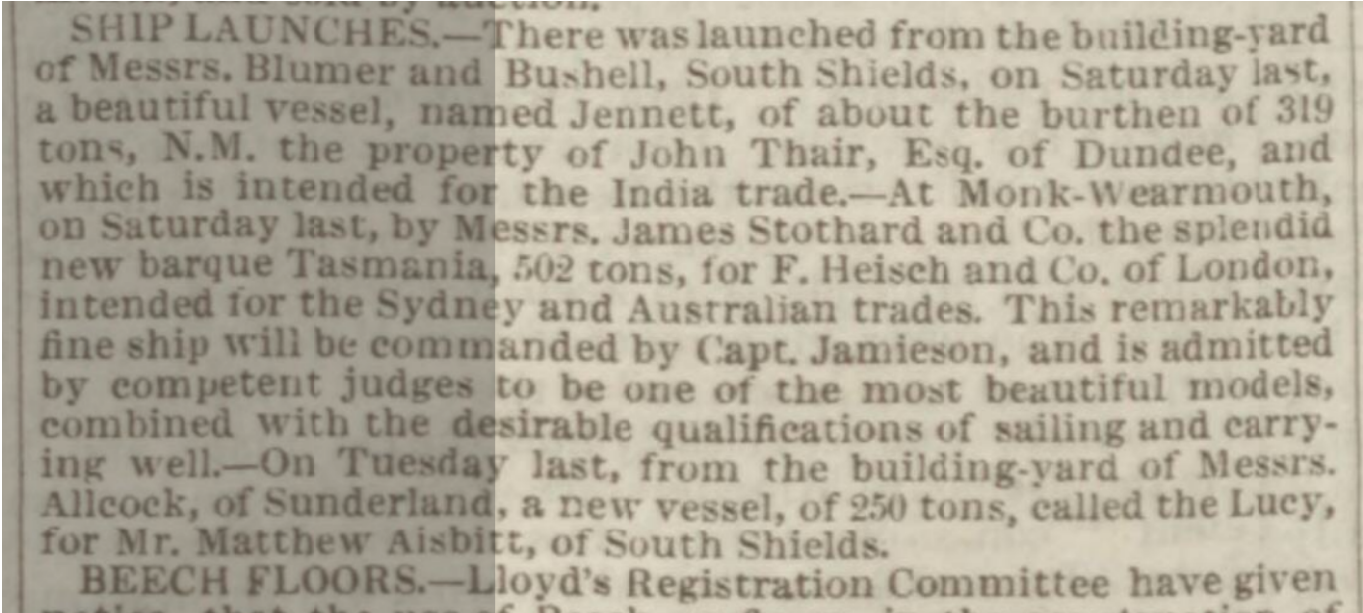
... —On Tuesday last, from the building-yard Messrs. Allcock, of Sunderland, new vessel, 250 tons, called the Lucy, for Mr. **Matthew Aisbitt**, of South Shields. BEECH FLOORS.—Lloy d* Registration Committee have given notice, that the use of Beech, as floors, the ...

Published: Saturday 30 January 1841

Newspaper: [Newcastle Journal](#)

County: Northumberland, England

Type: Article | Words: 2396 | Page: 3 | Tags: none



<http://www.searlecanada.org/sunderland/sunderland123.html>
https://en.wikipedia.org/wiki/List_of_shipwrecks_in_1861

The 1861 register (link above) mention the loss of Matthew Sr.'s ship "Queen of Freedom."

78	Lizzie Aisbitt (a barque)	360/366	Pile & Smart, at North Sand	The vessel was, I read, launched in Nov. 1852, but seems consistently to be Lloyd's Register ('LR') listed as an 1853 vessel. Aisbitt & Co. of North Shields - Per Turnbull's Shipping Register of 1856, the vessel (listed as built in 1852) was then owned by M. Aisbitt & A. Leake of South Shields & W. Tate of Walker. A. Leake was, I learn, the vessel's captain. Christie's Shipping Register of 1858 lists her then owners names as being Matthew Aisbitt & William Tate.	10104
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94	Queen of Freedom (a barque)	395	Todd & Brown	The vessel is Lloyd's Register ('LR') listed from 1856/57 thru 1861/62 only, stated always to be owned by M. Aisbitt of South Shields. For service from Shields to the Mediterranean thru 1859/60 & from Bristol to India thereafter. Per LR, W. Jacks served as the vessel's captain thru 1859/60 & thereafter G. Richardson. The vessel was registered at Shields thru 1859 & at South Shields from 1860. It would seem likely that the owner's name was misspelled by LR. Turnbull's Shipping Register of 1856 lists 'M. Aisbitt' as the vessel's owner while Christie's Shipping Register of 1858 clarifies the name to be 'Matthew Aisbitt'. LR of 1861/62 notes that the vessel had gone 'Missing'. Line 1977 on this page tells us that Queen of Freedom left London on Mar. 13, 1861 for Colombo (then Ceylon now Sri Lanka) with a general cargo & went missing en route. With a crew of 14 - all lost, of course. Than stated to be owned not by 'Aisbitt', but rather by Jas. Robson. Can you tell us anything additional? Perhaps tell us if & when Jas. Robson acquired the vessel. Y	12357
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Here's a rare reference to George Bolton Aisbitt in newspapers. It's not hard to find references to Mrs. Lucy (Bolton) Aisbitt e.g. sales of properties or companies.

THE SHIELDS DAILY NEWS, THURSDAY, NOVEMBER 8, 1866.

SHIELDS GAZETTE AND DAILY TELEGRAPH, TUESDAY, FEBRUARY 5, 1867.

Shields Daily News - Thursday 08 November 1866

Page 2 of 4

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TO BE SOLD or LET, with Immediate Possession, an Excellent and Comfortable DWELLING HOUSE of Five Rooms, with Attic, &c., now occupied by Mrs. Lucy Aisbitt, as tenant, situate in the pleasant and salubrious village of Harton. Particulars on application to Geo. D. Robson, Notary, Wallis street, South Shields.

FOR SALE, a Large GRINDSTONE. Apply at No. 88, Norfolk-street, North Shields.

FOR SALE, 500 Second-hand GOLD and SILVER WATCHES. It has now become well known that great Bargains in Gold and Silver Watches, Guard Chains, Wedding and Fancy Rings Clothing, &c., are to be had at WILLIAM ROBINS'S great Watch Mart and extensive Pawnbroking Establishment, 81, Pilgrim-street (nearly opposite the Queen's Head Inn,) Newcastle. Every Watch warranted. Weekly payments taken. Side Entrance—Bell's Court.

THOMAS DUNN

EUROPEAN RUMOURS AND POSSIBLE RESULTS.

NOTHING could be better calculated to excite the rumour propagated in the semi-official French press, that Prussia had entered into an offensive and defensive alliance for the settlement of the Eastern question, and a few other little affecting their own interests, especially was all the more air of truth about it from the tenor of some precursors of it which appeared in Polish and German journals. The French papers, the scheme of the alliance expanded from a seizure of Galicia by Russia, with compensation either in continental Denmark or in the Vistula, into a conspiracy of the latter, which would have affected new

NOTICE IS HEREBY GIVEN, that the Partnership existing between us, the Undersigned, as BONDED STORE DEALERS at Tyne Dock and South Shields, under the style or firm of "GIBSON, AISBITT, & SON," has been Dissolved by the mutual consent of each of us, and that all Accounts due to or from the firm will be received and paid by Mr T. Y. STRACHAN, Public Accountant, Newcastle-on-Tyne.

Dated this 18th day of January, 1867.

ELIZABETH GIBSON.

LUCY AISBITT.

GEORGE BOLTON AISBITT.

South Shields.

AISBITT AND SON,

LATE

GIBSON, AISBITT, AND SON,
BONDED STORE DEALERS AND GENERAL
SHIP CHANDLERS,
TYNE DOCKS & 15 MARKET PLACE,
SOUTH SHIELDS.

Shields Daily News - Saturday 02 February 1867

Page 2 of 4

Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED.

MRS. BULLOCK'S Select Register Office, 7, George-street, North Shields. P.S.—No fees required till suited.

MUSICAL EDUCATION.

MR. C. CHAMBERS, ORGANIST AND PROFESSOR OF MUSIC, 19, Albert-terrace, Ryehill, Newcastle-on-Tyne.

NOTICE IS HEREBY GIVEN, that the Partnership existing between us, the Undersigned, as "BONDED STORE DEALERS, at Tyne Dock and South Shields, under the style or firm of "GIBSON, AISBITT, & SON," has been DETERMINED by the mutual Consent of each of us. And that all ACCOUNTS due to or from the Firm will be received and paid by Mr. T. Y. STRACHAN, Public Accountant, Newcastle-on-Tyne.

Dated this 18th Day of January, 1867.

ELIZABETH J. GIBSON,
LUCY AISBITT,
GEO. B. AISBITT.

South Shields.

SMALL POTATOES, Three Shillings a Poke, at ELLISON'S, Market-place, South Shields.

IMMENSE

J.

WHOLE

NO

GOOD BREAKFAST Cabin, 20s Grocer and Stear Holborn, South S


TO LET, a F Best Parts Office of this Pap

THE CHUR Working Me to the Meeting Oddfellows' Hall OPENED D.V. Morning and Eve All are re

Where am I? TO THE SAVINE-S

Here's a death notice for Matthew Aisbitt Sr.

DEATHS.
At Ellison Place, on the 18th inst., Elizabeth, fourth daughter of the late Sanderson Ilderton, Esq., of Ilderton.
At Brunswiek Terrace, Gateshead, on the 17th inst., aged 28, Mr. J. S. Fraser, much respected.
At Westoe, on the 17th inst., aged 55, **Matthew Aisbitt**, Esq.



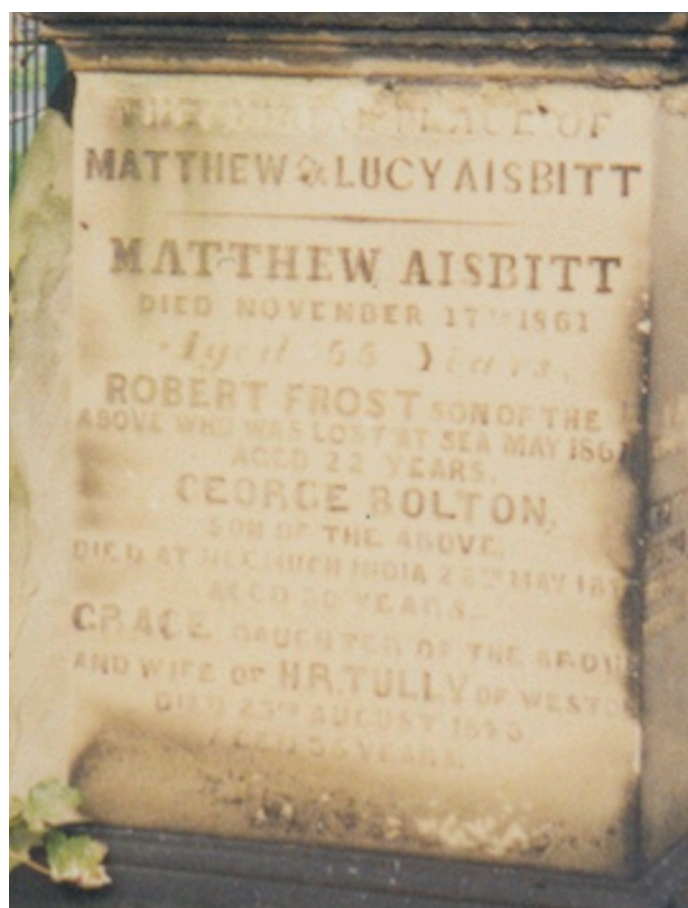
MARRIAGES, AND DEATHS. BIRTHS. At Squire's Walk, North Shields, on the 17th inst., the wife of Philip Dodds, ..

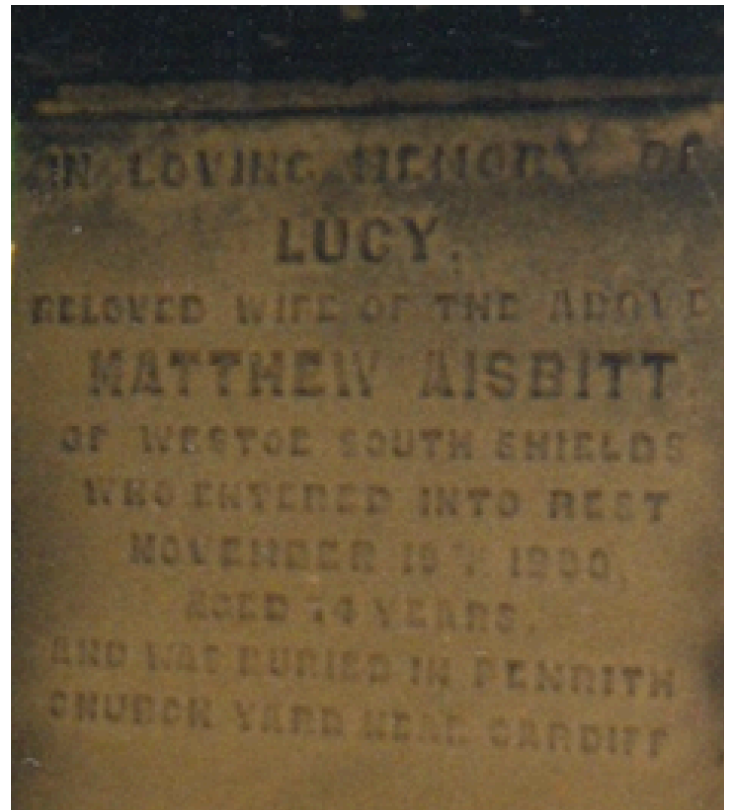
... Bruuswiek Terrace, Gateshead, the inst., aged 28, J S. Fraser, much respected. At Westoe, on the 17th inst., aged 55, **Matthew Aisbitt**, Esq. Drowned at sea, from on board the Darius, wrecked on the Longsands, on the 2ud inst., aged 27, Samuel, son of Mr ...

Published: Wednesday 20 November 1861
Newspaper: [Newcastle Journal](#)
County: Northumberland, England
Type: FamilyNotice | **Words:** 259 | **Page:** 3 | **Tags:** none

Here are some rather grand memorials for Matthew and Lucy, and family members.

It was a time of tragedy because several of the family met untimely deaths. As the stone mentions, Robert Frost Aisbitt 22 (1862) drowned at sea and George Bolton Aisbitt 30 (1873) died of sickness in Neemuch, India. I have reports on one of these incidents, included below.





1873, George Bolton Aisbitt:

INDIA, at Neemuch, on the 28th May, aged 30,
George Bolton Aisbitt, formerly of South Shields.

I have not been able to establish what GBA was doing in central India. Neemuch, Bengal was famous for a large mutiny just 16 years earlier. Thus it had large British battalions stationed there in 1873, the various Hussar regiments serviced by the British-built railways. It is near swamps, lakes, and forests. It was real frontier territory. In the same year, several officers and workers were killed by tigers, articles that are easily found on BNA (see Appendix C). In all cases, they were out hunting the poor beasts with beaters. Newspaper articles speak of cholera epidemics in the area.

Sources. In the family, Rosalind Aisbitt/Cairns (Cambridge, UK) has possession of the brass stool presented to MWA and Jane in September 1892. I have his photograph album from 1895; it deserves its own document as the photographs are truly remarkable. (Some of these photographs are also in the possession of Rosalind.)

My best source on Matthew Jr. is from the Weekly Argus, 28 November, 1914, an obituary for MWA right at the outset of World War I. It was only Christmas 2022 that I found this article via BNA after years of searching on MWA's details. There are many errors in text parsing on BNA so you have to be creative in searches. Another problem is the different spellings of Aisbitt, Aisbett, Aisbeth, etc. (It has the same root as Nesbitt, etc.) There is so much to unpack and explore here. I have tried to organize the information on the following page, with some web references:

BIOGRAPHICAL SKETCH.
Mr. Matthew Weldon Aisbitt, for many years the chief surveyor for South Wales of the London Salvage Association, retired in June, 1912. The deceased was perhaps best known at the Cardiff Docks as the man who saved the American liner City of Paris when she was stranded on the dreaded Manacles on the South Coast. This great feat received much attention at the time, especially as salvage appliances then were far inferior to those now available. Mr. Aisbitt performed many other salvage tasks of more than ordinary interest. One of the most difficult was that of the steamer Evangeline on the sands of Carmarthen Bay in 1904. The sand shifted with every tide, and the excavation made was filled as the water rose. Eventually Mr. Aisbitt devised a sand anchor to hold the vessel while a dock and canal of sandbags were made between the vessel and deep water. In 1898 he saved the steamship Amie from the rocks of the Foreland, to perform which a false bottom 108ft. long had to be constructed inside the vessel. When the steamer floated it was feared that the structure would not stand the strain. During the tow up Channel to dry dock the steamer gradually filled, and when in safety had barely an inch of freeboard left. Mr. Aisbitt was apprenticed on the Tyne in 1863 to the celebrated firm of Wigham-Richardson. He subsequently saw service with the noted undertakings of Palmers, and Austin and Hunter, of Sunderland, and in 1874 became associated with the late Sir Edward Reed, K.C.B., a former chief constructor of the Navy, at Milford Haven. Among other works carried out was the building of a Japanese corvette. From 1876 to 1879 Mr. Aisbitt was in business at Swansea on his own account, and in the latter year came to Cardiff as the representative of the insurance clubs, acting subsequently for Lloyd's and the Liverpool and Scottish underwriters. In 1896 he was engaged on a commission in America. While at Sunderland Mr. Aisbitt invented the cellular double bottom for steamers, his designs being approved by Mr. J. B. Hunter and others. He was president of the Bristol Channel Centre of the Institute of Engineers, and won the Denny medal for a paper on "Tail-end Shafts." He was also a member of the Institute of Naval Architects. During his long association with Cardiff Mr. Aisbitt resided at Llanishen, but about a dozen years ago built his beautiful residence at Brockweir. His retirement in 1912 was the occasion of many expressions of esteem and several presentations. He leaves a widow, a son, and a daughter.

1850, born to Matthew and Lucy at Harton, Durham

1863, apprenticed at 14 to celebrated Wigham-Richardson firm, later Swan Hunter (till 2006), Wallsend, Tyne and Wear. Swan Hunter built hundreds of ships, some famous:

https://en.wikipedia.org/wiki/Swan_Hunter

Then: Palmers Yard, Jarrow

https://en.wikipedia.org/wiki/Palmers_Shipbuilding_and_Iron_Company

Then: Austin and Hunter, Sunderland

https://www.gracesguide.co.uk/Austin_and_Hunter

1874, associated with Sir Edward Reed, KCB, FRS, MP, chief constructor of the Navy (1863-1870), Milford Haven; built Japanese corvette, converted ships from wood to iron, etc.

[https://en.wikipedia.org/wiki/Edward_Reed_\(naval_architect\)](https://en.wikipedia.org/wiki/Edward_Reed_(naval_architect))

1876 – 1879, business in Swansea; invented cellular double bottom for steamers, approved by J.R. Hunter

1879, move to Cardiff, representative of insurers – Lloyds, Liverpool, Scottish underwriters

1879, living at Llanishen

1881, boarder at 49 Mount Stuart Square, Cardiff

1884, became a freemason at Windsor Lodge, Penarth; naval architect. *At some point, he began work as a marine engineer at Cardiff Docks – see potted history of the Docks in Appendix A.*

1886, elected to Mechanical Institute of Engineers

1890, living at 53 Mount Stuart Square, Cardiff

1891, married to Jane Blaxland Atkinsoon at Tynemouth

1892, presented with a brass stool by Elliot & Jeffery's

1896, worked on a commission in the USA

1898, salved Amie steamship off Foreland, built false bottom inside ship

1899-1900, salved City of Paris, US liner (stranded on Manacles, Lizard peninsula, Cornwall) – see MWA's photo below, also these web links:

[https://en.wikipedia.org/wiki/SS_City_of_Paris_\(1888\)](https://en.wikipedia.org/wiki/SS_City_of_Paris_(1888))

[https://en.wikipedia.org/wiki/SS_City_of_Paris_\(1865\)](https://en.wikipedia.org/wiki/SS_City_of_Paris_(1865))

[https://en.wikipedia.org/wiki/List_of_shipwrecks_of_Cornwall_\(19th_century\)](https://en.wikipedia.org/wiki/List_of_shipwrecks_of_Cornwall_(19th_century))

https://en.wikipedia.org/wiki/The_Manacles

1901, living at 158 Newport Rd, Roach, Cardiff

1902, "built his beautiful residence at Brockweir." 1911 census confirms living at Tyrie, Underhill, Brockweir, Chepstow, Glocs. By River Wye.

1904, salved Evangeline, Steamer, sands of Camarthen Bay – devised sand anchor

1912, retired, many expressions of esteem and several presentations

1913, award (see article below); last salvage job was SS Katina (see photo below)

1914, died; left widow son and daughter

Other recognition:

President, Bristol Channel Centre, Institute of Engineers

Chief Surveyor, London Salvage Association (South Wales)

Won “Denny medal” for paper on “Tail-end shafts”

Member, Institute of Naval Architects

Member, Mechanical Institute of Engineers

Member, Institute of Marine Engineers

Beaching of the SS City of Paris on infamous Manacles reef off Cornwall, UK: One of the marvellous photographs from the MWA collection. He went on to help save this famous vessel in full view of the media. I have updated the Wikipedia page with this photograph.



This is taken from the wikipedia page:

While westbound on 21 May 1899, *Paris* ran aground in fog on [The Manacles](#) off the coast of [Cornwall](#).^[4] The supervising salvage engineer was Matthew Wheldon Aisbitt (Superintendent, Cardiff Docks) and the scanned image is taken from his 1900 photograph album, which includes his original notes.

The *Paris* ran aground mere metres from another steamer, [Mohegan](#), which had sunk 9 months earlier with a loss of 106 of 197 onboard; in fact, she almost struck the sunken ship. Captain Watkins was held by the New York Board of Inspectors of Steam Vessels to have been wholly responsible for the negligent navigation of his ship and had his master's certificate suspended for two years.^[5] At first, *Paris* appeared to be a total loss and was not refloated until 11 July.^[6] After she was pulled from the rocks, the badly damaged ship was rebuilt at [Belfast](#), Ireland, receiving new engines and having her triple smokestacks replaced by a pair of taller ones.

Renamed *Philadelphia*, she finally resumed North Atlantic passenger service in August 1901.^[2]

Early in 1902 [Guglielmo Marconi](#), while aboard *Philadelphia* off New York sent and received radio signals over a distance of 1,800 miles.

In 1913, *Philadelphia* was downgraded to a second- and third-class-only liner. At the beginning of the [World War I](#), the American Line reverted to Liverpool for their UK terminal. As a neutral flagged liner, *Philadelphia* was very profitable until the United States entered the war.

The report on the recovery of the SS City of Paris – no mention of MWA, credit given to a German salvage crew who “refused all offers of outside advice or assistance.” This does not seem to agree with MWA’s biography. But see the long article by MWA in Appendix C which may explain the situation.

THE WESTERN MORNING NEWS, WEDNESDAY, JULY 12, 1899.

THE LINER PARIS.

FLOATED OFF THE ROCKS LAST NIGHT.

AN UNEXPECTED SUCCESS.

The liner Paris, which has been stranded on Lowland Point near the Manacles for nearly seven weeks, having struck on Whit-Sunday, May 21st, was successfully floated last night about 8 o'clock. Captain Quenault, of the tug Telephone, arrived at Falmouth about half past nine bringing the first intelligence. During the past month two salvage boats, one German and one Swedish, have been working on the liner, and on Saturday the German salvage boat See Adler also arrived. On Sunday the salvors were very busy, but the effort to float her was not perceptible to those ashore. Yesterday the highest tides were reached and hopes were entertained of success. The three salvage boats last evening by means of steel hawsers towed her off and into a comparative place of safety, judged to be at a distance of about 200 feet from where she struck. It is stated that the Paris is free of all rocks. Falmouth tugs were not summoned for towage work last night, but at daybreak they will proceed to the Paris and bring her to Falmouth. The sea at the time was fairly calm. At her floating, the Paris pumping engines were kept working and were of great assistance.

During the time the Paris had been stranded, the salvors have experienced some trying times, chiefly through the variance of the winds. It was thought advisable on one occasion to stop working on her, but operations were continued after an interval of 24 hours.

Falmouth coastguard about seven o'clock received the intelligence from Coverack that the three salvage boats—Herthilde, E. M. Z. Mutsen, and See Adler—were attempting to turn the Paris round. These were anxious moments. For a little while the huge steamer did not stir; then she commenced to move, and the crew had to let out more cable. Just on the stroke of eight o'clock it was found that the liner's bow was in line with Lowland Point, and a short time after she floated off the rocks. It is also stated that during the operations the Paris was seen to move before the hawsers were put out. The Paris has been towed clear of the rocks in comparative safety. This result has been a source of great satisfaction to those working on her, and it says a great deal for the ingenuity of the Salvage Association. The Paris has been a source of much talk and attraction for visitors and Falmouthians alike, and now that she is floated and being brought to Falmouth, she will be a greater

attraction still. The rocks which penetrated her bottom had all been blasted away by divers. The salvors did not anticipate that their efforts to refloat her would be so immediately successful; in fact, last night's effort was really with the object of slawing the vessel round to enable the divers to deal with rocks hitherto inaccessible. During the effort to move her it was noticed that there was a distinct movement of the vessel astern, shewing that she was free of the rocks, and that the enormous weight which had been placed in the after part was having effect, and that she was practically sliding from her position. The cables which had been placed at her bows and attached to the anchors in order to keep the vessel steady had to be paid out, and the movement of the Paris was resumed. The salvage party were then enabled to tow the vessel free from the rocks. Though the Falmouth tugs were in attendance there was no anxiety on the part of the salvors to secure their assistance, and it being found that the pumps were satisfactorily coping with the water, it was decided that the Paris should remain in the favourable position to which she had been brought for the remainder of the night.

It is probable that advantage will be taken of the intervening hours for the divers to resume the work of patching, and so make the voyage to port less risky. The success of the German salvage party, the same that refloated the China, is regarded on all hands as a considerable triumph, especially as they have refused all offers of outside advice or assistance.

An examination to-day will shew whether or not the Paris will be taken temporarily to Falmouth or to the port where she is to be repaired.

A Reuter's telegram says: The German salvage party's efforts to refloat the stranded American liner Paris were rewarded with success last night. The stranded liner is sufficiently free of the rocks to be moved several hundred feet astern, and tugs are now in attendance ready to tow her to Falmouth harbour. The intention was simply to slaw the stern of the vessel to facilitate the work of the divers, but, on moving her, she proved freer than was expected, and the three salvage boats in attendance practically accomplished the work of removing her from the position without outside aid. The Paris has a distinct list to starboard, and is not out of danger.

Our Coverack correspondent telegraphs that the liner became free of the rocks when she had been towed about half her length.

Our St. Keverne correspondent, writing early in the day, said: Pumping was continued on the Paris, and at last the salvors were rewarded by getting the engine room free of water. An extra hawser has been put out aft and made fast on the mainland rocks, and hauled as taut as possible by the winches. The idea is that if she gets any movement on the high tide it will help to work her off. During a dense fog to-day, several vessels very nearly ran ashore. One got so close to the Paris that one of the salvage steamers blew her syren for some time, and at last it had the desired effect.

Beaching of the SS Katina, MWA's last salvage operation in 1913. Another of the marvellous photographs from the MWA collection.



SHIP ASHORE CALDY ISLAND N. IRELAND ABOUT 1909
SUCCESSFULLY SALVED BY M.W.A.



SALVAGE FROM WELSH COAST ABOUT 1905 (NOTE USE OF SAND BAGS)



S.S. KATINA ASHORE HARTLAND POINT N. DEVON 1909-23 1913
LAST SALVAGE JOB CARRIED OUT BY M.W.A.

Views from Spring Cottage, Underhill, a few hundred metres up from Tyrie at Brockweir.



Spring Cottage, Brockweir,



Exterior | Spring Cottage, Brockweir

Relevant articles. There are numerous references to minutes of meetings involving MWA. He was often Chair and became President for some of these Institutes. On his shipbuilding work, there's a nice article about the White Rose designed by MWA for long towing. The article describes the launch and trial; there's also an article on the sale of the boat. Both are shown below.

A POPULAR ENGINEER.

Last night members of the Bristol Channel Centre of the Institute of Marine Engineers spent a most enjoyable time in the rooms of the Centre, Park-place, Cardiff, being for the evening guests of the committee. Mr. M. W. Aisbitt (of the London Salvage Association) occupied the chair in the unavoidable absence of Sir John Gunn (president), and he was well supported. The occasion of the gathering was the presentation of a massive silver salver by the committee to Mr. T. A. Reed, consulting engineer and naval architect, and representative of the centre on the council in London, who was recently married. Mr. Reed has done sterling work for the Centre since its inauguration, and his worth and popularity were amply attested by the large attendance and enthusiastic character of the proceedings.

LAUNCHES AND TRIAL TRIPS.

On Friday last the screw steam tug White Rose left Chepstow with a select party for the purpose of proceeding down Channel on her trial trip. On arriving in Cardiff Roads she received orders to proceed to Plymouth, where she arrived on Saturday at noon, leaving again at 8 p.m. the same evening with the fine American ship Cheesebrough, 1500 tons, in tow for Cardiff, where she arrived on Monday morning at 2 a.m., thus proving her ability for long towing, for which she was specially designed by Mr. M. W. Aisbitt, superintendent engineer to the owners, Messrs. D. Guy and Co. Her principal dimensions are:—Length, B.P., 95ft.; beam, extreme, 19ft. 6in.; depth of hold, 11ft. 8in. She has been fitted by the builders with compound surface condensing engines, having cylinders 20in. and 38in. by 24in. stroke, and a boiler 12ft. 6in. by 10ft., designed for a working pressure of 80 lb. This is the fifth screw tug built by Messrs. Edward Finch and Co., of Chepstow, for the same firm.

SCREW TUG FOR SALE.

MESSRS TREGERTHEN DUNN and CO. have received instructions to **SELL** by **AUCTION**, at the Cardiff Exchange, on **THURSDAY**, October 26th, 1893 (and not on the 19th as previously announced), at 3 p.m., the

STEAM SCREW TUG,

Wild Rose, of Cardiff, built of iron at Chepstow in 1882. Dimensions, 80ft. x 16 x 9'6. Net register, 12 tons, gross 77; fitted with compound engines of 70 n.h.p. Cylinders, 18" and 34"; stroke, 24". Donkey-engine, steam winch, &c. Had new boiler, measuring 11ft. 6in. by 9ft. 6in., and extensive repairs in May, 1892.

Steams fast on light consumption.

Vessel can be inspected where she now lies in the West Bute Dock, Cardiff.

For further particulars apply to Messrs Guthrie, Heywood & Co., or to the Auctioneers, both of Mount Stuart-square, Cardiff.

TECHNICAL PAPERS by Matthew Jr (MWA)

There are quite a few technical articles by MWA online, mostly under the Grace’s guide. I think I was able to find a dozen articles by him. These variously give his address as 47 or 53 Mountstuart Square, Cardiff. These can be long articles and are not included here. I have downloaded most of them and can send pdfs to dear readers upon request.

GRACE'S
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Grace's Guide is the leading source of historical information on industry and manufacturing in Britain. This web publication contains 147,185 pages of information and 233,421 images on early companies, their products and the people who designed and built them.

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Matthew Wheldon Aisbitt

Matthew Wheldon Aisbitt (c1851-1914)

Born the son of Matthew Aisbitt, a Ship Owner, and his wife Lucy.

1890 53 Mount Stuart Square, Cardiff

1891 Married at Tynemouth to Jane Blaxland

1896 47 Mount Stuart Square, Cardiff

1911 Living at Tyrie, Brockweir, Chepstow: **Matthew Wheldon Aisbitt** (age 60 born Durham), Shipbuilder and Engineer. With his wife.^[1]

See Also

- 1890 Institution of Mechanical Engineers: Members
- 1896 Institution of Mechanical Engineers: Members
- Engineering 1880 Jan-Jun: Index: Letters to the Editor
- Engineering 1881 Jul-Dec: Index: Letters to the Editor
- Engineering 1882 Jan-Jun: Index: Letters to the Editor
- The Engineer 1885/08/07
- The Engineer 1898 Jan-Jun: Index: Miscellaneous

Sources of Information

1. 1911 Census

GRACE'S
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Create the page "**Aisbitt**" on this wiki! See also the search results found.

Engineering 1881 Jul-Dec: Index: Letters to the Editor

Lois of the "Teuton," The—M. W. Aisbitt, 409, 514 "Teuton," The Loss of the—M. W. Aisbitt, 409, 514

10 KB (1,325 words) - 14:23, 18 February 2018

Engineering 1880 Jan-Jun: Index: Letters to the Editor

Steamers, Water Ballast—M. W. Aisbitt, 8, 69 Water Ballast Steamers—M. W. Aisbitt, 8, 69

14 KB (1,849 words) - 16:53, 28 January 2018

Engineering 1882 Jan-Jun: Index: Letters to the Editor

Shipbuilding and Ship Surveying—M. W. Aisbitt, 632

12 KB (1,572 words) - 10:26, 17 March 2020

1890 Institution of Mechanical Engineers: Members

1886. Aisbitt, Matthew Wheldon, 53 Mount Stuart Square, Cardiff. Aisbitt, Cardiff.

233 KB (28,772 words) - 20:03, 15 April 2021

The Engineer 1898 Jan-Jun: Index: Miscellaneous

Aisbitt, Mr. N. W., On Iron and Steel Plates and Forgings used in Shipbuilding, 185

167 KB (21,285 words) - 11:19, 14 August 2018

1896 Institution of Mechanical Engineers: Members

1886. Matthew Wheldon AisbittAisbitt, Matthew Wheldon, 47 Mount Stuart Square, Cardiff.

281 KB (34,463 words) - 08:02, 10 May 2021

1892: Matthew Jr. and Jane marriage

BIRTHS, MARRIAGES, DEATHS

MARRIAGE.

AISBITT—ATKINSON.—Benton, Parish Church, of St. Batholomew, 25th inst., by the Rev E. S. Grover, vicar, assisted by the Rev R. Trotter, Matthew Wheldon Aisbitt, of Cardiff and Brockweir, to Jane Blackland, younger daughter of the late Thomas Atkinson, Newcastle. Ne cards. 3425

DEATHS.

ALSOB.—On the 23rd inst. at the residence of Mrs. ...

Matthew Jr., the birth of daughter Elsie in 1895 – she lived a long life, remembered by many, dying in 1971.

Evening Express.

THURSDAY, JANUARY 17, 1895. ONE HALF-PENNY

“Man of Galilee” will be Published To-Morrow

Partnerships. Merchants, Barnards, &c. The Liberal Federation. The Avalanche.

Births, Marriages, & Deaths.

BIRTHS.

ADLARD.—On the 11th inst., at Newhouse, King's Norton, Worcestershire, the wife of Walter J. Adlard, of a daughter.

AISBITT.—On January 11, at 158, Newport-road, Cardiff, the wife of M. W. Aisbitt, of a daughter.

BARKER.—On January 8, at Elm Lodge, Carmarthen, the wife of T. W. Barker, of a daughter.

1901 Census: (my grandfather listed here at 5 months old)

Administrative County Glamorganshire										The undermentioned Houses are situate within the boundaries of the										Parliamentary Borough or Division of Cardiff										Town or Village or Hamlet of Cardiff																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
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Road, STREET &c. and No. or NAME of HOUSE										Name and Surname of each Person										RELATION to Head of Family										Age last Birthday of										PROFESSION OR OCCUPATION										Employer, Worker, or Own account										If Working at Home										WHERE BORN										(1) Deaf and Dumb (2) Blind (3) Lame (4) Imbecile, feeble-minded										LANGUAGE SPOKEN (children under 16 years of age to be included)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													

Institution of Mechanical Engineers.

PROPOSAL OF MEMBER OR ASSOCIATE.

Name in full *Matthew Wheldon Cristall*
Designation or Occupation *Marine Surveyor & Engineer*
Business Address *Mount Street Sq. Cardiff*

being not under Twenty-four years of age,* and being desirous of admission into the INSTITUTION OF MECHANICAL ENGINEERS, we the undersigned proposer and seconder from our personal knowledge, and we the three other signers from trustworthy information, propose and recommend him as a proper person to become a _____ thereof. (Member or Associate to be inserted by the Proposer.)

Witness our hands, this *28th* day of *June* 18 *86*

Five Members' Signatures are required for the proposal of a Member or an Associate.

Proposed from personal knowledge by † *M. W. Cristall*
(See Note)

Seconded from personal knowledge by *J. R. Potheyile*
E. R. Hall

Supported from trustworthy information by *D. J. Williams*
Charles R. Riches

Signature of Candidate *M. W. Cristall*

* Extract from the Rules of the Institution,
RESPECTING AGE AND QUALIFICATION, ELECTION, AGREEMENT, AND SUBSCRIPTION.

AGREEMENT.
(To be signed after election.)

Members to be Engineers, not under Twenty-four years of age, who can read and write.

Graduates of the Institution, and not less than twenty years of age, who can read and write.

I, the undersigned, being elected a _____ of the Institution of Mechanical Engineers, do hereby agree, that I will be governed by the regulations of the said Institution; as they are now framed, or as they may hereafter be altered; and that I will advance the objects of the Institution as far as I may be in my power, both individually and in connection with the other Members thereof.

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BROCKWEIR. DEATH OF MR. AISBITT.

At Tyrie, Brockweir, on Monday, Dr. Guise held an inquest on Mr. Matthew Wellton Aisbitt, 63, who died under tragic circumstances near his home the previous Friday. Mr. Holley was chosen foreman of the jury.

The Coroner said on Friday afternoon deceased left his residence in good health, with his wife and family, and motored to Chepstow. On the return journey he got out at Tintern, and in the evening was found sitting on the garden wall, a short distance from his house. Frederick Vaughan spoke to him, and he replied by saying that he was all right, but a short time afterwards he was found to have disappeared into the garden, a distance of 7ft.

Mr. W. H. Blaxland, solicitor, Newcastle-on-Tyne, brother-in-law, gave evidence of identification. Deceased enjoyed good health; in fact, he had never known him to be ill.

Frederick Vaughan, gardener in the employ of deceased, living at Crick Cottage, stated about 7.30 p.m. on Friday he saw deceased sitting on the garden wall, and as he appeared to be exhausted after walking up the hill and gasping, he asked him if he would accept his assistance in getting to the house. He replied "No," and witness told him he had the evening paper with him as usual. Deceased told him to deliver it to the house, and he left him, but about two minutes later witness heard Mr. Aisbitt call him. He ran to the spot where he last saw him, but failed to find him, and ran to fetch a lamp from the hall. Witness returned and found deceased lying in the garden, face downwards. He was conscious, and asked witness to remove the weight from his back, but this part of his body was quite free from any burden. Witness loosened his collar, and by that time Mrs. Aisbitt had arrived.

Dr. C. E. Bartlett, Tintern, said he had known deceased about three years, but had never attended him professionally. Witness was called to Tyrie at 7.45 on Friday evening, and found life extinct. He examined the body, and came to the conclusion that death was due to heart failure, caused by the fall. No doubt he had a heart attack before he fell.

The jury returned a verdict in accordance with the medical evidence.

THE FUNERAL.

The funeral of the deceased gentleman took place at Llysane parish church, near Cardiff, on Tuesday afternoon, and was largely attended. At the Great Western Station receiving the remains were a large number of dockmen, among those present being Messrs. D. K. Roberts (Salvage Association) and successor to the late Mr. Aisbitt, C. Hick, A. Gall, and H. Leys (Salvage Association), H. Hand (principal surveyor, Lloyd's Register), R. Winson (Mount Stuart Dry Dock), R. Munroe (Barry Graving Dock), J. Rees (Hill's Dry Dock), W. Diamond (Messrs. Thomas Diamond and Co.), W. Graham, W. Evans (Norwegian Veritas), T. E. Jopling (Jopling and Williams), G. W. Wilson (W. and C. T. Jones), George Sloggett, W. D. Rosser, F. J. Lean, and T. W. Atkinson. The clerical staff of the Salvage Association was represented by Messrs. Evans, Clarke, Foxall, Osborne, and Thomas. At the churchyard the Rev. T. Hennel, Yorkshire (a friend of the family), officiated. The chief mourners were Master Ernest Aisbitt (son), Messrs. Atkinson and W. Blaxland (brothers-in-law), and Mr. W. A. Stoddart (nephew). There were about 40 wreaths, including a number from prominent firms and individuals at the docks.

Mishap to Motor Hearse.

The coffin containing the body of the late Mr. Aisbitt, of Brockweir, was being conveyed to Chepstow by a Cardiff motor-car on Tuesday, and when descending Golden Hill, a mile from the town, the steering gear went wrong and the car mounted the hedge. The occupants were thrown out, but escaped injury, while the coffin did not fall into the road, and was taken to Chepstow by another vehicle. The interment took place at Llysane, Cardiff.

1916, Reading of the Will: MWA left what would be close to a million pounds today. His son Ernest, my grandfather, squandered most of it on misadventures, e.g. a rubber plantation in Argentina in 1930s. My mother Philippa as a child went with Ernest and Doreen on their ill fated trip but they were back within a year. She remembered well how the Argentine people were fascinated with her blonde hair. My aunt Judith remembered him as being “indulged by his mother,” over-indulged with the usual consequences for a son’s personality. Ernest was a keen and skilled motorcyclist, but was killed in a crash in 1963. Ernest, complete with photographs, is covered in other documents.



Current Notes

... 344 ls. fid., with net persocalty £18,089 ltis. 3d. Mr. Wemyss AtkinaIn, of Neweastle-upon-Tyne, his nephew, *Lid Mr. **Matthew Aisbitt**, of Cardiff, are the By his will dated 7th December, UHL testator leaves his books to Wcmys Atkinson, his nephew, sad ...

Published: Saturday 05 October 1912

Newspaper: [Kent Messenger](#)

County: Kent, England

Type: Article | Words: 1963 | Page: 7 | Tags: none

Western Mail - Wednesday 27 January 1915

< Page 7 of 9 >

Image © Reach PLC. Image created courtesy of THE BRITISH LIBRARY BOARD.

LOCAL WILLS.

MR. M. W. AISBITT, FORMERLY OF CARDIFF.

Mr. Matthew Wheldon Aisbitt, of Tyree, Brockweir, near Tintern, late of 158, Newport-road, Cardiff, nautical surveyor and engineer, who died on November 20, left estate of the gross value of £6,567, of which the net personalty has been sworn at £4,750.

MR. WM. SCOTT, NEWPORT.

Mr. William Scott, of Monreith, 14, Chepstow-road, Newport, draper, who died on



VALUABLE

... are hereby required to send the particulars in writing of their Debts, Claims, or Demands, addressed to the said Jane **Blaxland Aisbitt**, at "Tyne, Brockweir aforesaid, on or before the Thirteenth Day of May, 1916, after which date the said Executrix will ...

Published: Friday 14 April 1916

Newspaper: [Western Mail](#)

County: Glamorgan, Wales

Type: Article | Words: 631 | Page: 4 | Tags: none



2 FIVE-TON STEAM WAGONS, by

... named), are nereDy required to send the particulars in writing ox their Debts. Claims, Demands, addressed to the said Jane **Blaxland Aisbitt**, at * Brockweir aforesaid, on or before Thirteenth Day May. ISI6, after which date the said Executrix will proceed to ...

Published: Saturday 15 April 1916

Newspaper: [Western Mail](#)

County: Glamorgan, Wales

Type: Article | Words: 3093 | Page: 1 | Tags: none

ASK YOUR DRAPER FOR
Y & N DIAGONAL SEAM CORSETS
Will not split! Nor tear in the seams! The Fabric Made in White, Black, Fawn, Silver Grey, etc.
4/11, 5/11, 6/11, 7/11 per pair and upwards.
THREE GOLD MEDALS.
"Admirably Made." - "Glean."
"Most Comfortable." - "Lady's Pictorial."
Please write for Price List to the
Y & N Corset Factory, BUSTON.
Sold by Drapers and Ladies' Outfitters throughout the United Kingdom and Colonies.

Weekly Mail.

THE LEADING COUNTY PAPER IN WALES AND THE WEST.
CIRCULATING IN THE COUNTIES OF GLAMORGAN, MONMOUTH, BRECKNOCK, RADNOR, CARMARTHEN, PEMBROKE, CARDIGAN, HEREFORD, GLOUCESTER, AND WORCESTER.

Nº 1.797. SATURDAY, FEBRUARY 17, 1906. ONE PENNY.

SAD DIVORCE COURT STORIES.---See Page 2.

26 articles on this Page

FRY'S PURE CONCENTRATED COCOA

Not a stimulant merely for the moment, but a Permanent and Agreeable Form of Nourishment.

LOCAL TRAGIC INCIDENTS.

CARDIFF COAL MERCHANTS SUDDEN DEATH.

The inquest was held at the Town-hall, Cardiff, on the body of Mr. J. G. Stothert (of J. G. Stothert and Co., coal merchants, Cardiff) who was found dead in his chair at his office, Dowlais-chambers, Cardiff Docks, under circumstances that have been reported.

The inquiry was conducted by Mr. E. B. Reece.

Mr. Matthew W. Aisbitt (a gentleman well-known in commercial circles) said deceased was his brother-in-law, and was about 48 years of age, and a coal merchant. On the previous afternoon, about three o'clock, witness was called to deceased's office, and saw him there, apparently dead. Witness, in answer to the Coroner, said he knew deceased had been attended by Dr. Roche (Dinas Powis) for heart disease, although, in spite of that ailment, his ordinary health was good.

Mr. Jones, living at 126, Miskin-street, said he last saw deceased walking upstairs about one o'clock in the afternoon, and spoke to him, and he then seemed to be as usual. He proceeded to his office, followed by witness at a quarter to three, and witness saw him lying back in his arm-chair. He appeared to be dead. Assistance was procured and Dr. Andrew was fetched.

John Morgan, in deceased's employ, said he last saw deceased alive at one o'clock on 'Change, and consulted him on business matters, and he then seemed as well as usual.

Dr. Andrew, who was sent for, said he arrived at 3.5. He found deceased lying extended low back in the chair, and he was dead, and seemed to have been dead for nearly an hour. Syncope, in his opinion, was the cause of death.

The Coroner expressed sympathy at the death of a gentleman who was well known by many; and the jury joined in those expressions of condolence, and returned a verdict in accordance with the medical evidence.

TRAGIC AFFAIR IN THE RHONDDA.

MAN'S BRAIN PENETRATED WITH AN UMBRELLA.

TWO BROTHERS ARRESTED BY THE POLICE.

Treherbert on Saturday night was the scene of a tragedy in which Richard Lloyd, collier, 41 years of age, residing at Treforest, Treherbert, was the victim, and, jointly on a charge of causing his death, two brothers, named James Phillips, collier, Wndham-street, Tynnewydd, and William Phillips, collier, Dumfriestreet, Treherbert, have been arrested by the police.

PRISONERS BEFORE THE BENCH.

At Treford Police-court on Monday the two brothers, James Phillips, collier, Wndham-street, Tynnewydd, a married man, and William Phillips, collier, Dumfriestreet, Treherbert, were brought before the bench.

Treherbert tragedy. Mr. R. Glam was foreman of the jury, and Mr. T. Milward appeared for the two brothers, James and William Phillips, who are charged with causing Lloyd's death.

Mrs. Sarah Lloyd, the deceased's mother, who was very distressed, said her son left the house about five o'clock on Saturday, and she did not see him again until he was carried home dead.

Joseph Morgan Ryan, licensee of the Railway Bar Inn, said that Lloyd, the two Phillipses, and a man named David Evans were all at the bar on Saturday last. He ordered them to go out, as they were going to toss a coin. As he was leaving the bar he heard a wood fall, and saw Lloyd rise from the floor, exclaiming, "It is a dirty, mean thing to do; don't do it again."

William Phillips and the deceased had some words, and he ordered them out. Lloyd was the first man to take off his coat, and then while he had hold of the knob of the door William Phillips knocked him down. One of the customers got hold of William Phillips, and all the men went out. William Phillips did not take his coat off, and none of the men were drunk. James Phillips, however, was slightly intoxicated.

Cross-examined, witness denied that William Phillips used any threats, or that he saw him take his coat off and stand in a fighting attitude.

David Evans, 125, Dumfriestreet, said he asked William Phillips to toss for a drink. Phillips refused, and made some remark to witness which he did not catch. Without more ado William Phillips pushed him over with his elbow, whereupon Lloyd said: "You must be a coward to knock a little man like that." Some words followed, and Lloyd said,



LOCAL TRAGIC INCIDENTS.

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The inquiry was conducted by Mr. E. B. Reece.

Mr. Matthew W. Aisbitt (a gentleman well-known in commercial circles) said deceased was his brother-in-law, and was about 48 years of age, and a coal merchant. On the previous afternoon, about three o'clock, witness was called to deceased's office, and saw him there, apparently dead. Witness, in answer to the Coroner, said he knew deceased had been attended by Dr. Roche (Dinas Powis) for heart disease, although, in spite of that ailment, his ordinary health was good.

Mr. Jones, living at 126, Miskin-street, said he last saw deceased walking upstairs about one o'clock in the afternoon, and spoke to him, and he then seemed to be as usual. He proceeded to his office, followed by witness at a quarter to three, and witness saw him lying back in his arm-chair. He appeared to be dead. Assistance was procured and Dr. Andrew was fetched.

John Morgan, in deceased's employ, said he last saw deceased alive at one o'clock on 'Change, and consulted him on business matters, and he then seemed as well as usual.

Dr. Andrew, who was sent for, said he arrived at 3.5. He found deceased lying extended low back in the chair, and he was dead, and seemed to have been dead for nearly an hour. Syncope, in his opinion, was the cause of death.

The Coroner expressed sympathy at the death of a gentleman who was well known by many; and the jury joined in those expressions of condolence, and returned a verdict in accordance with the medical evidence.

OFFICE BOY TO SHIP- OWNER.

ROMANCE OF A CARDIFF DOCKSMAN.

TALES OF MUTINY AND WAR, LIFE STORY OF MR. DANIEL RADCLIFFE.

Mr. Daniel Radcliffe, probably the most popular of Cardiff Docksmen, will be presented, on the Cardiff Exchange floor to-morrow (Wednesday), with a gift on his 70th birthday, and later in the day he will be the central figure at a notable gathering at the Carlton Club, London, when Sir Edward Nicholl, K.B.E., will be supported in his felicitations by friends of Mr. Radcliffe from all parts of the country.

In a chat with a *Western Mail* representative on Monday Mr. Radcliffe gave some of the facts bearing on his romantic progress from an office boy with a wage of 6s. per week to the position he holds to-day as shipowner and business leader.

Two of his many extraordinary experiences in Canada and the United States will be related in to-morrow's *Western Mail*.

EARLY START AT THE DOCKS.

I started at Cardiff Docks with the firm of Messrs. McNeil, Muller and Co., on June 30, 1876, when sixteen and a-half years of age (said Mr. Radcliffe) at a wage of six shillings per week. Six weeks later the firm gave up business, but I do not suggest that one fact had any bearing on the other!

My next job was in the office of Mr. J. H. Anning, but after a few months—

message has been delivered in less than an hour.

Would you like a few recollections of mutinies on the sea? I remember going on board a little barque called the *Satsuma*, bound from Cardiff to Japan. Seven months later we heard of a mutiny aboard her. Fortunately, no lives were lost, but the officers were seriously

in July, 1877—I joined the staff of Messrs. Turnbull Bros. and remained with them as boy and man until I began on my own account in 1890. So you see I have been in a shipping business of my own for forty years.

It is pleasing to recall the very high standing of the two brothers, Mr. Philip Turnbull and Mr. Lewis R. Turnbull, in the shipping world. The time I served with them was the happiest period of my life. Mr. Philip Turnbull died several years ago, but his brother is still with us, although, I regret to say, not in good health. I attribute to a large degree any success I have achieved in life to my training with those two gentlemen, who were the very soul of integrity.

DAYS OF SAILING CRAFT.

In those days sailing ships were still the vogue, but their day was rapidly passing and the great transformation from sail to steam took place within my experience. Those were the days when romance went hand in hand with life at sea. The sailing ships used to load here and we might not see them again for three or four years, and very often we did not even hear from them for many months, because cabled messages were very expensive. Cables had only just been laid from China and the East.

They were the days when Cardiff Docks were crowded with shipping, in fact they were a forest of masts, and I can well remember going from one side of the East Dock to the other across the decks of the ships awaiting loading.

To-day there is not now a single big sailing ship belonging to British owners. The last of them, the *Garthpool*, was lost about two months ago.

It is one of our serious shortcomings to-day that we have no sailing ships employed in the training of seamen. The Danes, the Germans, and the French have their training ships, but we, the greatest of maritime nations, have no such means of imparting the principles of real seamanship to our young sailors. The defect should be remedied in the near future.

Ships have increased immensely in size since those early days at Cardiff Docks. I remember building the steamship *Walter Thomas*. She was only 3,750 tons dead-weight, and we oftentimes chartered her with two or three different merchants, whereas to-day it is quite an ordinary experience to charter a ship to a single shipper for a 10,000 or 12,000 tons cargo.

PLIMSOLL AGITATION.

The Plimsoll agitation cannot be overlooked in my story. Shipowners fought hard to resist the fixing of a loadline. Eventually a loadline was agreed to, but,

mauled, and the chief officer—a handsome young man with a prominent nose, whom I knew—came back to Cardiff with only a remnant of a nose, which had been broken in two with a belaying-pin.

LIVES LOST IN MUTINY.

A bad mutiny took place on the *Flowery Land* in which several lives were lost. Two years later came the news of the worst mutiny of all on the Caswell Bay when in the Southern Atlantic. The captain and officers were killed. A hefty Greek had stabbed the captain, torn his heart out, and thrown it on the deck. The ship was then navigated by the carpenter and he and some of the apprentices and a couple of the crew turned upon the Greeks when opportunity presented itself, overpowered them, and brought the ship safely home. Two Maltese members of the crew deserted the ship in a boat off Buenos Ayres and escaped. The Greeks were hanged. Years afterwards one of the Caswell Bay's crew recognised one of the Maltese deserters in Cape Town and he also was hanged.

The days of mutiny are gone for ever, for the accommodation, the food, and conditions aboard have been revolutionised. In some modern ships the crews have excellent accommodation, with bathrooms for the firemen and sailors, and the food is strictly supervised by the Board of Trade, who insist upon the rejection of all unfit food. With the old régime has also gone the dreaded scurvy, a disease which yields to treatment as soon as fresh meat and vegetables can be obtained.

STIRRING DAYS OF WAR.

Although the old romance of the seas has largely died out, we had the most stirring times during the war that were ever known. My firm, Messrs. Evan Thomas, Radcliffe, and Co., alone lost eighteen ships by submarines during the great struggle, and it looked at one time as though England was going to be starved out. Fortunately, the great submarine menace was mastered just in time.

In recalling those war experiences one cannot but express the highest admiration for the masters, officers, and seamen who manned British ships. I never knew any one of them refusing to go to sea, but I constantly saw men going back quite readily after being torpedoed three and four times, and, in my opinion, that was the highwater mark of true heroism.

Here, let me pay a tribute to the memory of the late Mr. J. Havelock Wilson and the members of the National Sailors' and Firemen's Union. During the war time they could have demanded

unfortunately, the Board of Trade did not assign an official freeboard, and it was left to the owners to fix the Plimsoll mark where they thought fit. A few years later, however, largely through the advocacy of Lloyd's, a fixed freeboard came into operation, and this development proved to be one of the most beneficial Acts that Parliament ever passed, as far as the safety of lives at sea is concerned.

In dimensions also ships have radically altered in my time, with the result that sea life is far less risky. One cannot help recalling the interesting pamphlet written by the late Mr. W. M. Aisbitt, in which he sought to show that the present-day lines of ships conform to the dimensions of Noah's Ark, and are, consequently, much more seaworthy than ships built on former lines.

Trade was of a much more uniform character in the old days. There were set seasons for the Black Sea trade, the American cotton trade, the Canadian trade, and the Argentine trade, and we used to work our ships to fit in with those seasons. All this uniformity has disappeared, except, of course, that one cannot send a ship to Northern Canada or to some of the Black Sea and Danube ports in winter when the channels are frozen.

With the big sailing ships the favourite trade routes were to Australia, California, the nitrate ports of the Southern Pacific, India, and China.

SHIPPING CRISES.

During my career I have passed through about five great shipping crises. I can remember big sailing ships laid up idle in San Francisco harbour for eighteen months and two years, with consequent heavy losses to the British owners. All the crises have come and gone in their time, followed by good times, but the one we are now passing through is probably the worst of them all, for there is to-day no profitable trade with any part of the world. In former crises there were always one or two profitable markets open to British shipping, but to-day we have not one paying rate.

Undoubtedly the chief reason is the bountiful harvests in Europe, which have produced more cereals than ever before, and which have diminished the sea-carrying trade. Shipowners are, however, looking forward to a renewal of trade about March next, when the bumper grain stocks of Europe will be used up and shipping will again be called upon to carry for the world's needs.

When I came to Cardiff Docks there was no Exchange, and chartering clerks had to go from office to office to see what freights merchants had. We used to get firm offers from the merchants and telegraph them to the shipowners, who were, at that time, mostly on the North-East Coast, London, and Glasgow. Replies would be received by telegraph, and the charters were generally completed during the afternoon, provided rates and terms could be agreed.

CARDIFF'S PROGRESS.

Cardiff had not then become a large shipowning port. To-day Cardiff is one of the largest tonnage-owning ports in the world, and probably has a finer lot of cargo ships than any other place on the seaboard of Great Britain.

We now have magnificent Exchange buildings right in the centre of Mount Stuart-square, surrounded by great offices on a site which used to be laid out as a very fine garden encircled by dwelling-houses occupied by our merchants.

Wireless has transformed shipping business of recent years. We can now reach a ship through the Rugby station at any spot on any ocean. I have actually wirelessed to ships in mid-Pacific and the

any wages they liked to ask for, but, as it said to their everlasting credit, their patriotism was so great and sincere that they never demanded an unreasonable figure.

It shows how closely the shipowners of Great Britain are in touch with the men who go down to the sea in ships, and I am happy to say there never has been a time when there was better feeling between employers and employed in shipping than exists to-day.

PIONEERS.

There have been many interesting personalities in the ship and coal-owning interests in South Wales. Outstanding figures were the pioneers, David Davies, of the Ocean Coal Company, and the Brothers Davis, of Ferndale, who were the real founders of Barry Dock. Their enterprise proved to be a great blessing to Cardiff, because at that time Cardiff Docks and the Taff Vale Railway were so congested with traffic that ships had to wait three and four weeks in the roads before they could come into dock.

It was a great loss to Cardiff that John Batchelor's scheme for dockfising the mouth of the River Ely was not brought into being. If that had been done there would have been no need for Barry Dock and Cardiff could then have coped with all the traffic that came its way.

The first owner of a steamship of any size in Cardiff was the late Mr Charles E. Stallybrass, who had a fine fleet of steamers fifty years ago. There was also Mr. W. Y. Edwards, who ran a line of steamers between Cardiff and New York after the old Glamorgan and Pembroke had ceased their regular sailings. Mr. J. H. Wilson also had a nice fleet of steamers, principally in the Spanish trade. Then there was Mr. J. H. Anning, one of the earliest of our steamship owners, and Messrs. Morel came later with a large fleet, and the sons of the late Sir Thomas Morel still manage a splendid fleet of modern ships.

A very interesting gentleman who did a large exporting business at Cardiff Docks was Mr. P. A. Vivian Robinson, who was agent for Messrs. Worms and Co. I must mention also Mr. Archibald Hood of the Glamorgan Coal Company, whose manager was Mr. Robert Duncan, a commercial man of sterling parts. There were also Mr. John B. Ferrier, manager of Messrs. Burnyeat, Brown and Co. and president of the Chamber of Commerce; Mr. David Nixon, manager for Nixon's, who I understand was the real author of the sliding scale for the South Wales miners, and founder of the Cardiff Chamber of Commerce; Mr. William Lewis, of Messrs. Insoles, whose son, Mr. W. North Lewis, now worthily fills his place; Mr. Robert A. Mark, a sailing shipowner who lived to the ripe age of 94, and was virile to the end after having married five wives, and I am happy to say that we have still with us Mr. Edward Earl, who started as a boy with the Glamorgan Coal Company in 1853, and is to-day by far the oldest member of the commercial community at Cardiff Docks.

Of late years we have been singularly unfortunate in losing men of great commercial calibre, including Lord Rhondda, Mr. Herbert J. Hill (of Count Raggio's Company, who was one of the roughest and finest "diamonds" that ever graced the floor of Cardiff Exchange); Mr. A. P. Noel, of the Cambrian Coal Company; Mr. J. A. Jones, of Watts, Watts and Co.; Mr. Jack Cadogan, a very popular man, and my brother, Mr. Henry Radcliffe. Those are some of the men who helped to make Cardiff the great shipowning port it is to-day.

Photograph on picture page.

SHIPPING GAZETTE AND LLOYD'S LIST. WEDNESDAY, DECEMBER 12, 1900.

INSTITUTE OF MARINE ENGINEERS.

BRISTOL CHANNEL CENTRE.

A meeting of the Bristol Channel Centre of the Institute of Marine Engineers was held at the rooms of the Centre, Park-place, Cardiff, on Friday night, Dec. 7. Sir John Gunn, the President, presided over an attendance which included Mr. M. W. Aisbitt, Mr. J. Boddy, and Mr. T. W. Wailes (vice-presidents); Messrs. G. Rutherford, J. Chellew, J. Fleming, and W. Simpson (members of committee); Mr. T. A. Reed (representative to council); Messrs. H. Radcliffe, E. Handcock, J. Nicholson, Morgan, Siburn, M'Neil, W. Shelton, Evan Jones, Wm. Evans (Whitechurch), H. Symonds, E. Nichol, J. Bond, C. L. Ryder, W. Jones, Boyd, Thomas, Dobson, Scott, Diamond, Todd, Watson, Kelly, and Frazer; Mr. Geo. Sloggett (hon. secretary), Mr. A. E. Smithson (hon. treasurer).

The President referred in feeling terms to the loss which the Centre and the Institute had sustained since their last meeting on those premises, by the death of Mr. John F. Walliker. Much useful work was done by Mr. Walliker for the Centre, the rules now governing the working of the Centre having been prepared by him.

MARINE SALVAGE WORK.

Mr. M. W. AISBITT (Vice-President B.C.C.) read a paper on "Marine Salvage Work, British and Foreign." In the course of his paper Mr. Aisbitt said that of late years it had been frequently asked in both our principal scientific and public papers, how it was that so many successful salvage operations had been placed in the hands of foreign competitors, and why it was that we, as Britishers, who owned the largest proportion of the mercantile fleet of the world, had not undertaken those operations. But it must be remembered that the Scandinavians, who, from their experience of the dangerous and difficult navigation of the Baltic, were the first to form salvage companies, having after many years built up and consolidated their companies, it was only natural that in former years our shipowners and underwriters should have made use of their appliances. It must not be forgotten, however, that many of these appliances and salvage steamers which they possess were designed for types of vessels which were now almost obsolete. For instance, the average carrying power of the vessels then used in the Baltic was from 1,000 to 2,000 tons dead-weight, whereas that of modern cargo steamers was far

"no cure no pay" system. But this, to his mind, was a quack business—it was not a sound or fair commercial method. He had always positively objected to engage in speculations or gambles of that sort. He had always put the matter this way: "If you gentlemen who are interested in saving your property are prepared to pay us the prime cost of the work done, as shown by our books, and the responsibility which has been incurred, we will undertake the job, and if it is a success we think we are entitled to share reasonably in the value of the property salvaged." It was not fair or sound, from a commercial point of view, to ask him or anybody else to spend money upon a prospective benefit which was largely to the advantage of other people. He was perfectly sure there was enterprise enough in Cardiff, given a prospect of a reasonable return, to form a salvage company capable of doing all the salvage work in the Bristol Channel, but it must conduct its operations upon a true commercial basis, not speculatively. Mr. Aisbitt spoke of the necessity of having as manager of such a company a gentleman possessing "a fund of patience that no adverse circumstances will exhaust." Well, that man would succeed at anything—(laughter)—he would not only save the ship, but make a fortune at it, and he would deserve it. They all appreciated the time and trouble that Mr. Aisbitt had taken in preparing and submitting this paper—(applause).

Mr. BODDY quite agreed with the author of the paper that the successful salvage of large steamers had become a question of calculation based on practical experience, requiring to be dealt with from a thorough engineering point of view, and on scientific lines. In his opinion no one was better fitted to carry out this work than marine engineers. While employed by Messrs. Robert Irvine and Co., of West Hartlepool, as marine superintendent and salvage engineer, he was called upon to raise a square-rigged ship—the British Enterprise—which had been run into in the Tyne by the collier steamer Warkworth, as she lay at Smith's Buoy, fully laden with 2,500 tons general cargo on board. The vessel quickly filled, and having only one hold she took a heavy list and came on to the ground with her port bilge on the side of the bank. She then heeled over, and landed on her starboard broadside, in which position the vessel was sold by auction, and was purchased by Messrs. Irvine and Co. for the sum of 1,000/., including ship and cargo. The salvage operations carried out by him occupied three months, when the vessel was placed in dry dock. The means used were of an elaborate character, and he would not trouble them with details, but it was purely a question of calculations based on engineering and mechanical data.

Mr. W. SIMPSON quite agreed with Mr. Aisbitt's

purpose of salvage work should not accept work on the "no cure no pay" understanding. The Baltic people had been salvors mainly, and this had been brought about on the "no cure no pay" principle. The proper basis was to form a big company which could stand any unprofitable jobs for several years. It might never make a huge profit, but it might make an average profit, and that was all the foreigners were doing. It was not fair to ask salvors not in the business regularly to take a job on "no cure no pay." In the case of the steamship Paris 100/., a day was spent on drinking water, and no individual salvor could stand that. It must be remembered that marine insurance was in the nature of a gamble—a risk. The insurers were not salvaging for the good of the underwriters, but for themselves, and if they did not find it pay they had only to stop it. Sir John had said it would have been better to have left the ships alone in many cases, but if they were to have a salvage company it should have such a command of capital that it could afford to lose on one job and wait to make a profit on another. If these things were done in repairs, why not in salvage according to contract work? The main thing was to look at the matter in a commercial light.

On the motion of the President, seconded by Mr. BOYD, Mr. Aisbitt was accorded a hearty vote of thanks for his paper, and the discussion on the subject was adjourned. A vote of thanks to the President concluded the meeting.

OUR WEST INDIAN COLONIES.—THE SUGAR BOUNTIES DIFFICULTY.—Under the auspices of the Liverpool Chamber of Commerce an address on "The Present Position of Our West Indian Colonies" was delivered on Monday afternoon, in the banquetting hall of the Exchange Station Hotel at Liverpool by Sir Neville Lubbock, K.C.M.G. Mr. A. L. Jones presided. Sir Neville Lubbock at the outset of his remarks dealt exclusively with Jamaica, the value of whose imports and exports was, he said, behind British Guiana and about on a par with Trinidad. Industrially it was in a different category from other colonies with the exception of Grenada and Dominica, inasmuch as the proportion which the value of its sugar exports bore to the total value of exports was considerably less than in the other West Indian colonies. In his opinion this could hardly have been the case if sugar had been fairly treated by the British Parliament in the past, since undoubtedly there were large districts in Jamaica where the soil was admirably adapted for the growth of sugar. Some 100 years ago Jamaica exported 100,000 tons of sugar, against about 25,000

beyond these capacities. To emphasise this the author gave a list of the various salvage steamers possessed by the Baltic firms, together with their tonnage and date of building, many of which, it would be seen, were of a comparatively obsolete type. Most of these steamers were fitted with large fixed salvage pumps on board, and were provided with a certain number of portable, either centrifugal or direct-acting, pumps and boilers, but in assessing the measure of the practical working power of a salvage plant no heed must be taken of fixed pumps on board the salvage craft, as in most instances it was impracticable to work them to their full effect. But what struck one principally, in favour of the foreign salvage companies was, first, the fact of their having accumulated large sums so as to be able to lay aside a reserve fund in case of failures, &c.; and second, their organisation of steamers, staff, &c., which allowed them to proceed to distant ports, it may be thousands of miles away from their parent dépôt. In the premier days doubtless the attempts, at least those of the first two companies (Em. Z. Svitzer Bjergnings Enterprise, and Bergnings och Dykeriaktich "Neptun," Stockholm) were confined to salving vessels in their own particular neighbourhood, viz.:—From the Kattegat up the Baltic northwards, but, having succeeded there by means of careful organisation and successful operations on the vessels at that time in use, they gradually extended their efforts to the North Sea, hence to the Mediterranean, and ultimately to the Red Sea and further afield. We should, therefore, have no feeling of jealousy of their successes seeing that they were the result of long and continuous labour as compared with our individual efforts at the time, which latter, although undoubtedly successful in many instances of difficulty, had not the organisation and cohesion which the foreigners had already taken the trouble to establish. But as in almost all instances where small efforts had gradually grown into large organisations from a state of things co-existent with their original inception, it was frequently found that the appliances which were suitable to a prior date became obsolete as the science of mechanics advanced, and that what was sufficient and perfectly successful in salving vessels of, say, one to two thousand tons deadweight, was inadequate for the present-day requirements for others of four or five times that burden. In our own country we had seven companies, each of which had a staff of trained engineers, shipwrights, divers and plant, such as, in some instances, was second to none in the world, but, on the other hand, they were working in most cases almost entirely on individual efforts without that organisation which in many cases was found to be made use of by foreigners. The author gave a list of the principal British salvage companies, and particulars of their various appliances, which, with-

concluding paragraph, that there ought to be some British Salvage Company whose methods could not be surpassed by any foreign firm. There was not that energy and enterprise devoted to salvage work in this country that the British mercantile marine deserved. He quite agreed with the President that the "no cure no pay" system was a bad system. Foreigners had shown us the way in this work of salvage, and it was a disgrace that our Admiralty had to go outside to get our warships off the rocks. It was a disgrace that we had not in our own navy an adequate salvage plant to raise our own ships.

Mr. NICHOLL, R.N.R., said he should like to have been told the amount of expenses incurred by Mr. Armitt in raising the Denton Grange and other vessels. Then comparative figures between foreign and British salvage work would be instructive. He looked forward with interest to a statement of the total cost of salving the Paris (s), and should like to have the opportunity of questioning Mr. Aisbitt with regard to work on the Paris.

Mr. CHELLEW said he was told at Leith last week that the profit of Mr. Armitt on the Denton Grange was 10,000/.

Mr. HENRY RADCLIFFE could not agree with the president as to the "no cure no pay" principle. He was glad to say it was coming more and more into vogue. Professional salvors were expected to know their business, with the technicalities of which men like himself could not be expected to be familiar, and having made a general examination of vessels under water, it was for them to say to people like himself, "We will raise this vessel upon the principle of no cure no pay." If ship-owners were to say to the salvor, "No, we would rather you put your plant there, and do your very best and we will pay you out-of-pocket expenses," why it would ruin the Bank of England—(laughter). That was the position of people like himself, and he was a strong advocate of the "no cure no pay" principle. Mr. Aisbitt had promised a further paper upon this subject, and they would doubtless have his personal experiences of the Paris. He had often been surprised to find that the principal salvage operators were foreigners, although we were responsible for eight-tenths of the carrying capacity of the universe, yet on reading Mr. Aisbitt's paper he could understand how it had arisen. Salvage operations commenced firstly in the Baltic, and, associations forming there, they acquired experience and went ahead of us, but the time had more than arrived when we ought to do our own salvage business—(hear, hear). He had been glad to find that a strong salvage company was being promoted in England. The promoters had done him the honour of asking him to join the committee, but he preferred, from experience, to stick to his own business. At the same time, it was necessary that

out one exception, could, he said, be used direct and independent of any salvage vessel upon any wreck on which they were intended to operate. In considering the question of successful salvage operations as regards English v. foreign competitors the fact must not be lost sight of that in many instances of success in England the object had been obtained by individual efforts, without special appliances, and, also, what was of more importance, that the number of vessels recovered by English salvors, although probably of less intrinsic value, would, he thought, equal, if not surpass, that of those recovered by the foreigners. For individual preception in grasping the difficulties of a position and quickly carrying out same to a successful termination under difficulties almost insurmountable, there was no nation more prominent than the British; while credit must be given to the Scandinavian and German companies for their efforts and ultimate success in long and continuous operations. At the present time the requirements for a completely equipped salvage company consist in the author's opinion, firstly, of a sufficiency of capital invested or at the command of the company, so as to tide over periods of inaction, or of failures, should such unfortunately occur; secondly, of a director or manager who should be possessed of a thoroughly indomitable will, guided by experience and wisdom, to judge each individual case so as to treat it upon its special merits, while possessing at the same time a fund of patience that no adverse circumstances would exhaust, who, together with the aid of a staff of thoroughly trained mechanics, divers, &c., should be able to weld the whole into a harmonious mass, so that each one had an individual interest in the successful accomplishment of the object to be attained; thirdly, that owing to the increased dimensions and the enormous weights which had to be dealt with, that this staff should have at its immediate command such appliances in the form of salvage plant, steamers, gear, diving apparatus, and other appliances as may be necessary. But it must be remembered that so far as the successful accomplishment of salvage operations was concerned, the primary requirement was not so much salvage steamers as salvage plant and organisation, and as regards the former requirement he thought he had shown that we, as Britishers, were thoroughly equipped and up-to-date to compete with any salvage company abroad. It was not merely the number of pumps with which each individual company might be possessed which was the test, so much as the power and efficiency of each pump employed. The author then gave descriptions of some recent cases of salvage, and alluded at length to the case of the Denton Grange. Concluding his paper Mr. Aisbitt said:— Finally, with such an amount of British energy, skill, and appliance at command as described, it must be admitted that there is nothing to prevent our salvors

people like himself should render all the assistance they could to forward any British salvage association. He conscientiously believed that the finest engineers in the world were trained in Great Britain, and we should be very jealous not to allow this position to be taken from us. In these salvage operations cost was the main thing. It was perfectly right that the salvor should live, and it was equally right that people who owned the property salvaged should live also, and it was here the difference arose. By the time the supplementary paper of Mr. Aisbitt was read he should be pleased to know what was the profit made on the salvage operations which raised the Denton Grange, because she was certainly a magnificent and valuable steamer, and the information would be useful not only to salvors but to the commercial community in general.

Mr. T. W. WAILES was opposed to the principle of "no cure no pay" in salvage operations. The underwriter, he said, had as much reason to take the risk of getting the vessel off the ground as had the salvor. What the underwriters had to do was to go to some respectable firm and say, "Go and save that vessel, and we will pay you a fair profit upon it." The Mount Stuart Dry Dock Company had had many great jobs, but had never accepted any on the "no cure no pay" system. The absolute order had been placed in their hands, and every vessel had been taken off without a single failure.

Mr. T. A. REED pointed out that the salvage plant located at Cardiff represented about 25 per cent. of that of the whole country, while its pumping power was equal to one-fourth of that of the rest of the country. They ought to congratulate themselves that Cardiff was so good a centre for salvage plant. There should be some local combination able not only to undertake all salvage in the Bristol Channel but in any part of the world. The salvage operations of the world ought to be mainly in the hands of Britishers, seeing that we possessed so large a percentage of steamship property. It was a disgrace that the foreigner should beat us in salvaging. At the same time, Mr. Armitt succeeded where foreigners had failed. From a salvor's point of view, the principle of "no cure no pay" was unsound, but the difficulty would then arise: "How much is the operation of salvaging going to cost?" The cost might exceed the value of the property salvaged. The shipowner naturally wanted to know approximately what his expenses were going to be. If the underwriters appointed a representative to watch the work of the salvor to prevent "more days more dollars," the principle of "no cure no pay" might be discarded. They could not blame the shipowner for insisting upon the "no cure no pay" system if he could get it.

Replying on the discussion,

Mr. M. W. AISBITT said the object of the paper was not merely to mention any specific salvage operations, but to touch upon them generally. Among others to

from attempting and succeeding in even the most difficult cases which may occur, but in order to do this systematically it is necessary, in my opinion, to form and consolidate a representative salvage company having ample funds at command, and whose directorate should be composed of experienced men, selected from the three interests most concerned, viz.: Underwriters, shipowners, and merchants.

The PRESIDENT, opening the discussion on the paper, said with regard to the last paragraph he was aware there were some people who undertook work on the

whom he had to apply for information was Mr. Armitt, and that was the reason that gentleman's name appeared rather frequently in the paper. He could have given still better evidence that British salvors had done, and could do, very good work. As to the "no cure no pay" principle, when he remembered that Sir John Gunn had had many opportunities of purchasing vessels, and that on every occasion he bought them on the "no cure no pay" principle, he (the speaker) did not see where his objection came in. It might be unfair to ask him to do that, but it did not follow that a company formed for the

APPENDIX C: *Officers killed by Bengal tigers*

THE DUNDEE COURIER & ARGUS. Tuesday, August 19, 1873.



OFFICERS KILLED BY TIGERS

... accidents to shikar parties, more than one of which have resulted fatally. The latest adventure of this nature reaches from **Neemuch**. Lieutenant James, of the 3d Cavalry, with Captain Shinkwin. of the 59th Regiment, went out big game shooting, and had good ...

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The full article is on the next page, from the BNA. It's quite graphic in its detail, part of the folklore of derring do officer class.

OFFICERS KILLED BY TIGERS.

The following statement of the facts connected with the death of Lieutenant Giles, of the 76th Regiment, has been forwarded to the *Times of India* by one of the party whom the misadventure befell:—The party was composed of Captain Floyd, and Lieutenants Wingate, Giles, and many of the 76th Regiment. They had arrived at a village near the Manair River, about 15 miles from its junction with the Godavery. On the 16th April a beat for a tiger took place which was at first unsuccessful, but in a second beat for the same animal he was observed breaking back towards the beaters. A shot fired by one of the shikaries who accompanied them, although it missed, had the effect of turning him. He then came in the direction of the tree on which Lieutenant Giles and his gunbearer were posted some ten feet above the ground. He galloped straight towards the tree, and in spite of two shots fired at him by Lieutenant Giles, bounded into it almost without a pause. He dragged out the gunbearer at once, and immediately returned for Lieutenant Giles, who was also brought to the ground. During this time Lieutenant May fired from his tree some sixty yards distant, three snap shots at the tiger, then shouting to the others, who were unable from their position to see what was going on, descended from his tree. Captain Floyd and Lieutenant Weigall joined him almost immediately, and the tiger, on the approach of the party, released his victim, who rose to his feet and moved some paces away. The tiger was immediately knocked over. It was the general impression that, previous to the volley that killed him, the tiger had been hard hit, though not disabled. Lieutenant Giles was severely mangled in both arms and legs, but retained his consciousness and self-possession, and up to the time of his death his pluck and fortitude never failed him. An attempt was made to take the wounded men into Hannimkonda, some 50 miles distant, but Lieutenant Giles died at Purkub about 48 hours after the occurrence of the accident. The gunbearer has since died. We learn from the Indian papers that Mr R. Campbell, who was mauled by a tiger in an adventure at Hoormarta, on the Kymore plateau, has died from his injuries. The tigers seem to be holding their own this year against the shikarees, and if they cannot altogether escape the murderous rifle, they manage to inflict a great deal of injury on their hunters. Hardly a week passes, says the *Times of India*, without our having to record "accidents" to shikar parties, more than one of which have resulted fatally. The latest adventure of this nature reaches us from Neemuch. Lieutenant James, of the 3d Cavalry, with Captain Shinkwin, of the 59th Regiment, went out big game shooting, and had good sport. Captain Shinkwin having in one beat killed four tigers to his own rifle. On the day when the adventure occurred, Captain Shinkwin had already killed a tiger and a tigress, and Mr James had fired at and believed he had wounded a tiger. He went into a small patch of very thick jungle to look for the animal, when, without giving the slightest warning, the brute charged at him. Mr James fired his two barrels, when the tiger got him down, seized him by the left knee, and bit him severely. Captain Shinkwin rushed to the assistance of his comrade, and gave the tiger the contents of his two barrels from a few paces off, when, having had apparently enough powder and shot for once, it left Mr James and retired into the jungle. This happened on the 20th May, and the wounded officer was brought into Neemuch on a charpoy on the 23d. Mr James is recovering from the effect of the severe mangling he received as rapidly as can be expected.

APPENDIX D: The Aisbitt – Blaxland connection

George Blaxland's reading of the Will was attended by W.H. Atkinson Blaxland (far right) and M.W. Atkinson (far left). WHAB used to be WHA but added Blaxland as a condition of the Will if he was to inherit GB's fortune, which he did. This money rolled through the later generations (Sylvia and Rupert Blaxland, Tassell, Welch, etc.) along with money from T.H. Atkinson and Jane "Aunt Hally" Webster.

MWA's wife Jane Blaxland Atkinson inherited Blaxland through her mother Sarah, independent of her brother WHAB who would not have adopted it automatically.

