

THE SEVENTY-SEVENTH

# ANNUAL REPORT

OF THE

## LIVERPOOL SHIPWRECK & HUMANE SOCIETY

(INSTITUTED JANUARY 9th, 1839.)

(INCORPORATED NOVEMBER 21st, 1888.)



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THE OBJECTS OF THE SOCIETY ARE:

FIRST.—To save human life, particularly in cases of shipwreck in the neighbourhood of Liverpool.

SECOND.—To reward persons instrumental in rescuing human life from danger, and to relieve the widows and families of those who may perish in the attempt to save others.

THIRD.—To relieve the immediate necessities of those saved, and assist them in getting to their destination.

FOURTH.—Generally to grant rewards and relief in deserving cases.

NOTE.—The Society is enabled by a special endowment to grant Medals and rewards for rescues from Fire and all other dangers.

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O. TINLING AND CO., LIMITED, PRINTERS, 58, VICTORIA STREET, LIVERPOOL.

JULY, 1916.

## JANUARY, 1916.

Gold Medal and Illuminated Certificate of Thanks to Captain John Mennons Main, s.s. City of Nagpur; Gold Medal and Illuminated Certificate of Thanks to Mr. Alfred Oscar M. Cooper, Chief Officer; Silver Medal and Certificate of Thanks each to Second Officer Percy Jones, Third Officer George F. Williams, Fourth Officer David L. Hughes, Second Engineer James Bathgate, Fifth Engineer Alexander T. Copple, Chief Steward William Bain, Second Steward William James Bevin, and Second Class Steward Frederick William Beecroft;

also Bronze Medal and Certificate of Thanks to Third Engineer Maxwell Mowatt, and monetary grant to the remainder of the lifeboat's crew, for bravely rescuing, on September 12th and 13th, 409 passengers and 87 officers and men (total 496) from the French s.s. Euphrate, wrecked on Sokotra Island.

The circumstances of the rescue for which the awards have been made are as follow:—The Euphrate, with upwards of 670 souls on board, was wrecked off the east coast of the Island of Sokotra. Owing to the vessel's wireless apparatus having been disabled, she, while able to receive messages, was unable to communicate with ships herself, with the result that one of the ship's boats was sent out in the hope that it might succeed in getting in touch with a passing steamer. Fortune favoured the little craft, for after making a whole day's fruitless search, her distress signal attracted the attention of the officer on watch on the City of Nagpur, and help was soon at hand. It was about nine o'clock at night when the captain of the City of Nagpur was informed that a blue flare was being exhibited some little distance away, the ship being then about 50 miles north of Sokotra. Nothing could be done that night in the way of rescue work, so speed was slackened. Some

difficulty was experienced in picking up the wreck on the following morning, the weather being misty, and heavy seas running, but it was sighted at about 9 o'clock. There are several submerged reefs just clear of the extreme end of the island, and upon one of these the Euphrate was firmly lodged, listing heavily with her decks to windward. Huge waves were breaking over her, and it was evident that those on board were in a sorry plight. After making a careful survey of the surroundings, Captain Main ordered a boat to be lowered, and this, under the charge of the first officer, made the first journey to the wreck. The task was by no means an easy one, but the mission was accomplished, and the boat returned with all the women and children who were on board. They were in a pitiable condition, the ladies' cabins having been flooded almost as soon as the ship struck. The weather was too rough to permit of any further attempts at rescue that day, so the City of Nagpur cruised about the vicinity, keeping the wreck in sight all the time. Operations were recommenced in the morning, and in the meantime wireless messages for assistance were sent out, these being picked up by the Harrison liner Collegian and the Tambora. The former vessel arrived at 1 p.m. the same day, and the latter at about 3 p.m., the work of rescue

being greatly facilitated thereby. The Tambora took 51 passengers aboard, and, being a mail boat, departed from the scene the same evening. The boats of the Euphrate were also utilised for transferring passengers to the City of Nagpur, which took 80 on board the first day, and about 300 the second, while the Collegian took 60 on board. During the second night a number of wireless messages offering assistance were received from various vessels, but as the situation seemed well in hand, these were refused. The Collegian departed when she had rescued as many passengers as she could accommodate, and the City of Nagpur stood by and took off the remaining survivors, including the captain and some military officers. Excellent discipline was preserved throughout, and the fact that, beyond a few minor accidents, the transhipment was carried out without the slightest hitch, reflects the greatest credit upon all concerned.

Captain Main possesses an interesting memento of the disaster in the shape of one of the Euphrate's bells, suitably inscribed, which was presented to him during the return journey to Colombo. Accompanying this gift was the following letter:—"The passengers of the Euphrate, wrecked off the east coast of Sokotra, and rescued by the City of Nagpur, thank with all

their heart the officers and men of the crew who carried out their rescue, and, in particular, Captain Main, who, by his calm decision and coolness in the midst of danger, and the skill with which he handled his ship under difficult circumstances, was largely responsible for the speedy way in which they were relieved; Mr. Cooper, the chief officer, who made numerous trips to the wrecked boat, and showed untiring activity; Messrs. Jones, Williams and Hughes, officers; Messrs. Bathgate, Mowatt, and Coppell, engineer officers; Mr. Bain, purser; and Messrs. Bevin and Beecroft, stewards, who also accomplished several journeys between the City of Nagpur and Euphrate under the same difficult conditions. The passengers of the Euphrate also beg to express their deep sense of gratitude to the passengers of the City of Nagpur for the kind welcome which they received on board." It was fortunate that the City of Nagpur was so near at hand, and that her captain so readily responded to the urgent call for assistance, otherwise it is more than likely that the majority of the lives on the Euphrate would have been sacrificed."

### PRESENTATION OF AWARDS.

A very interesting ceremony took place at the head offices of the Hall Line, on Monday, April 26th,

when Captain John M. Main, Chief Officer A. O. M. Cooper, Third Officer Percy Jones, Fourth Officer David L. Hughes, Second Engineer Jas. Bathgate, Chief Steward Wm. Bain, and Second Steward Wm. Jas. Bevin, members of the crew of the Ellerman-Hall liner *City of Nagpur*, were presented with gold, silver or bronze life-saving medals and certificates of thanks, which had been awarded to them by the Liverpool Shipwreck and Humane Society in recognition of their services in rescuing 496 lives from the French liner *Euphrate*, which was wrecked on the east point of the Island of Socotra on September 11th last. Second Officer Percy Jones, Third Engineer Maxwell Mowatt, Fifth Engineer Alex. T. Copple, and Second Class Steward Fredk. W. Beecroft were unable to be present, and their medals and certificates will be handed to them on some future occasion. Quartermasters Geo. D. Smith, Alex. Fraser, Angus A. McMillan, Lachlan McKinnon, and Angus McLeod, and Storekeeper Jas. Barbour, have already received monetary awards for their services on this occasion.

Mr. Dashper E. Glynn presided, and amongst those present were Mr. A. M. Anderson, Captain A. Burgess, and Mr. Henry Partington (Deputy Secretary), representing the Liverpool Ship-

wreck and Humane Society; Mr. H. H. McAllester (Director), Mr. W. T. Murray (Manager), Commander Browne (Marine Superintendent), and Mr. Wm. Reid (Superintendent Engineer), of the Hall Line; Captain J. W. Grace (Chairman), Captain A. B. Toms (Vice-Chairman), Captains A. Kinloch, A. W. C. Jackman, A. Wilkinson, and Gordon Mutter, and Lieut. T. W. Moore, R.N.R. (Secretary), of the Imperial Merchant Service Guild, of which body Captain Main and Chief Officer Cooper are members; Commander A. Houghton (President), Captain Chas Jones, and Mr. Thos. Scott (Secretary), of the Mercantile Marine Service Association, &c.

The Chairman said he had very great pleasure in being present as Chairman of the Liverpool Shipwreck and Humane Society to hand to the master, officers, and members of the crew of the City of Nagpur the awards which had been made to them at the meeting of the Society last January. They were the highest awards which the Society could give, but the Committee felt they were fully deserved owing to the skilful way in which the steamer was manoeuvred by Capt. Main, and the skill and daring exhibited by Chief Officer Cooper in the handling of the lifeboat. He had pleasure in presenting to



Captain Main and Mr. Cooper the Gold Medal and Illuminated Vote of Thanks of the Society, which, he was sure, they would treasure very highly. Mr. Moss, a Liverpool shipowner, had one of their Illuminated Certificates, and when he (Mr. Glynn) called upon Mr. Moss the certificate was hanging over the mantelpiece, and Mr. Moss was very proud of it. The Chairman then handed the medals and certificates to Captain Main and the members of his crew.

Captain Main, in replying, said he wished to thank Mr. Glynn, in the name of his officers and crew and himself, for the honour they had done them. They all felt very proud of the remarks Mr. Glynn had made as to the work they had done. At the time it merely seemed their duty, and the least they should do to save those people on the wreck. He was sure they would all feel very proud of the medals and certificates, and certainly his would be most highly esteemed and prized, and would be an ornament in his house. (Loud applause.)

Captain Grace proposed a vote of thanks to the Chairman. He said it was always a pleasure to see officers and men of the merchant service honoured for gallant deeds at sea. In that instance the rescue ranked equal to those which

had gone before. The Liverpool Shipwreck and Humane Society were always to the fore in recognising heroic deeds.

Commander Houghton seconded the resolution, remarking that they had had many similar cases in Liverpool of honouring the personnel of the mercantile marine, and no doubt they would have many more in the future. These little functions carried a great deal of weight with them, and lived in their memory. He only wished that his own drawing-room contained one of the Illuminated Certificates from the Liverpool Shipwreck and Humane Society. (Laughter.)