

as far as possible, by shipmates of the deceased persons, thus sparing the feelings of distressed relatives. Thomas John Jesse, leading stoker, was able to identify several of the bodies. He was on board the *Thunderer* when the explosion occurred. Mr. Slade and Mr. Winfield were both recognised by him, the latter through the wearing of a pad on one of his legs which the deceased had mentioned to witness a day or two before the accident. The pad was found on one of the legs of the corps, together with a sock marked "W." Other witnesses testified to the acquaintances with and knowledge of deceased persons whose names they gave, and whose remains they identified, and in some cases statements were made that others were also able to speak to the identity of the bodies. It appeared that the men on board the *Thunderer* were drawn from the various ships of war lying at Portsmouth chiefly from the *Asia*, but also from the *Lord Warden*, *Volcano*, *Marlborough*, *Bloodhound*, the *Boadicea*, and the *Inconstant*. Excepting the engineer officers, none of those killed were actually attached to the ship, which has not yet been commissioned; but in view of the state of affairs in the East she was being pushed forward, and was intended to be commissioned in August.

The list of the dead thus identified runs as follows, the ages in each case being the nearest approximation the witness could give:—Mr. Thomas George Slade, chief engineer of the *Thunderer*, between 40 and 50 years of age; Mr. Robert Winfield, an engineer of the *Thunderer*, 40; William Green, leading stoker, 23 or 35; Samuel King, stoker, 25; James O'Brien, first class stoker 46, Henry Dinnam, stoker, 43; David Rex, stoker, 21; George William Adams, fitter in the dockyard, 34; George Frederick Read, stoker, 23; William Gregory, stoker, about 30; James Williams, leading stoker, 40; Joseph Rogers, stokers, 32; Charles Harvey, stoker, 20; Frederick Hendy, stoker, 24; James Farwell, stoker, 24; Henry Jenkins, fitter, 29; John Campbell, stoker, 31; William Downs, fitter, in the service of Messrs. Humphries and Tennant, 40; Charles Wakeford, stoker, 29; Alfred Freeland, stoker, 36; Richard Whittle, leading man of fitters, 45; James Bevis, stoker, 22; William Godden, stoker, 26; John Bellanger, stoker, 30; Richard Longden, stoker, 27; Peter Page, stoker, 37; Thomas Grant, stoker, 27; Arthur Crusha, fitter, 24; Henry Oliver, stoker, 29. At the conclusion of the identification the inquest was adjourned until Tuesday.

The following were lying in hospital on Sunday afternoon:—Thomas L. Park, 32, stoker; Charles Edgecombe, 39, stoker; Robert Bennett, 27, stoker; James Petty, 36, stoker; Oliver Greenfield, 20, *Asia*; William Pickett, 27, stoker; George Hughes, 24, engineer's cook; Thomas Warren, 32, sickboy steward; George J. Crookford, 24, stoker; Thomas Sales, 23, stoker; Robert Littlefield, 24, stoker; John Moore, 36, stoker; James Bruce, 26, stoker 1st class, *Asia*; Henry Brewer, 19, cook's mate, *Duke of Wellington*; Thomas Howitt, 25, stoker 1st class, *Asia*; Richard Barnard, 24, stoker 1st class, *Asia*; James Dunning, 24, stoker 1st class, *Asia*; William Meers, 36, stoker 1st class; Peter Bunnington, 45, stoker 1st class, *Asia*; Charles Richards, 28, stoker 1st class, *Asia*; Thomas East, 36, stoker 1st class, *Asia*; John Wheelerbrod, 34, stoker, 1st class, *Asia*; H. T. Smith, 27, contractors' fitter; James Perry, 34, skilled labourer, dockyard; Andrew Beard, 24, contractors' engineer; William Bessitt, 47, shipwright; Richard Davis, 34, millwright; Edward Phillips, 31, skilled labourer, Dockyard; Wm. Kingsworth, 25, contractors' en-

gineer; Henry O. Fibben, 37, contractors' engineer; Charles C. Williams, 14, cork cementer, Dockyard; William J. Slater, 22, shipwright, Dockyard; William Loney, 19, contractors' man; David Peel, 52, engineer, Dockyard; Samuel Stratton, 20, labourer, Dockyard; William Waters, 28, fitter aloft, Dockyard; Henry T. Earl, 23, mould aloft, Dockyard; Frederick Colborne, 20, labourer, Dockyard; George Purkis, 24, boiler maker, Dockyard; Charles Ford, 22, labourer, Dockyard; Stephen Shergold, 45, skilled labourer, Dockyard; William Clemow, 30, shipwright, Dockyard; Thomas Mills, 37, millwright, Dockyard; George Dawkins, 36, shipwright, Dockyard; Charles Hutchins, 28, assistant boiler maker, Dockyard; William Henry Elmes, 24, labourer, Dockyard; George Knight, 35, labourer, Dockyard; John Kerr, 21, engineer's student; Mr. Thomas, engineer, Royal Navy.

The official account of Inspector General Smart is:—"The total number of persons who received injuries was seventy seven, of whom fifteen were killed on the spot; three died between the ship and the shore, and eleven died in the hospital up to noon on Saturday—total number of deaths twenty nine."

Since the hospital report was issued seven more deaths have occurred, making a total of thirty six out of the seventy seven seriously injured. The names of the additional seven are:—Thomas Warren, sick birth steward of the *Asia*; Oliver Greenfield, stoker of the *Asia*; Charles Elcumbe, ditto; Andrew Baird, contractors' engineer; William Kingsworth, ditto; Henry Fibben, 37, engineer; and George J. Cruckford, 24, leading stoker.

One of the engineers had a narrow escape from destruction. A minute or two before the explosion, feeling rather faint from extreme heat below, he asked and received permission from the chief engineer to go up for a few minutes, and thus escaped the fate of his chief. A case of the reverse kind is related of a young man who is said to have felt a presentiment of coming evil, and was reluctant to go on board the *Thunderer*, but being persuaded by his sweetheart went, and was killed by the explosion. After the accident occurred, Mr. J. G. Weeks, engineer, stopped the engines by means of the throttle valves. Making his way through the steam towards the stokehold, he found his hand on a man's shoulder, and feeling three raps on the coat, he knew he must be Captain Wilson, who, being a stranger to the vessel, had lost his way. Captain Wilson asked him the way out, and Mr. Weeks directed him to the ladder, and told him to turn sharp round to the right. Mr. Weeks then went down to the stokehold. The captain subsequently expressed his acknowledgment, and told Mr. Weeks he was a brave man.

In the course of Saturday, telegrams were received at the hospital from the Queen and the Prince of Wales, and from the Board of Admiralty. It is a sad coincidence that the *Wesleyan* disaster occurred as Her Majesty was crossing from Osborne to Portsmouth about this time last year, and that the present calamity arose also on the very day the Queen was crossing the Solent. The telegram from Her Majesty to Inspector General Smart was received at eight o'clock on Saturday morning, and, referring to a reply to the previous telegram, ran thus:—"Your account deeply grieves me. How are the poor sufferers? What caused the dreadful accident?" The telegram from the Prince of Wales was:—"The Princess and myself are greatly shocked at the sad accident which has occurred on board the *Thunderer*.

Pray communicate our condolences with the wives and families of the killed and our sympathies with the wounded. We are anxious to hear how the wounded are getting on." The following telegram was received from the Admiralty:—"The first Lord and members of the Board deeply regret the sad accident of yesterday, and convey their sincere sympathy to the sufferers, and are anxious to hear how they progress and if anything can be done for them."

After being tugged from Stokes Bay into the harbour, the *Thunderer* was moored at the north corner of the dockyard. No one unconnected with the ship has been admitted on board since the accident, nor will any one be allowed to see the damage done until an official inspection has been made.

Sir Leopold McClintock, admiral superintendent of the dockyard, has notified that the pay of all those dockyard employees who were either killed or injured by the explosion will continue until further notice.

The subscription list in aid of the sufferers is headed by the Queen with £100; Messrs. Humphrys, Tennant, and Co., the makers of the engines and boilers of the *Thunderer*, appear for £500; Mr. Ward Hunt for £50; his four colleagues of the Board of Admiralty for £25 each; the Judge Advocate of the Fleet for £20; Rear Admiral Hall and Mr. Lushington for £10 each; Lord Edward Trevor for £20; and Admiral Duncombe for £10.

Rear Admiral Houston Stewart, the Controller of the Navy, and Mr. James Wright, the engineer in chief at the Admiralty, arrived at Portsmouth on Saturday morning, and, with Rear Admiral Sir Leopold McClintock, the dockyard superintendent, and Mr. W. B. Robinson, the chief constructor of the yard, made a thorough survey of the *Thunderer*. They found the ship below in such a state that it would take months before she can be got ready for the next official trial. The whole front of the starboard boilers in the after stokehold is blown bodily out, carrying with it steam pipes, safety valve box, stop valve box, uptake, and all the connections. One of the smoke boxes belonging to the after stokehold was found close to the engine room, so that it must have been blown a distance of at least 20 ft.; another smoke box was found in the forward stokehold, and, as it does not fit any of the boxes there, the presumption is that it belonged to the ruptured boiler, in which case it must have been blown from one stokehold to the other through the door of the intervening bulkhead. Some of the plates of the after stokehold are bent and distorted in an extraordinary manner, but the greater portions are displaced, leaving the double bottom exposed. The boiler having carried away with it the six inch pipe from which the auxiliary engines take their steam, the steering engines were made worse than useless, because they had been detached, and the connexion of the hand gear in the breastwork could not be made. Some of the survivors who were in the coal bunkers at the time state that the coal was violently forced up the stokehold tubes into the upper bunkers, whereby the steam was prevented entering. Otherwise the deaths from scalding would have probably been much more numerous.

The *Thunderer* was to have been ready for sea at the end of the present month. Of course this is now impossible, but it is uncertain whether the exploded boiler will be replaced, at least for the present. She could be got ready for sea again after the damages to the engine room only had been repaired in six weeks' time, should her services be imperatively required. The ship is