

How is it possible she has not run her dis-
cussion? "What can have held her back?" taking the
boat for the time of the Call of Man lights, and suppos-
ing the other hidden by the thick weather, which
often the case, as many seamen well know.
We have been cruising on that station in a man-of-war
for nearly six years, and frequently have seen but only
one. I then continued by the compass watching
the bearing of the light, and trying with a glass to
make out the second light, but a glass on that night
was useless, from the continued rain. I could not
stop thinking we must be past the Island, and
at the same time there was a glowing light occa-
sionally before my eyes in the distance.

other revolving light in the direction we had been running, from Bell Buoy, as my chart, now dated 1846, does not show any light on Stony Point, stood on until I got the right bearing for rounding the Hen and Chickens, lying off the Calf of Man. I then headed the ship up north gradually, and to N. $\frac{1}{2}$ E. ultimately, when I was surprised to find, on inquiring the time, that it was a quarter past nine; I ran down for a moment to look at my chart, and back again to the light when I heard the gun.

at the same moment I saw what appeared as a dark, low, rounded shape along the shore. I instantly started a hard port—stop her; this was done. I ordered a back turn, braced the yards by, and shifted to helm, all without effect. The sea began to break over us, and the engineer told me he could not move the engines; this made our case for the time hopeless, as it was near high water on the rising tide. I then ordered an anchor to be got down, the skylights, hatchways, companions, &c., secured the boats to be jacked up, and

case of need. I went below to assure the passengers that I believed there was no danger of our life, provided they did as I wished them, namely, remain quiet until daylight should show us where we were, and what was best to be done. I also consulted my chart, but could not make out to my satisfaction clearly where we were, but I loved we were not far from Ardglass, near Glenties, and that the light in sight was that of Lough Rook; and at day-break, when the coast of Ardglass and other gay of Lough Rook

As we were in Dandurum Bay, and that there was a light on St. John's Point, for some time. The ship was forging a-head with the sea, and I was afraid to let an anchor go, lest it might go through the bottom, and do more harm than good—beside, as further the ship went the greater the chance was of saving everybody. Towards dark it moderated, and I immediately lowered our life-boats, and commenced landing the passengers, the ladies first. The tide soon ebbed off the ship and the passengers were on the shore.

erty of ways—by ropes, by carts, on men's shoulders, &c.; and then their luggage, only one or two packages of which have, I believe, been lost.

"I need not go into the failure of all our attempts to get the ship afloat; this you know from Captain Maxton, and my letters. I must remark that it is clear there must have been a westerly set, which carried the ship more than a mile and a half on ahead of what the log gave; this is clear from the distance run from Liverpool (Coburg Dock Gate) where we are; about 190 miles in 81 hours and

3 knots per hour; the log gave rather less than 3 knots, and this set also prevented our seeing the lights of Man Lights, as we passed more to the S.W. than we ought to have done by the course steered, which I find to be the same (N.W. by N.) as stated by the regular trading steamers from Liverpool and the ports near this. I must also observe that I cannot attach any blame to the compasses or the compasses. I tried the compasses a day or two after we got here, and found them correct to a quarter of a point, and I found that which

any, to myself, for it is I alone who had anything to do with the navigation of the ship, or any of the orders ever commanded. Overwhelmed by the occurrence, mortified at the issue of our great effort, I am still not without confidence that I leave the issue in your hands, first claiming permission to join back on the occurrences of the past fifteen years, and more particularly to the time I have been connected with your company. In the year 1831, I had commanded a ship, one of the Falmouth Post-Office.

mouth Packet. In both those I kept my own revenue, although I had officers there for that exact purpose. From 1832 to 1837 I commanded the fastest sailing vessels in a foreign trade, and a steamer in the coasting trade; those vessels I navigated myself, of course. In 1837, I took command of a ship, the Great Western; and that good ship I navigated, entirely myself sixty-four times to New York, for which I obtained your permission, and the offer of the command of the Great Western Packet.

tain, as well as a complimentary letter, and valuable present from the underwriters at Lloyd's for nautical skill and seamanship.⁷¹ During the numerous presents and testimonials from passengers, I am sure, were given for the care which I navigated your ship principally, and whole credit formerly, or discredit now, is all mine; but I feel a firm conviction that you, gentlemen, will acquit me of blame in this important matter, and, if so, I trust will publicly declare your hope, unanimous opinion to that effect. That

mentally lessen the severe blow I have received
more severe in every way to me than to any other
person.—I remain, gentlemen, your obedient
servant,
"JAMES HOSKEN."

MEETING OF THE DIRECTORS AT BRISTOL.
Oct. 20.—Mr. Patterson attended the board
and is return from the ship, and explained his view
as to getting her off, and reported that, finding it
necessary to protect the ship until some means
had been adopted for her removal, he had ordered a few

wood work to be made to secure the ship's quarters, at an expense of £60 or £70, and having recommended that a small floating breakwater should be constructed for her protection generally, at a cost of about £100. It was resolved—That temporary protection ordered for the ship's quarters be confirmed, and that the breakwater be immediately proceeded with: also, that the secretary be immediately communicate with Messrs. Githens, Wright, & Co., of Liverpool, in reference to Mr. Waterson's views as to getting her off for the

deration of the underwriters.

Captain Hosken's report of the circumstances which preceded the disaster of the "Great Britain" at Dundrum Bay, and also the after occurrence having been read and considered. — It was resolved that the report be circulated among the proprietors. — 2. That while the directors sympathize with Captain Hosken upon an event so afflictive to him and so injurious to the company, they disavow him that the catastrophe was, by the blessing of Providence, unattended with loss.

or personal injury to any one.—3. They took this opportunity of recording their most grateful thanks to Lady Matilda Montgomery, the proprietress, and the officers and men of the coast-guard constabulary and revenue service, mentioned in Captain Hosken's report; and their perfect satisfaction with the conduct of the officers and crew of the ship's company, who, under circumstances of great trial and fatigue, conducted themselves admirably.—4. With respect to the occurrence which preceded the stranding of the unfortunate

ship, as explained now by Captain Hosken; and the report of Captain Claxton to the secretary, the directors are of opinion, that the ship was strayed, in consequence of an error in judgement, in which it appears her captain was betrayed, through the omission of a notice of St. John's Light, in the chart of this year, by which he was navigated out of the want of knowledge on his part of such a light being established.—it being to the directors obvious that, had the light been land, Capt. Henry would have known that the judgement which

to him at eight o'clock to put his ship in proper course for the North Channel, ought to have persevered in. The directors cannot dispute the subject at its present stage without considering whether any and what amount of benefit to navigation is to be derived from the melancholy circumstances which they have so deeply to deplore, and they inform the proprietors that they mean to appeal to all insurance companies, all merchant shipowners and masters of ships, to aid them in bringing upon the Legislature an enactment, which

any penalties, against all Admiralty agents, small, after the passing of the same, sell charts without an annual certificate that they have been examined by a person or persons in authority, either from the Hydrographer's Office, or the Admiralty House, or as may be appointed, and that they contain all the known lights, buoys, or beacons, up to the date of said certificate; also upon the vendors of charts not Admiralty agents, who shall, in the first week of every January, have obtained a similar certificate from the Custom-house.

authorities of the several aspects of the C. C. Kingdom. The directors apprehend that this may be accomplished without any sacrifice of property, and that nothing can be more easy, than dotting down the red ink, and in writing, whatever may be necessary on the oldest charts, and the result would be increased confidence in navigation, a vast saving of property, greater security to underwriters, and commensurate safety to the travelling public. The handing of so noble a specimen of naval architecture, and the consequent check to the progress of the steamship, is a necessary expense from a warlike point of view.

are of nearly three hundred persons—the probability of loss of so much property, and the success of experiments to save her—are questions of interest, and while they are fresh in the minds, or under discussion, is the time, the directors conceive, to add considerations of modes of improvement to the safeguards of navigation, and they would consider themselves remiss if they neglected the earliest opportunity of claiming the support of the public in obtaining an act of Parliament embracing in some shape the foregoing

... as they cannot but consider that the primary cause of the disaster was the omission of St. John's light in the chart used by Captain Hosken,