

# THE WRECK OF THE PLINY

## STRANDED IN THE STORM ON THE NEW-JERSEY COAST.

A RIO JANEIRO STEAM-SHIP IN THE BREAKERS AT DEAL BEACH—THE PASSENGERS AND CREW SAVED—THE VESSEL AND CARGO PROBABLY A TOTAL LOSS.

LONG BRANCH, May 13.—Last night at 11 o'clock the wind was veering toward the north, and moderating fast. Reports had come in from all along the coast that no disasters to vessels had been reported, and all went to bed satisfied that the danger was over. But this morning at 5 o'clock the residents here were startled by the report that a large steam-ship was ashore at Deal Beach, at a point one mile south of Elberon, and that it contained a large number of passengers and crew, and that all were in the greatest danger. As the life-saving crews had all been discharged, it was believed that without their assistance with the life-saving apparatus which was in the station-houses, the peril of these persons was imminent.

Reaching the scene of the disaster at 6:30 A. M., THE TIMES'S correspondent found that a large steam-ship was indeed in the breakers, but that instead of there being no assistance from the shore, there were assembled nearly all of the old weather-beaten crews of Life-saving Stations Nos. 5 and 6. The men were arranging the apparatus for rendering assistance to those on the steamer. The vessel seemed in great danger, as the waves were breaking over the decks and each one threatened to sweep off all who were standing on them. While the life-saving men were arranging their apparatus, under the direction of Capt. Walter Green, of Station No. 5, others endeavored to have communication with those on board, but the noise of the breakers was so great that little could be heard except that the vessel was the steamer Pliny, from Rio Janeiro. About 7 o'clock Capt. Green, having everything arranged for the work, discharged the mortar and threw the line straight over the steamer. The rope was soon made fast to the rigging by some of the vessel's crew, and in a few moments the breeches buoy was at work carrying the passengers ashore. The first who was landed was a woman, next a man, then a child, and in an hour all the passengers—three women, seven men, and eleven children, twenty-one in all—were landed safely, although drenched through, and so chilled that they could hardly walk. They were all taken to the house of Mr. Samuel Hendrickson, near by, and supplied liberally with hot coffee and other refreshments, and soon were warm and comfortable. In the meantime, the sea had gone down somewhat and the life-saving crews had got their life-boats ready and launched one, manned by the united crews of the different stations in the vicinity, under Capt. Slocum, of Station No. 6. Soon after Capt. Green, of Station No. 5, launched his boat and proceeded to the ship, and both boats soon had most of the crews of the steamer landed. The Captain and a few of his men refused to be brought away, and it was not until all hope of saving anything belonging to his ship had gone that the Captain was persuaded by Capt. Green to come ashore.

The stranded vessel proved to be the steam-ship Pliny, from Rio Janeiro, bound to New-York. She was under command of Capt. Robert Mitchell, and had a crew of 34 men and 21 passengers. The cargo consisted of 20,000 bags of coffee and 500 hides, consigned to Busk & Jevons, No. 41 Wall-street, New-York. The steamer was owned by Lambert & Holt, of Liverpool. She was built at Barrow, England, and was of 1,064 tons burden. The Captain declined to give any report of the voyage, but it was ascertained, after much trouble, that the Pliny left Rio Janeiro April 22, and had fair weather up to Tuesday last, when the storm commenced. The wind blowing a gale and the weather being very thick, the officers were unable to take reckonings for three days, and did not know they were near the land until they got in the breakers at the outer bar. This they passed over and were soon on the inner bar, about 1,000 feet from the shore. Immediately they commenced signaling with lights, and, after an hour, they were answered from the shore. They saw the lights and heard shouts. This made the passengers, who were now collected on the decks, feel as if relief was at hand, and all were cool and collected, and comforted each other with the hope of safety. With many of the crew the behavior was different. They broke open the captain's wine-room, took the liquor it contained, and became intoxicated. One or two of them were landed from the breeches buoy in such condition as to have to be helped to walk to the station-houses, notwithstanding they were badly ducked in the sea as they were hauled from the ship. Others came ashore in the boats grossly intoxicated, two or three falling over into the sea as they tried to get from the ship into the boats and were rescued with difficulty by the life-saving crew. The Captain and officers, the passengers state, were perfectly cool in all their orders, and it was through their exertions and help that all the women and children were placed in the breeches buoy and encouraged to make the trip.

The first man that saw the steamer this morning was Russell White, a noted surfman, who has for years been connected with the Life-saving Service, but not the last Winter. As was his custom in stormy weather, he went down to the beach early in the morning to see if anything was ashore. He saw the signals from the vessel, and soon saw the steamer. He hastened to the house of two other surfmen, and the three together went to station-house No. 6, broke open the door and obtained lights for signals, with which they answered the signals from the ship. This was about 3:30 o'clock. About 4 o'clock Capt. Walter Green, who is also an early riser, and who has had charge of Station No. 5 until the stations on this coast were abandoned, May 1, saw the signals also. He hastened and gathered together his old crew, and had them on the shore opposite the steamer at 6 o'clock ready for work, and soon the two crews combined accomplished the results as given above. Too much credit cannot be given to these men, who, although disbanded and scattered all over the town and not now in the employ of the Government, so speedily come to the rescue of these ship-wrecked people, and by their careful management landed so many little children without the slightest accident. Many of the children were not even touched by the surf in their perilous ride in the buoy.

The Pliny had all her hatches washed off by the sea, and her hold is full of water. The cargo is all damaged. It is thought none of the cargo will be saved. To-night the steamer is on the top of the inner bar, and her bow and stern bump up and down like a seesaw, striking heavily every time a sea strikes her. It is feared she will break in two before morning if the sea continues running so high. Her cargo has shifted and she lies on her side, with hatches exposed to every sea, and it is probable her cargo will all be washed out of her before morning, even if she does not break up. Her agents and consignees and the agents of the underwriters were down this afternoon, and it is said they thought it would prove a total loss, and were of the opinion that it would be best to sell her as she lies and not attempt to do anything with her. The passengers all went up to New-York this afternoon, and some of the crew; the others are with the officers, who are very comfortably cared for at the station-houses, and will wait until the steamer breaks up or some conclusion is arrived at as to her disposal by those interested.

An amusing incident occurred to-day while they were landing passengers with the breeches buoy. A passenger named Henry Albes had a large sum of money in gold, said to be over \$3,000, in a canvas bag. This he tied securely to the buoy, but in the excitement of landing he forgot all about his gold, and ran away and left it in the buoy, which, being discovered, Capt. Green untied it and took it to the owner, who exclaimed, "Oh! I forgot all about it in my delight of landing safe." Children three or four months old were carried in the arms of their mothers in their perilous ride, and others three or four years old bore the ride over the breakers without a sign of fear, and as soon as they were warmed up looked none the worse for their fearful experience of the last 12 hours. One of the women was the mother of six of the children; another of the others.

The passenger list of the vessel was as follows:  
Cabin Passengers.—A. B. Stewart, merchant, of Prince Edward Island; Henry P. Albes, commercial traveler, of Philadelphia; Dr. Claudio Custelo, of the Argentine Republic.

Steerage Passengers.—James Smidt, farmer, of England, his wife and six children; Antonio Staw, farmer, of Germany, wife and two children; Frederica Nages, Mrs. Staw's sister; Antonio Gerins, of Italy, and wife; Michael Derwin, of Ireland; Luigi Levagolja, of Italy; Bernard Marker, machinist, of Italy; Pedro Roventine and son, of Italy; Joseph Brignolf, seaman in the American Navy, of New-York.