



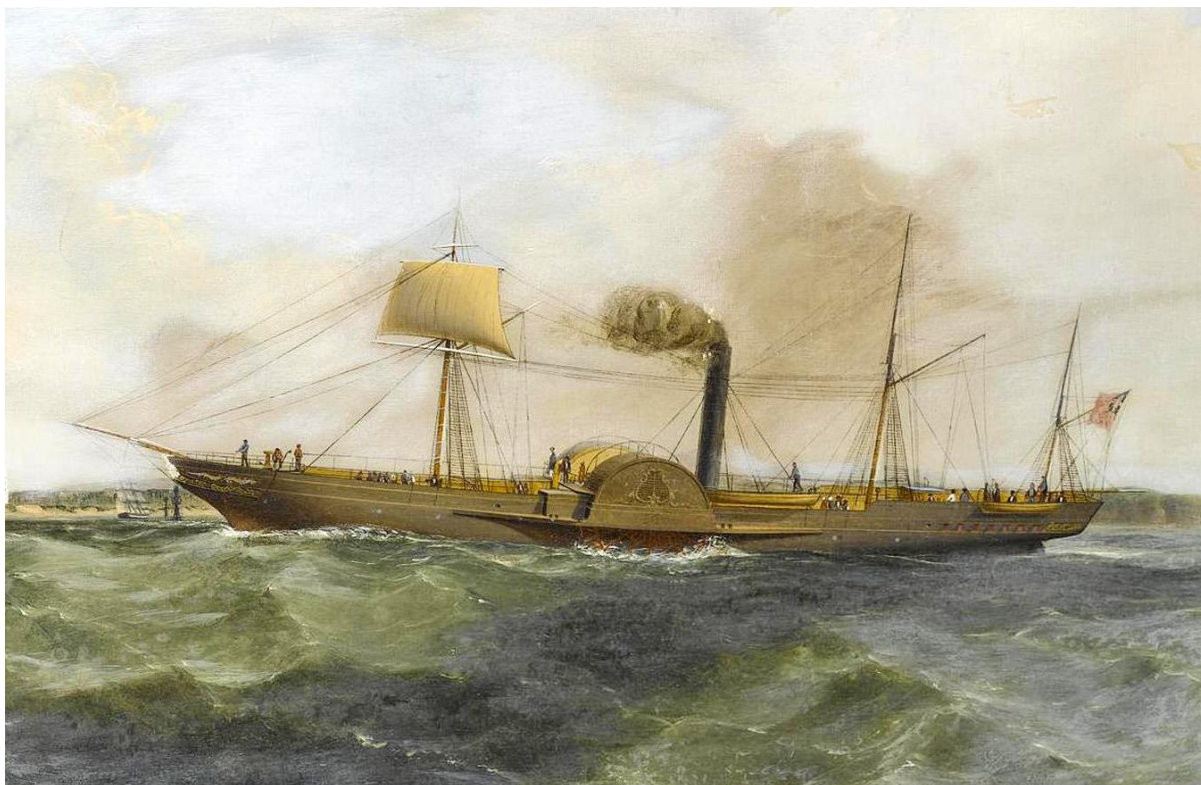
THE ACCIDENT TO THE DROGHEDA STEAMER, LEINSTER LASS.

AUTHENTIC PARTICULARS.

We are happy to learn, by a letter which has been received by the Drogheda Steamship Company from the Commander of the Leinster Lass steamer, that the particulars of the accident which we published yesterday were in some important points innaccurate, and in its apprehended results very much exaggerated. The pleasure we feel in at once correcting any erroneous statements we may have unintentionally given publicity to is, on this occasion, very much enhanced by the fact that, instead of having to deplore the loss of fifty fellow-creatures, we are enabled, through the courtesy of the respected Secretary of the Drogheda Steamship Company, to state, that after the most particular inquiry and examination of the number of "missing" passengers is happily limited to three—an announcement, we are sure, which will be received with sincere satisfaction by the public, whose worst apprehensions were most unnecessarily excited by our correspondent. The authentic facts of the occurrence appeared to be these—At two o'clock the accident occurred by the breaking of the "beam," and not the piston, as we stated, which made the breach in the bottom of the vessel of about two feet in extent, but fortunately none of the crew in the engine-room were injured, and the water did not rise to mid decks before the screw steamer Torch bore down and rendered effectual assistance, by taking on board all the passengers, and getting the disabled steamer in tow. It was three o'clock when the Torch took the Lass in charge, and they both arrived safely in Holyhead harbour in about three hours after. The entire number of passengers on board the Leinster Lass, when she left Drogheda, was only 134, not between 250 and 300, as was innaccurately stated yesterday ; and on arriving at Holyhead it was found that there were 131 of these present, so it is evident that but three were wanting to fill up the number the Leinster Lass had on board when she slipped her moorings in the Boyne. And those three, it is thought, were lost owing to their having got into one of the boats contrary to the positive directions of the captain. Soon after those 131 passengers were landed at Holyhead the officers of the Drogheda Company with commendable promptitude, made all the necessary arrangements for their immediate transmission, and they were forwarded by the first train which left Holyhead for their destination, Liverpool, together with their luggage, none of which we understand sustained any injury. The Drogheda Steamship Company have acted on this occasion with a liberality and consideration in perfect harmony with that high reputation which it has ever upheld. Of the conduct of the commander of the Leinster Lass, Captain Toker, it is unnecessary for us to speak. In the very critical position he was placed by the occurrence, we have been informed he acted with an amount of judgment, coolness, and firmness for which he is already favourably known ; and to Captain Crosbie, of the Torch, much praise and commendation are due for the very valuable, prompt, and efficient assistance he rendered on the occasion. On the whole we may, now that we have before us the authentic account of the mishap, congratulate the public and the Drogheda Steamship Company that an accident, which at first created much alarm and apprehension, and which might have been accompanied with the most melancholy consequences, has been attended with, comparatively speaking, unimportant results. We, at the same time, have to express to the one and to the other our very sincere regret in having been the means of exciting unnecessary fears, but we are confident both will at once acquit us of having done so intentionally.—*Freeman*.

The Cork Examiner, 5 May 1864

William Kimmins McMinn (British, 1820-1898)



The inward-bound paddle steamer 'Leinster Lass' approaching Drogheda indistinctly signed 'W.K. McMinn' and dated 1849 (lower left), inscribed 'steam ship Leinster Lass Capt.T. Ker Drogheda 1849' oil on canvas 49.6 x 76.2cm.

FOOTNOTES

- Literature: A.S.Davidson *Marine Art & Liverpool*, Waine Research, 1986, page 82 and illustrated plate 81b. D.B.McNeil *Irish Passenger Steamship Services* volume 2.

Built of iron by Napier & Sons on the Clyde, 'Leinster Lass', 591 gross tons, length 200 feet, was owned by the Drogheda Steam Packet Co. and ran between Liverpool and Drogheda for over thirty years. Until the coming of the Irish railways this route conveyed the third largest total of Irish Sea passengers, exceeded only by Dublin and Cork. In 1849, each trip averaged two hundred deck passengers. Mostly poor emigrants and harvesters from the Irish midlands, they made their way to the port on foot.

The novel method of rail transport proved revolutionary. To meet topographical necessity the new railway was carried across the Boyne on a high viaduct some distance to the east of the harbour. Offered a cheap and convenient alternative it was not long before the former steerage passenger traffic was effectively diverted to Dublin. Thereafter, it was the cross channel trade in livestock and their drovers which enabled the Drogheda service to continue.

Towards the painting's left margin can be seen the leading marks denoting the tortuous Drogheda channel. Under the steamer's bowsprit, McMinn cleverly introduces the ploy of a distant vessel still sailing parallel to the coast, but just about to alter course and head inland towards the distant tower marking the entrance.

The artist was born in Workington, Cumberland, the son of a block-maker. Following in the steps of Robert Salmon and Joseph Heard from nearby Whitehaven McMinn emigrated to the burgeoning port of Liverpool in his early twenties and was employed as a draughtsman. By 1847 he also described himself as 'artist', the dual description continuing until 1862, when it became 'marine painter' and draughtsman until the mid 1880s. Noted for their technical and topographical accuracy, his paintings may be seen in the collections at the Maritime Museum, Liverpool, and the Peabody Essex Museum, Salem, Mass.

Details of MV Leinster Lass

Name	Official number	Flag	IMO	Year built	Date launched	Date completed
LEINSTER LASS	16806			1848	11/10/1848	

Vessel Type	Vessel Description
Passenger / Cargo	Iron Paddle Steamer 3 Masts

Builder	Yard	Yard no	Broken Up
Robert Napier, Govan	Old Yard	26	1885

Tonnage	Length	Breadth	Depth
697 grt / 426 nrt /	200.3 ft	26.2 ft	15.9 ft

Engine Builder	Engine Detail
	Side Paddle, Steam side-lever SL2cy, 372nhp

First owner	First port of register
Drogheda Steam Packet Company	Drogheda 23/03/1849