

Mr. Pierre Eschauzier, filling the post of "Opper Strand vonder," a sort of Lord of the manor under government, literally "Upper Strand finder," at Terschelling, who, residing not far from the spot where the *Lutine* was lost, had made himself acquainted with all the facts of the wreck, arriving at the final conclusion that the greater portion of the treasure despatched in the English frigate was still lying within her timbers, the recovered salvage forming but an instalment of the whole. He advanced several plausible reasons for this supposition, the chief being that the ticketed gold and silver bars taken up by the previous salvors had numbers and letters on them, which clearly indicated the existence of a great mass, still wanting to complete the order of the whole. Thus, among the recovered gold bars there were thirteen marked by the letter NB, they being found in three batches: the numbers of the first, fished up November 14th, 1801, running 58 to 64; those of the second, found on the same day, 86 to 90; and the numbers of the third batch, recovered November 11th, 1801, running 87 to 89. Gold bars with five more letters, and a variety of numbers of each, went to prove, to a degree almost beyond doubt, that there were a hundred numbers to each letter, which would give altogether six hundred gold bars at this portion of the treasure of the *Lutine*. However, as yet there had been recovered only, in the years 1800 and 1801, as far as the information went, thirty-one gold bars, so that, according to Mr. Eschauzier's calculation, there would be no less than five hundred and sixty-nine remaining within the wreck.

Succeeding to impress the importance of these ascertained facts, and the calculations based thereon, upon the Government of the Netherlands, and finding many friends in high places, Mr. Eschauzier obtained, by royal decree dated July 16th, 1814, a sum from the public exchequer to defray the first expenditure of a new attempt to raise the cargo of the *Lutine*. The King himself, Willem I., was said to take a lively interest in the matter; but, notwithstanding this and other important help, Mr. Eschauzier completely failed in his enterprise. He intended carrying it out mainly by means of dredging, which did not answer, however, the body of the wreck lying too deeply embedded in the ever-moving sands to allow of approach. With undaunted perseverance, cheered on by many of his countrymen, but most of all by his own enthusiasm, Mr. Eschauzier spent seven years over this work, and then, not being tired even after this lapse of time, looked out for fresh means to accomplish his aim. All the dredging of the seven years having produced not more than seventeen pieces of coin, namely, one Spanish gold pistole, eight Louis d'or, and eight Spanish silver pistoles, he could not help admitting to himself that this was unprofitable work, and, after much pondering, resolved to throw aside his dredges, and to have a large diving-bell made, in which, pressing through the sands, he might descend to the "gold wreck."

King Willem I., the most commercial of the monarchs of his age, having never lost faith in the enterprise of the "Opper Strand vonder" of Terschelling, the latter sought and obtained, previous to his commencement of the new diving-bell scheme, the grant of an important

privilege and monopoly. It consisted of the exclusive right to undertake the salvage from the wreck of the *Lutine*, on delivery of one-half of the fished-up treasure to the Government, which grant was given to Mr. Eschauzier by a royal decree of the 14th September, 1821. Having got several wealthy partners to join him in his venture, on the agreement that they should receive sixty-six per cent. of the realised profits, he himself taking the remainder, Mr. Eschauzier proceeded to London to procure the required diving-bell, together with some experienced divers, and found no difficulty, with sufficient funds in hand, in obtaining either. The diving operations commenced on the 21st of July, 1822, and continued during the whole of the summer, but they proved no more successful than the previous dredging. All salvage operations had become immensely difficult by this time. The precise spot at which the wreck of the *Lutine* was lying was not known now, as the restlessly moving sands, assuming different forms with every gale of wind, and almost every tide, did not permit even the anchoring of a buoy, and thus the enthusiastic "Opper Strand vonder" and his friends were groping their way even more in the dark with the new diving-bell than had been the case with the preceding dredges. After setting the divers to work for four or five months with not the slightest result, Mr. Eschauzier finally relinquished the task, after an expenditure of nearly five thousand pounds sterling. The Government of the Netherlands purchased his diving-bell from him; the divers went back to England; the boats, full of curious spectators ceased plying between Terschelling and Vlieland, and the tides swept once more undisturbed over the grave of the unfortunate *Lutine*.

The last complete failure of the highly esteemed "Opper Strand vonder" of Terschelling had the effect of making his countrymen lose for a time all belief in the expected treasures lying procurable within the "golden wreck"; but, singularly enough, as the faith waned in the Netherlands, so it arose in England. Mr. Eschauzier's stay in London, the purchase of the diving-bell, and engagement of divers, with other incidents of the affair, had made some noise among the public, and the consequence of it was that a number of influential underwriters at Lloyd's took up the subject. They argued, upon undoubtedly good and substantial grounds, that if there still existed much of the treasure sunk in the *Lutine* it belonged to them, the Government of the Netherlands having really no claim upon it, either in law or equity. The feeling, which found vent when the grant of the concession to Mr. Eschauzier became known, grew stronger with discussion, till at length the committee of Lloyd's took action, addressing the English Government on the subject. Some influence was brought to bear upon Mr. Canning, who, quite assenting to the views taken by the members of Lloyd's as to the right of salvage of the *Lutine* wreck, agreed to open negotiations with the cabinet of the Hague, to restore the property to the rightful owners. The matter was settled, after no more than the usual amount of diplomatic warfare, with a compromise. The Government of the Netherlands, holding, probably, that the half share of the buried *Lutine* treasure which it had reserved to itself

under the treaty with Mr. Eschauzier was not worth a great deal, the speculation of the "Opfer Strand vorder" having proved a disastrous failure, generously made its rights to the fifty per cent. over to "the British Claimants." The result of the diplomatic negotiations was first announced by Mr. F. Conyngham, Secretary of the Foreign Office, to Mr. William Bell, for some time chairman of the committee of Lloyd's, who had taken the most active interest in the matter, even undertaking for the purpose a journey to the Netherlands, and visiting the place of wreck of the Lutine.

Mr. Conyngham's letter, dated May 6th, 1823, ran as follows:—

"Sir,

"With reference to the several applications which have been made to His Majesty's Government to interfere with that of the Netherlands on behalf of the underwriters, and others, claiming to be allowed to recover certain property still supposed to remain on board of the Lutine Frigate, lost off the coast of Holland in 1799, I am directed by Mr. Secretary Canning to acquaint you, for the information of the parties concerned, that after much negotiation His Netherlands' Majesty has expressed his willingness to cede to the British claimants the whole of that moiety of the said property which by His Netherlands' Majesty's decree of the 14th September, 1821, was reserved to the use of his said Majesty. The other moiety was, by the same decree, granted in the nature of salvage to a private company of his own subjects, who undertook to recover the cargo at their own expense. It has been stipulated that the British claimants shall be at liberty to concert with the said company as to the best mode of effecting that recovery. Considering the difficulties which the negotiation has experienced from disputed points of law, and making due allowance for the engagements formed with the Dutch company, who have been recognised as salvors by the Dutch law, and would have a right to have all services rewarded in the Courts of Holland for the property which may be saved by their exertions, Mr. Canning apprehends that it may be advisable for the claimants in this country to agree to the offer now made. The season for operation is now before them, and no hope could be reasonably entertained that a renewal of the negotiation would bring the matter to a more reasonable close."

The "claimants" wisely accepted Mr. Canning's advice, and took the proffered half of the still to be obtained salvage of the golden "wreck."

The committee of Lloyd's having notified to the Foreign Secretary their consent to take the half of any contents of the Lutine, in discharge of the rightful demands of the underwriters, a decree formally making over the moiety was issued by the King of the Netherlands. To guard the royal dignity, if not for other causes, affecting grave questions of meum and tuum, His Majesty made his cession, not to Lloyd's direct, but to the British Government—setting a sort of precedent to a more famous action of recent times, when, not the wreck of a man-of-war, but the wreck of an old republic, long wedded to the Adriatic, was in question. The decree of King Willem I., dated "Het Loo, the 23rd. of May, 1823," after reciting that permission had been

granted in 1821 "to private undertakers to fish up the wreck and to save the cargo of the English frigate Lutine"; that more recently several diplomatic notes had been exchanged on the subject with the British Government; and that, finally, "by our Minister of Foreign Affairs, we have offered to the King of Great Britain to cede to his Majesty all that which by our decree of the 14th of September, 1821, was reserved to the Netherlands in the bottom in question and the cargo therein, doing so solely as a proof of our friendly feeling towards the Kingdom of Great Britain, and in nowise from a conviction of the right of England to any portion of the said cargo," ordered as follows:—

"We have been pleased and thought fit—

"1. To cede to His Majesty of Great Britain all that which by our decree of the 4th Septmeber, 1821, was reserved in favour of the kingdom relative to the cargo of the frigate Lutine.

"2. To instruct our minister of inland affairs and the maritime department—Water Staat—to give notice of this our decree, as well as of the cession made on the part of His Majesty of Great Britain to the Society of Lloyd's, to our chancellor of state, governor of North Holland, and to the other authorities concerned, as well as to the participators in the undertaking of 1821 in the Netherlands, and to inform them likewise that an English agent will ere long wait upon them, in order to make all such arrangements and agreements with them as may be deemed advisable for the furtherance of their mutual interests. And our ministers for Inland Affairs and the maritime department, and for Foreign Affairs, are charged with the carrying out of this decree." The decree, signed Willem, was counter-signed by the "Water Staat" minister, J. G. de Mey Van Streefkerke.

The gift, such as it was, of the half of the wreck of the Lutine, placed the members of Lloyd's in a somewhat strange position. In order to profit by the cession decreed by King Willem, it was requisite that an understanding should be come to with Mr. Eschauzier's company; but the latter, looking with jealous eyes upon their new partners, and holding, with the majority of their countrymen, that the gift made to them had been in some manner extorted from the Government, showed the utmost reluctance to enter into any agreements, and for a time it seemed as if nothing whatever would or could be done. Some arrangement for making another attempt to raise the treasure of the Lutine were entered into between Lloyd's and Mr. Eschauzier's company in the spring of 1830, but the political events of August of the same year, which resulted in the separation of Belgium from the Netherlands, put a stop to all further action, as well as negotiation, in the matter. The creation of an independent Belgium being generally considered an act for which Great Britain was primarily answerable, the people of the Netherlands for some years indulged in violent animosity against everybody and everything of British birth and make; and not even the temptation of riches easily to be gotten out of gold wrecks would induce the yoke-partners of Lloyd's in the Lutine speculation to enter into binding arrangements. What made matters worse was that Mr. Eschauzier, a man not only enthusiastic, but of enlightened views,

and remarkably free from the national prejudices of his countrymen, had died some years before, and left his share in the salvage company to persons who both disliked the newcomers from England, and did not believe in the enterprise he had set on foot. Thus there came to be an almost complete collapse, and more than a quarter of a century elapsed before anything further was done towards effecting the salvage of the *Lutine*.

A first incentive to fresh action on the part of the company of Dutch salvors formed in 1821, and which led ultimately to the enterprise being taken up again, occurred in the year 1846. Speculating upon the chances of making a fortune by a fishing excursion to the coast of Holland, two English divers of experience, E. Hill and H. Downs, temporarily out of employ, had the inspiration of petitioning the King of the Netherlands directly, without undue ceremony, asking to be allowed to pick as much gold as they could lay hands on from the hold of the *Lutine*. It was a rather startling demand; but what was still more startling was, that the demand was, if not absolutely granted, yet not refused. According to a wholesome custom ruling at the result was the discovery that there stood really nothing in the way of the petitioners, or indeed of anybody else, of fishing for the *Lutine's* sunken treasure. It was found that, under one of the articles, numbered 550, of a new code of maritime law, passed by the States General of the Netherlands in the year 1838, the salvage of vessels wrecked "on the outer banks of the coast" was thrown open to all persons, under stipulated conditions, and that the *Lutine* wreck was coming within the provisions of Article 550. This having been ascertained, the Government of the Netherlands formally notified to Messrs. Hill and Downs that under the existing law they were not competent to grant the right of salvage from the *Lutine* to any particular person, to the exclusion of others; but that, while the ground was free, the royal decree of May 23, 1823, willed that "one-half of all that might be found must be given up to Lloyd's." Notwithstanding this gratifying communication, the two English divers came not upon the scene, perhaps having got some permanent employment. However, the publication of the proceedings had the effect of bringing forward the old Dutch salvors, and their representatives, in the company formed by Mr. Pierre Eschauzier, the "Opper Strand yonder"; and they opened, soon after, negotiation with the Committee of Lloyd's.

The negotiations, after slowly creeping on for nearly nine years, ended finally in the conclusion of a treaty, which stipulated that a new company, legal heir of the one established by Mr. Eschauzier, should once more begin the work of salvage, paying over one-half of the gross proceeds to Lloyd's. The directors of the company styled the "Commission of shareholders charged with the direction of the enterprise of the *Lutine*, were Mr. J. Reedeke, Mr. J. S. Rotgans, Mr. H. Lodewyk, and Mr. Jeen P Brand Eschauzier, the last-named; the son of the founder of the original company, representing not only the interest of his family, but taking a leading part in the enterprise. Work commenced in August, 1857, and the first results were

highly encouraging, owing to an unexpected turn of good fortune. A portion of the shifting sands, under which the *Lutine* had now so long lain buried, was swept away by a fierce north-westerly gale of unusual duration, the effect being the opening up of the old "Iron gate" which permitted approach to the wreck. The news was communicated to Captain Halsted, secretary of Lloyd's, in a letter dated September 1, 1857, from Mr. Bak, sub-agent of Lloyd's at the Texel, who had gone to Terschelling to watch the salvage operations. "I feel most happy to inform you," wrote Mr. Bak, "that the new efforts to save the value out of the *Lutine* has not been without success. Yesterday there was recovered, by means of divers and pincers,

13½ silver coins, being Spanishpiastres;

1 gold Louis d'or;

5 brass hoops and casks;

a quantity of cannon and shot.

"Considering the value of the saved objects, it may not be of much signification; but the salvage itself is of very great importance, as it proves two facts, namely, first, that the wreck of the *Lutine* really has been found, and, secondly, that there is specie still in the wreck. As soon as anything more is picked up, I will inform you immediately thereof. Be assured, I have taken the necessary steps to secure the interests of Lloyd's committee, as owners of the treasure, which we hope may entirely be saved." The letter was followed by others, reporting the salvage of more specie, one of them, under date of September 5th, 1857, giving the important information that "the vessel is entire," and that "her position has been exactly determined." Operations were now pushed forward with great energy, under the direction of Mr. John Havor Hill, general agent of Lloyd's at Amsterdam, who was acknowledged in his official position by the Government of the Netherlands. Hearing from Mr. Bak towards the end of September that the news of the discovered "gold wreck" had spread with amazing rapidity among the fishing population of the Zuyder Zee, and all along the coast of the German Ocean, and that there were already "sixty-eight large and well-manned boats in the immediate neighbourhood looking for plunder," Mr. Hill put himself into communication with the Government, and obtained the grant of a gun-boat, with a small party of soldiers on board, for the protection of the wreck and the diving operations. The Government of King Willem III, besides, performed the courteous act of lending to Lloyd's and the Dutch salvage company a large diving-bell, extremely well adapted for the operations, and with the aid of it a very considerable quantity of treasure was got up from the wreck before the middle of November, 1857. During the next four or five winter months, the operations came to a practical standstill on account of the weather, but they began again with renewed vigour in the summer of 1858—a summer bringing a golden harvest to Lloyd's.

In the midst of the hauling-up of treasure, consisting of gold and silver bars, Spanish pistoles, and Louis d'or, there came in a highly interesting memorial of the *Lutine* in the summer of 1858. On the 17th of July

the divers brought to daylight, with tremendous exertions, the bell of the old thirty-two-gun frigate, dumb at the bottom of the sea while two generations of men had come and gone. The bell, weighing upwards of eighty pounds, was found perfectly well preserved, with its cast ornaments clean as from the factory, the date of its birth conspicuous at the side, above it the Royal crown and arms of Blurbon, and around the rim the inscription "Saint Jean," denoting, probably, the name of the saint under whose special protection all men and things on board La Lutine were placed when she first glided into the waters as a warship of His Majesty King Louis XVI of France. Not far from the place where the bell was found, there was dug out of the sands the broken rudder of the Lutine, and both bell and rudder were taken to Lloyd's, in the library of which they still form conspicuous objects, the rudder converted into a large table with corresponding arm-chair, handsomely carved, and the bell standing at the foot-board of the table, partly wrapped in the massive rudder chain. The thronged rooms of Lloyd's possess in bell and converted rudder their most singular "message from the sea."

The salvage operations on the wreck of the Lutine continued through the summer of 1858, and, interrupted at the end of September by gales which had other consequences than driving the divers from their post, were taken up again in 1859, and, in a feeble manner, in the following two years, when they came to a standstill, the work having been for some time utterly unproductive. In October and November of 1858, the same terrible north-westerly gales which before had opened the channel of the "Iron Gate" closed it afresh, and the sea and sands once more claimed their own again. According to Dutch reports, the total salvage from the Lutine in the two years 1857 and 1858 amounted, in realised value, to 470,441 guilders, or £39,203, while during the year 1859 the total amount realised was not more than 58,225 guilders, or £4852. In the following two years, 1860 and 1861, when operations were still carried on at intervals, the proceeds sank to 821 florins, or £68.

The net proceeds of the treasure forwarded to England and sold for the benefit of Lloyd's amounted, up to the end of September, 1858, when the first accounts were close, to £19,830; and at the end of the year 1859, when the salvage operations ceased, the total amount received was £22,162/6/7, which, with accrued interest, has now grown to upwards of £25,000. In the Act of Incorporation of Lloyd's granted by Parliament in 1871, the property recovered from, as well as that still remaining in the wreck was referred to at some length, and sanction given that "the Society may from time to time do, or join in doing, all such lawful things as they think expedient, with a view to further salvaging from the wreck of the Lutine." It is a matter of pure speculation whether any and how much of the treasure which is probably still lying buried at the entrance of the Zuyder Zee will ever be recovered. As with many another wreck, the sands and the tides hold the secret of the Lutine.

In all the salvage operations undertaken in 1857 and following years, the calculations of Mr. Pierre Eschauzier as to the treasure in the Lutine were fulfilled

to a remarkable degree, although it was found that the probable amount of bullion was considerably larger than by his estimate. The sagacious "Opper Strand vonder" only knew of six letters marking gold bars, which were VB, M L L, H S, P C, W, and S I, these being the marks upon the thirty-one bars fished up in the years 1800 and 1801. But the salvage of 1857 and 1858 added to these four more letters, namely B B, H B, M L, and F, so that, assuming each of the latter to be composed of as many numbers as figured in Mr. Eschauzier's highly probable estimate, the total number of gold bars shipped in the Lutine would amount to just one thousand, instead of only six hundred. Adding the salvage of the years 1800-1 to that of the years 1857-1858, there were altogether taken from the wreck of the Lutine the following gold bars:—

Letters	V B	19 numbers.
"	M L L	23 "
"	H S	11 "
"	P C	4 "
"	W	4 "
"	S I	7 "
"	B B	10 "
"	H B	4 "
"	M L	2 "
"	F	2 "

Total 86 bars of gold.

It will be seen that, if the assumption upon which the enterprising gentlemen of Terschelling, who intimately connected his name with that of the Lutine, be at all correct, there still remained within the wreck, when the last salvage operations ceased, the vast amount of nine hundred and fourteen gold bars. As to bars of silver, the total that were recovered had five letters, namely, G, A L, S S, M S, and S S C, and on the assumption of each having one hundred numbers like the gold bars, the total would be represented by five hundred, or just one-half of the presumed quantity of gold bullion. There were actually taken from the wreck, in the whole of the salvage operations, the following silver bars:—

Letter	G	68 numbers.
"	A L	14 "
"	S S	11 "
"	M S	3 "
"	S S C	1 "

Total 97 bars of silver

On the basis of the estimate of Mr. Eschauzier, there would thus remain four hundred and three bars of silver in the wreck of the Lutine. According to the last estimate of the Dutch salvors, partners of Lloyd's in the Lutine—estimated based chiefly on the calculations of Mr. Eschauzier—the total value of the bullion and specie originally on board the wreck was 14,100,000 guilders, or £1,175,000, while the value of the treasure saved was 1,198,727 guilders or £99,894, thus leaving not less than treasure to the amount of 12,901,273 guilders, or £1,076,107, still within the sand-imbedded timbers of the old frigate. The following table shows more concisely the figures put forward by the salvors, and given as endorsed by Mr. John Mavor

Hill, Lloyd's agent at Amsterdam:—

Salvage in the year,	Guilders.	£
1800 and 1801	669,240	55,770
1857 and 1858	470,441	39,203
1859 to 1861	59,046	4,920
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Total salvage	1,198,727	99,893
Total calculated treasure in the wreck	14,100,000	1,175,000

Remainder 12,901,273 1,076,107

If these calculation be but approximately correct, any continuation of stiff north-westerly gales blowing with solidity over the German Ocean into the Zuyder Zee, may waft a princely fortune to Lloyd's.

There is little probability that the members of Lloyd's will soon forget the Lutine, seeing that the eyes of all the visitors to the library must rest daily upon the conspicuous-looking table and chair made out of the rudder, and upon the bell and chain of the unfortunate thirty-two-gun frigate. To impress their presence still more upon the memory, there are inscriptions on both table and chair, that on the former running as follows:—

"H.B.M Ship La Lutine

32 Gun Frigate

Commanded by Captain Lancelot Skynner, R.N.

Sailed from Yarmouth Roads

On the morning of the 9th October, 1799, with a large amount of specie on board,

And was wrecked off the Island of Vlieland the same night.

When all on board were lost except one man.

"The rudder of which this table was made and the rudder chain of the bell, which the table supports, were recovered from the wreck of the ill-fated vessel, in the year 1859, together with a part of the specie, which is now in custody of 'The Committee for managing the affairs of Lloyd's.'"

The inscription on the arm-chair, high-backed and grand in appearance, fit to be a throne for the doges of the Republic of Lloyd's, is as follows:—

"This chair

is made from the wood of the rudder of

H.B.M. Frigate La Lutine

Which sailed from Yarmouth Roads,

On the morning of the 9th October, 1799,

With a large amount of specie on board,

And was wrecked the same night off

The Island of Vlieland, when all on board perished

The rudder was recovered from the wreck in 1859,

With the exception of one man.

Having been submerged 60 years."

The story of the Lutine, briefly told in these inscriptions, is one that is remarkable in several respects, not only on account of the many singular incidents in the history of a warship, born in France, then employed by England against France, and finally perishing mysteriously in Dutch waters, but more so as to the large questions it opens as regards the permanent claims of underwriters to vessels and their contents for which they paid as total losses. Strwn as is the ocean-bed with wrecks, the Lutine as yet is the only 'golden wreck' that has come floating into Lloyd's.

The Dusty Black Coal Hulk

A SPICE OF ROMANCE.

A STORY FROM NEW ZEALAND.

I often walk down a track on a Wellington (New Zealand) hillside from which are to be got most exquisite vistas of seascape and misty hills in the distance, probably finer than in any part of the world. This is the opinion of a visitor who has been many times round the globe. But, curiously enough, though I have a keen eye for this beauty of Nature and an intense love of the sea, the first object that present themselves to my view are a fleet of coal hulks, lined out somewhat like a squadron of battleships, moored in exact distances, to buoys.

The subject of coal immured in a worn-out hull is prosaic enough indeed, but one somehow seems to forget this at the sight of a four-masted schooner, riding at her moorings and first in the line. I have been much intrigued over her because, despite her musty, dusty—lower decks I feel I should say—her masts have white tips, which look almost as if they were painted every week. They always make me think of a man who has seen better days and is now doing a job he does not like, but who refuses to let this be known and keeps up appearances, despite an old battered, well-worn suit he wears. The white-tipped masts make me imagine him keeping his finger nails clean and manicured and his collar white. He seems to refuse to come right down to the level of his surroundings which may be his now, through no fault of his own. Those masts look from a distance as though they had a hot bath and a shower every morning, and perhaps a shave and a brush just as would the man who has been used to better things. They stand out clear in the morning sun and seem to have collected the dew of the morn which glistens when the sun's rays light on them. And they always seem to stand so straight and firm.

Somehow, I felt there was a history behind the hull of that little vessel. Her shape recalls the high stern and poop of former days. Inquiry from the owners proved the correctness of my imagining. She was previously a schooner which was one of the smartest trading to New Zealand. It was not hard to conjure up a vision of those four masts clothed in white wings that made her a real flier. She traded regularly to these Islands but on one occasion a slump in cargoes put her owners in difficulties for harbour or freight dues. Put up under the hammer, she was bought by an enterprising shipping firm and used by them for some years. She proved a fine sea boat and did them good service till the march of time put windjammers out of the running and regretfully—for a ship-lover hates to see his vessel disrated as it were—it was decided to give her a job as useful as before, but less spectacular.

So now she treads a lowly path of duty, yet still shows her breeding and her class, that makes her stand out from the rest of the coaling fleet. No one with a