

The Plimsoll Sensation has 13 ratings and 0 reviews. This enthusiastically reviewed, scrupulously researched, and Mountbatten Maritime Prize-winning book.

In 1817, he attempted to become a coal merchant in London. He failed and was reduced to destitution. He himself told how for a time he lived in a common lodging for seven shillings and two pence a week. Through this experience, he learnt to sympathise with the struggles of the poor, and when his good fortune returned, he resolved to devote his time to improving their condition. His efforts were directed especially against what were known as "coffin ships": Political career[edit] In 1847, Plimsoll was elected as the Liberal Member of Parliament for Derby, and endeavoured in vain to pass a bill dealing with the subject of a safe load line on ships. The main problem was the number of powerful ship-owning MPs in Parliament. In 1850, he published a work entitled *Our Seamen*, which became well known throughout the country. Many people, however, shared his view that the bill had been stifled by the pressure of the shipowners, and popular feeling forced the government to pass a bill which in the following year was amended into the Merchant Shipping Act. Offered a seat by 30 constituencies, Plimsoll was an unsuccessful candidate in Sheffield Central in 1852. He did not re-enter the house, and later became estranged from the Liberal leaders by what he regarded as their breach of faith in neglecting the question of shipping reform. Later life[edit] Later, he visited the United States to try to secure the adoption of a less bitter tone towards England in the historical textbooks used in American schools. In 1857, the census they were enumerated in Hastings where Eliza Ann is recorded as being blind in her right eye and deaf in her left ear. She died in Australia in 1860. There were no children by this marriage. He married his second wife, Harriet Frankish, daughter of Mr. Joseph Armitage Wade, J. By this marriage there were six children, of whom a son, Samuel Richard Cobden Plimsoll, and two daughters survived him. She was assigned the official British Reg. In 1861, she caught fire in the Thames River and had to be scuttled, but was refloated and repaired in 1862. In 1863, she was severely dismasted and damaged on voyage to Port Chalmers, Australia. Towed to Sydney and subsequently to Fremantle, she was reduced to hulk status the following year. British writer Nicolette Jones published *The Plimsoll Sensation*, a highly acclaimed biography "getting the idea for it from living in Plimsoll Road in Finsbury Park, north London, but knowing hardly anything about whom it was named after.

Chapter 2 : Transcript of The Plimsoll Sensation podcast, Liverpool museums

*The Plimsoll Sensation [Nicolette Jones] on calendrierdelascience.com *FREE* shipping on qualifying offers. This enthusiastically reviewed, scrupulously researched and prize-winning book, which was a BBC Radio 4 Book of the Week.*

Welcome to the Merseyside Maritime Museum. You might recognise it as it was the Radio 4 book of the week, the winner of the Mountbatten Maritime Prize fabulous prize and the international division winner of the us maritime literature award. Thank you every much [applause]. Well ladies and gentlemen, welcome! Welcome and thank you very much for coming. I have to confess that my principle qualification for writing this book is that I live on Plimsoll Road. When I moved into Plimsoll Road in north London, about 13 years ago now I knew very little about Samuel Plimsoll except that he was the man who gave his name to the Plimsoll mark or line that marked the limit of maximum submergence on the side of a merchant ship. The point up to which is could safely sit in the water. It is a posthumous portrait by a Scottish academician called Reginald Henry Campbell who also, apparently, turned his hand to advertisements for Ovaltine. I have to confess it was a pub sign. And around the edge you could see there was a bit of sea and some horizon. And when the pub changed name and the sign disappeared, on a rather bizarre impulse I went and bought it. It led me to the story of his great whistle blowing fight for justice, which it seemed to me has contemporary resonances today when safety at sea is still an issue, and when, not necessarily at sea, lives are still sometimes sacrificed for profit. And in fact loading could be very deep indeed. And there was alleged to be a worse malpractice even than dangerous overloading which was an insurance scam, by which rotten ships were bought up and repainted or renamed and often over insured and often sent out to their lucrative doom, and the ship owners could pocket the profits if the ships went down. Apparently some sailors were drowned unnecessarily every year, and in a Board of Trade report said that ships went down within 10 miles of the British coast in conditions that were no worse than a strong breeze. Clearly ships were setting sail that should never have set sail and a cycle of avarice and neglect was on the increase. In one instance the owners had to scabble around for a crew until they found one composed entirely of boys under the age 17, and they all perished when the ship sank. This obviously is a cartoon of the Rime of the Ancient Mariner of a ship owner dicing with death for the lives of sailors. Now, I like to think that the Plimsoll line should be regarded as a commemoration not just of Samuel Plimsoll, but of his wife Eliza Plimsoll, whose idea it was originally that he should initiate his campaign for the defence of sailors, and who was definitely dedicated to the cause as he was. She for instance, proposed the sale of their stately home when they were besieged by libel suites from angry ship owners. By all accounts she was beautiful and good, and loved her husband with a passion. By Victorian standards the family was small: And they never had another child between them, but they adopted a great niece, Nellie, and having only the one child to look after gave Eliza the time to be a support to her husband and the campaign, a fact that Plimsoll acknowledged in his speeches, and which was also recognised by working men and by sailors in Sheffield and also, on the 16th August , at the North Western Hotel in Liverpool where a special presentation was made to Eliza after which Sam and Eliza went for a tour of the Eagle which was a ship then in the harbour. And they said buy a lifeboat with it instead which they did. And there was a little bit of money left over which they made a little silver model of a lifeboat which they presented to Eliza which she said, Sam speaking for her, that she would appreciate more than any other table decoration because there was a real lifeboat that might be saving real lives. So how did Samuel and Eliza come to befriend the sailors? Plimsoll was a landlubber, and there were those who made fun of his lack of nautical experience: He was in fact a coal merchant, and eventually an MP with a landlocked constituency, Derby. He was born in Bristol, one of 12 children of an excise man, born into a dissenting Congregationalist family who had a great tradition of good works and social justice: He said at that point he understood what it was to struggle to make ends meet and he knew the price of bread, and this was one of the things that gave him an empathy, he said, with the working class. Then he followed his coal merchant brother to London to make his career there. It made his business very successful in a very short time. Later Plimsoll claimed that he

and Eliza had an epiphany on a beach at Redcar, when after a great storm in which other ships went down; Samuel was on a ship that came through the storm. He had rather extreme sideburns. So we can see a glass of water at one end of the wicket and something more interesting at this end. Anyway it was a way of making him unpopular with the electorate, as was this also from and the Derby Ram. He was not elected in , but he stood again in , after the Reform Act had increased the franchise in a way that favoured the Liberals. Interestingly, behind his back, Mundella never had a good word to say about Plimsoll. He actually tried to get him into trouble with Gladstone, unsuccessfully, on a subsequent occasion. But Plimsoll took time to make his mark as an MP. His first Bill was not a success. He proposed the introduction of stone foot warmers for passengers in chilly second and third class railway carriages which were obviously unheated. I think he was a rebel still looking for a cause but then he met this man [shows image on projection screen] James Hall, a Tyneside ship owner, who had been promoting the idea of a load line for years. In fact, to put the record straight, he was not the only ship owner who supported the measure. It became clear that in a House full of ship owners with vested interests he was not going to have an easy ride. After a series of checks and obstructions, Plimsoll turned for support to the Nation. And he retired to Cumberland and wrote a book. It mustered all the indignation and all the evidence he had amassed of the abuses of the shipping industry. It was an impassioned plea for help, and for a Royal Commission of Inquiry. It began in a way that I really sympathise with, I have to say, from when I started my book. I will suppose myself to be writing to an individual, and to be saying all I could think of to induce him to lend his utmost in remedying the great evil which we all deplore, and I will write, so far as I can, just as would speak to him if he were now sitting by my side. And here too is a tribute that was prompted by Our Seamen. A rare picture by Faustin Betbeder which appeared in a supplement of The Figaro. A rather wonderful picture in his chequered trousers I think. A rare picture I was glad to find. But not all the reactions to Our Seamen were good. The trial was held in Liverpool. He lost his case; although he did not have a reprehensible record, but the particular ship whose loading Plimsoll criticised in Our Seamen did have to have some of its cargo removed in order to get it over the bar. Nevertheless in court Plimsoll had his wrist slapped not for the last time for his hyperbole. Norwood never forgot, and later made other attempts to get his revenge. By now enormous coverage in the press led to huge enthusiasm for Plimsoll. But the most celebrated meeting of all was this one [shows image on projection screen], The Great Plimsoll Meeting as it was later known as, and it was held in Exeter Hall just off the Strand and was chaired by Lord Shaftesbury. This is the splendid building, sadly now demolished. Plimsoll talked for over an hour, to rapturous acclaim. The meeting led to the establishment of a fighting fund: Immediately 25 peers of the realm joined the trade unionists who founded it. And a Ladies Committee of distinguished women worked in parallel with it. Days after the meeting, doubtless especially emboldened by all this support, Plimsoll sent a characteristically defiant letter to lawyers for ship owners who had demanded the sources of allegations of unseaworthiness. And this is one of the reasons I liked him so much; he had this fantastically stropy voice. This is what he said in his letter: I will make no apology, and as to compensation, the only compensation due to your clients and all other ship owners who load unseaworthy vessels to sea with men a thousand times better than themselves on board is, in my opinion, a halter apiece and the offices of the hangman. Look how strapping and broad shouldered and handsome Plimsoll looks in this, especially if you compare it with this one we saw earlier. In a ship was named after Plimsoll by George Thompson of the Aberdeen Line, who was singled out in Our Seamen for his good care of his ships and his excellent safety record. Samuel and Eliza attended the launch in Aberdeen. This was a slightly premature prediction of a happy outcome and was drawn in Punch by the house cartoonist John Tenniel. Nay, nay more thanks to our friend Samuel Plimsoll, God bless him! His manner was so stiff and formal that it was rumoured that he had a wooden leg. Fred Albert used to employ a boy, a teenager, who would cycle from one music hall to another to visit all the music halls where he would perform in the course of an evening. And at the end of the show he would throw the bouquet onto the stage at which point Fred Albert would blow kisses to the girl and earn himself another round of applause. Plimsoll was lucky to get off again on a bit of a technicality. Plimsoll fought on for the reforms he wanted. He toured the country to raise awareness, just about every town you can think of. Fortunately he was very fond of trains to the extent he would walk the platforms of Victoria Station

for recreation as others walked in the park. He continued to argue the case in the House, until at the end of a session in July, Disraeli deferred the latest Merchant Shipping Bill one more time. After all the cheering crowds who had supported him, and the parades, and the songs, and the 13 libel cases, and the loss of his house, the book, the endless campaigning Plimsoll lost his temper spectacularly. Eliza meanwhile was in the Ladies Gallery, scattering copies of his protest onto the Gentlemen of the Press who were conveniently just underneath. And he made headlines. There were several things that Plimsoll did that broke the protocol of the house, but one was that only one member was supposed to be standing at any one time, so when Disraeli stood up he was supposed to sit down but he refused to. So Sullivan is trying to persuade him to do that meanwhile the Speaker rises to protest behind and the leader of the opposition, Lord Hartington, look on in horror. The man was Edward Bates. He owned several houses around the country, one of which was Bellefield, which was, until last autumn I believe, the training ground of Everton FC. He was also belligerent and penny-pinching with his vessels. Bates later defended himself in the House and forgave Plimsoll. Plimsoll was obliged to apologise a week later for his misconduct to the House, but he never apologised to Bates. Their hostility to each other rumbled on for a lifetime. And in fact, his great great granddaughter of Bates wrote to me only recently to say that he was still referred to in the family as Scurvy Bates. They were, she said, not proud of him. There were huge demonstrations all over the country, in Leeds, Birmingham, Leicester, Nottingham, Bristol, London and elsewhere.

Chapter 3 : Observer review: The Plimsoll Sensation by Nicolette Jones | Books | The Guardian

The Plimsoll Sensation by Nicolette Jones Little, Brown £20, pp If we think of him at all, we think of gym shoes and lines around the sides of ships.

Samuel Plimsoll, a rich coal merchant who represented Derby, violently protested about the callous dispatch of the Merchant Shipping Bill, which might have saved many lives by making ships more seaworthy. This man has dwelt on the scene of poor wretches struggling amid the waves to an extent hardly appreciable by the gentlemen of England who live at home at ease. The crucial reform that he advocated was the painting of a line on the hulls of ships, enforced by the Board of Trade, to show that they were not too deeply loaded. It would become known as the Plimsoll Line. As Nicolette Jones shows in this excellent biography, Samuel Plimsoll had championed a noble cause. It was epitomised by a message found in a bottle washed up in Brittany after the steamer London sank in with the loss of lives. In a poignant farewell to his relations, one passenger had scribbled: God bless my little orphan! Storm, but not too violent for a well-ordered ship. But most Victorians blamed such disasters on the sins of mammon. They loaded ill-founded vessels to the gunwales, with the shocking result that one fifth of merchant sailors who embarked on a life at sea between and , perished at sea. During the same period an astonishing 70 per cent of Tyne coal ships sank. In alone, as Plimsoll began his crusade, ships were lost within 10 miles of the British coast in conditions no worse than a strong breeze. Yet the law was on the side of the owners, who could store cargo on deck and have sailors imprisoned for refusing to embark on an unseaworthy ship. Some, forced aboard by police, duly drowned. A few owners over-insured leaky tubs in the expectation that they would go to the bottom. Anguished to the point of nervous collapse, he stirred up popular emotion and lashed out at a vested interest that held flesh and blood so cheap. But Nicolette Jones, who charts his course with skill, insight and elegance, shows how he mobilised the new force of public opinion to force Parliament to pay heed. But the success of this devout Congregationalist was also due to his pricking of the Nonconformist conscience. It was, of course, quintessential Dissent. It was also, along with other Protestant sects, the Liberal Party at prayer. Under political pressure, however, it was the Tory Party that acted. Disraeli first passed a hurried stop-gap measure. Although outlawing unseaworthy vessels, this allowed owners to choose where they put the safety load line. No wonder plimsolls water-proof rubber below, canvas above were named after him and he became, briefly, the most popular man in Britain.

Chapter 4 : Sneakers - Wikipedia

Luckily The Plimsoll Sensation was an award-winning success, which she celebrated by printing Plimsoll's distinctive looped signature on to a pair of trainers that she wears at the Plimsoll Road street party in July and in February on Plimsoll Day.

When Nicolette Jones thinks of him, she sees a road in north London and a roughly painted pub sign, and a man who deserves fuller recognition as a saviour of souls. She says she knew the name contained a story, but she misjudged precisely how complex the story would be. We would all have been similarly deceived: Is there a more irrepressible notion than one that attempts to save thousands of lives? In high-Victorian Britain, apparently so. The line of beauty was first applied in , when Plimsoll was Like most pioneers, Plimsoll was ridiculed and championed in equal measure. He was born in Bristol, moved to Sheffield, soon grew extreme facial hair, became friendly with Giuseppe Garibaldi and Richard Cobden and, by this account, enjoyed nothing more than extending his reputation as a bit of a stirrer. He liked to point out the iniquity of traffic and railway bylaws, but his big thing was social injustice and the callous pursuit of profit with disregard for human misery. He lived at a time when industrial progress was still largely unchecked by labour laws; speed and productivity dominated in the drive for the competitive edge in global trade and the expansion of Empire. When he became MP for Derby at the second attempt in , he embraced the entire Liberal catalogue: His first speech, addressing the rights of the trade union movement, was typical fare, as was the reaction to it. Vested interests mocked that it was boring; in reality, they found it threatening. He also found a new way of straining impurities from beer. Unlike many other Victorians with comparable reformist zeal, Plimsoll, a low-church Anglican and one-time brewery manager, was not a teetotaller. Jones attempts to show that he was even quite fun, although you probably had to be there. His big mission was inspired by several major accidents at sea and the fear he perceived from most sailors before a voyage. Cargo ships setting sail in the s were very likely to be unseaworthy, both badly maintained and overloaded. Plimsoll rallied for regular enforced inspections and, in , encouraged by his first wife, Eliza, seized upon an idea proposed by shipowner James Hall. The idea soon became his ticket to posterity: By the time of his death in , some of his fame had dissipated. There are various statues and plaques in his memory, but not much is heard these days of the many music hall songs composed in his honour.

Chapter 5 : Plimsoll shoe - Wikipedia

The Plimsoll Sensation has 8 ratings and 0 reviews. This enthusiastically reviewed, scrupulously researched and prize-winning book, which was a BBC Radio.

This is as true as it ever was, even in an age of satellite navigation, aerial rescue services and stabilisers. These were the infamous "coffin ships", and never was an epithet more richly deserved. Plimsoll was a hearty, hymn-singing Congregationalist, but two of his principal allies in the fight for seamen were the atheist Charles Bradlaugh and the Theosophist Annie Besant, whose most notable work was to be laying the foundations of Indian independence. Queen Victoria sympathised with him and signalled this by inviting him to Windsor. He had one other stalwart on his side, and that was his first wife, Eliza, who effectively killed herself with almost anonymous overwork to assist Plimsoll in his ordained purposes: In this splendid and meticulously researched biography, Nicolette Jones makes it plain that Plimsoll was not immaculate: He too easily lost his temper he once shook his fist at Disraeli in the Commons and on another occasion had to apologise to the House for going over the top and he was a master at manipulating public opinion. Towards the end of his life, many people who had supported his aims clearly began to think of him as a self-serving windbag. What caused Eliza to give her husband a push in the right direction was his survival of a North Sea storm in 1864, when he was in transit from London to Redcar, in conditions that wrecked four other ships and cost good men their lives. On investigating the norms of maritime practice, Plimsoll made the appalling discovery that many vessels sailing out of British ports were not only overloaded but often over-insured, so that they were likely to sink in anything more than a flat calm, but would still give the owner a handsome return on his enterprise. One ship was so low in the water that it was necessary to step up from her deck to get into a rowing boat alongside. Half the wrecks round the British coasts in the 1860s were caused by overloading or unseaworthiness and, in 1875, half the ships sunk in European waters were owned by Englishmen. Yet if seamen did not discover what they had let themselves in for until after they had signed on for a coffin ship, and then refused to sail in her, they went to prison for breach of contract: Plimsoll knew that some ship-owners took care of their crews and their ships, and John Burnes, the Cunard boss, was one of them, taking the view that the scoundrels in his trade needed keelhauling. The trouble was that Burnes and his colleagues were outnumbered by the villains, 18 of whom sat in the House of Commons, with a disproportionate influence among fellow MPs when any maritime topic cropped up. It was an uphill battle to get reforming legislation through Parliament, and this book is partly a highly instructive illustration of blocking tactics, of primary self-interest by MPs, and their cynical disregard for the morality they sold to the voters in order to secure their seats. Not until 1875 was the loading line made compulsory in an amended Merchant Shipping Act, but even after it the vested interests in and outside Parliament tried to put the clock back. Six years after that, the SS North Briton, whose freeboard had thus been reduced from 16 to 10 inches above the waterline so as to accommodate tons of additional freight, went down off Ushant with 20 of her crew. But Jones saves her most shocking disclosure until the end of her book, and it is this. In some ways, nothing has changed in years.

Chapter 6 : The Plimsoll Sensation by Nicolette Jones

The Plimsoll Sensation. Written by Nicolette Jones Review by Sarah Cuthbertson. Samuel Plimsoll was a self-made Victorian who became an MP and, against considerable opposition, championed the introduction of what became known as the Plimsoll line on ships to prevent the dangerous, profiteering practice of overloading which had caused the deaths of many sailors.

The British English equivalent of "sneaker" in its modern form is "trainer". In some urban areas in the United States , the slang for sneakers is kicks. Other terms include training shoes or trainers Britain , sandshoes, gym boots or joggers Geordie English in the UK [3] , running shoes, runners or gutties Canada , Australia and Scotland , daps in Wales , runners in Hiberno-English , sneakers North America and Australia , tennis shoes North American and Australia , gym shoes, tennies, sports shoes, sneaks, takkies South Africa [4] and Hiberno-English , rubber shoes Philippine English or canvas shoes Nigeria. In , he used the term because the rubber sole made the shoe stealthy. The word was already in use at least as early as , as the Boston Journal made reference to "sneakers" as "the name boys give to tennis shoes. Someone wearing sneakers could "sneak up" on someone while someone wearing standards could not. Alternatively, just like the Plimsoll line on a ship, if water got above the line of the rubber sole, the wearer would get wet. Special soles with engraved patterns to increase the surface grip of the shoe were developed, and these were ordered in bulk for the use of the British Army. Athletic shoes were increasingly used for leisure and outdoor activities at the turn of the 20th century - plimsolls were even found with the ill-fated Scott Antarctic expedition of Foster and Sons designed and produced the first shoes designed for running in ; the shoes were spiked to allow for greater traction and speed. The company sold its high-quality handmade running shoes to athletes around the world, eventually receiving a contract for the manufacture of running shoes for the British team in the Summer Olympics. In , the U. Rubber Company introduced the first rubber-soled shoes in the country, sparking a surge in demand and production. The first basketball shoes were designed by Spalding as early as During the interwar period , athletic shoes began to be marketed for different sports, and differentiated designs were made available for men and women. Athletic shoes were used by competing athletes at the Olympics , helping to popularise athletic shoes among the general public. In , a French brand, Spring Court, [9] marketed the first canvas tennis shoe featuring signature eight ventilation channels on a vulcanised natural rubber sole. In the s, jogging for exercise became increasingly popular, and trainers designed specifically for comfort while jogging sold well. Companies also started to target some of their products at the casual fashion market. Soon, shoes were available for football, jogging, basketball, running , etc. Many sports had their relevant shoe, made possible by podiatrist development of athletic shoe technology. During the s, shoe companies perfected their fashion and marketing skills. Sports endorsements with famous athletes grew larger, and marketing budgets went through the roof. Sneakers became a fashion statement and were marketed as a definition of identity and personality rather than simply athletic aids. Attributes of an athletic shoe include a flexible sole, appropriate tread for the function, and ability to absorb impact. As the industry and designs have expanded, the term "athletic shoes" is based more on the design of the bottom of the shoe than the aesthetics of the top of the shoe. The shoes themselves are made of flexible compounds, typically featuring a sole made of dense rubber. While the original design was basic, manufacturers have since tailored athletic shoes for their specific purposes. An example of this is the spiked shoe developed for track running. Some of these shoes are made up to unusually large sizes for athletes with large feet. Generally, they are divided by running style: More advanced runners tend to wear flatter and flexible shoes , which allow them to run more quickly with greater comfort. According to the NPD Group , one in four pairs of running shoes that were sold in the United States in were bought from an online retailer.

Chapter 7 : Samuel Plimsoll - Wikipedia

Read "The Plimsoll Sensation The Great Campaign to Save Lives at Sea" by Nicolette Jones with Rakuten Kobo. This enthusiastically reviewed, scrupulously researched and prize-winning book, which was a BBC Radio 4 Book of the Week.

Interview by Nicola Baird Nicolette Jones: It all began when she gave a new home to the unwanted pub sign, after The Plimsoll was renamed The Auld Triangle. But instead of momentum slacking off, it grew. Plimsoll gave his name to the load line that marks how deeply a merchant ship can be safely loaded – the Plimsoll line. But it took a long time to achieve, after opposition from shipowners who wanted to load as deeply as possible in order to make as much profit as possible – while sailors drowned. His story is Erin Brockovich in frock coats. A story of social justice and one man taking on the fat cats. Or an individual, and his wife, trying to change the world for a better place. It was renamed in his honour – while he was in Romania. Before that coal would come by sea. The Plimsoll Building N1C contains apartments and two state primary schools: The Plimsoll Mark inspired the logo of London Underground. Charles Pick, who designed it, acknowledged this. Its history meant it represented safety, democracy and integrity. It is now ubiquitous for TfL tube stations. Plot twist Nicolette grew up in Leeds and was a teenager at the height of the Yorkshire Ripper murders. And because of the Yorkshire Ripper, everyone was afraid. I can remember in the shopping precincts this awful booming Geordie voice. It features Samuel Plimsoll and Johnny Rotten who grew up nearby. Long may it last! I think Nick [her husband Nicholas Clee] and I will become the oldest inhabitants. NicoletteJones Read Plimsoll Sensation: Plimsoll Day is Wednesday 10 February. Please support by donating at <https://www.plimsoll.org>

Chapter 8 : Sample product - LiveLife Ceuticals

This enthusiastically reviewed, scrupulously researched and prize-winning book, which was a BBC Radio 4 Book of the Week, chronicles a resonant episode of Victorian history.

Chapter 9 : Saving lives at sea - Telegraph

Samuel Plimsoll (10 February - 3 June) was an English politician and social reformer, now best remembered for having devised the Plimsoll line (a line on a ship's hull indicating the maximum safe draft, and therefore the minimum freeboard for the vessel in various operating conditions).