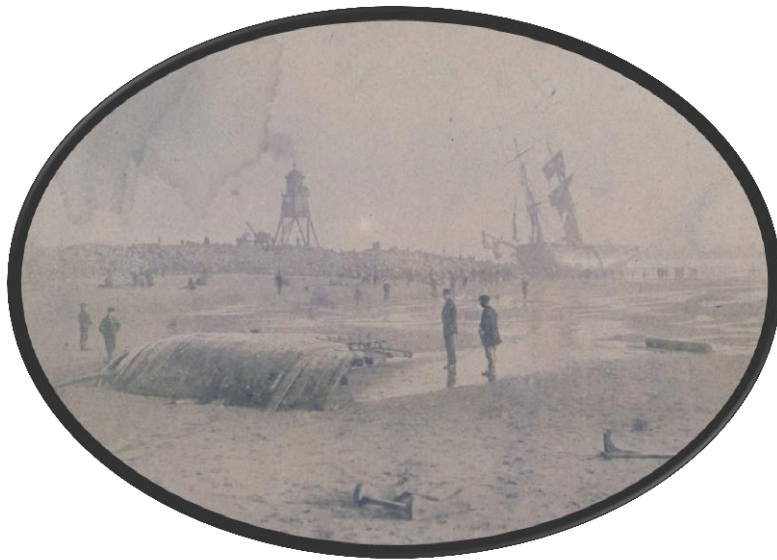


A transcription of the  
South Shields Volunteer Life Brigade

# Storm Book

From Friday March 8<sup>th</sup> 1867 to Monday January 3<sup>rd</sup> 1870



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## Friday March 8<sup>th</sup> 1867

Time	Wind	Barometer	Remark
12	East	29.9	Gale, with Snow and Sleet. No vessels arrived.
P.M.			Volunteers continued on duty all night.

### Members Present

Thomas Brown	J. A. Wilson	Thomas Purvis
Joseph Marshall	George Young	R. Blair (Clerk)
James Stephenson	John Wilson 1 <sup>st</sup>	Robert. Blair jun.
J. W Stephenson	W. Thurlbeck	T. Tint
Robert. Carrick	James Hope	Wm. Tynemouth
John Clark	Jacob Harrison	J. B. Hodgson
Edw. Tynemouth	Henry Hope	Evan Bulchart
Wm. Young	James Davidson	John Ellis
Wm. Wright	Thomas Barber	E. Weans
John Thurlbeck		

## Saturday March 9<sup>th</sup> 1867

Time	Wind	Barometer	Remarks
11 P.M.			Members Present
			Robert Blair 1 <sup>st</sup> Jacob Hodgson John Wilson 1 <sup>st</sup>
			William Wright W. Wright (Pilot) T.A. Wilson (clerk)
			Wm. Solomons William Tynemouth Robt. Mendick 3 <sup>rd</sup>
			Tho. Houlsby James Burn John White
			Rich. Harrison Jacob Harrison John Ellis
			Edward Tynemouth Robert Young M Charlton
			Robert Blair 2 <sup>nd</sup> Thomas Peel John Clark
			James Ramsey Henry Hope Robert Blair (Clerk)
			J. N. Stephenson Robert. Wells John Young
			John Thurlbeck John Wilsn 2 <sup>nd</sup>
12 P. M.			Coffee and Biscuits served out
12.45 A.M.	<b>S.S.E</b>		Screw Steamer white gallant quarter boards fired 5 rockets – Sleet and rain sky overcast



## Sunday March 10<sup>th</sup> 1867

Time	Wind	Barometer	The following members were on duty up to this time.		
6 am			Mathew Charlton	John Wilson 2 <sup>nd</sup>	J. N. Stephenson
			Robert Wells	Robert Mendick	Jas Brown
			R. Blair 1 <sup>st</sup>	R Blair 2 <sup>nd</sup>	Ed Tynemouth
			W Wright (P)	Henry Hope	Jacob Harrison
			Tho. Houlsby	Captain W. Wright	T. A. Wilson
			Remarks		
			Heavy sea 2 Tugs gone to Sea. A Screw in the offing.		
9 am			Vessels commenced to arrive till 5 came in between 12 PM & 4 P.M. 30 sailing Vessels came in and 1 Screw Steamer 4. P.M. to 7 P.M. 4 sailing vessels4.15 to 6 P.M. 3 Screws Sailed		
			Coffee served out		

## March 12<sup>th</sup> just after 12 Continued

Time	Wind	Barometer	Remarks		
12 P.M.	N.E.	28.5	Members Present		
			T A Wilson	James Stephenson	John White
			John Wilson	T. Purvis	M Charton
			I, Thurlbeck	Ed. Tyemouth	Robert. Nendrick
			Jacob Harrison	James N Stephson	Robt. Young
			Wm. Wright (P)	James Burn	John Ellis (Cg)
			Robert Blair 3rd	Ralph Venus	
			W Tynemouth3rd	Robert Blair 1 <sup>st</sup>	

## Monday March 11<sup>th</sup> 1867

Time	Wind	Barometer	Remarks
3.30 P.M	N.E.	28.5	Members Present
			T. A. Wilson
			W. Wright (P)
			Robert. Blair 3 <sup>rd</sup>
			James Burn
			Ralph Venus
			John White
			M. Charlton
			Robt. Mendick
			J Liscombe Coast Guard

## Monday March 11<sup>th</sup> 1867

Time	Wind	Barometer	Remarks
3.30 P.M.	N.E.	28.5	Remark
			Members Present
			T. A. Wilson
			John White
			W. Wright (p)
			M. Charlton
			Robert. Blair (3 <sup>rd</sup> )
			Robert. Nendick
			James Burn
			J Liscombe Coast Guard
			Ralph Venus

## Monday March 11<sup>th</sup> 1867 (continued)

Time	Wind	Barometer	Remarks
12 P.M.	East	30	Ralph Venus a member of the Brigade at 11pm fancied he saw a light and proceeded down the Pier, In a gusting a snow storm and accidentally walked over the south side of the Pier and a narrow escape of being drowned.
			Members Present
			T. A. Wilson John Elis (C G)
			Thos. Purvis Ralph Venus
			John Wright (1 <sup>st</sup> ) Thomas Houlsby
			Robt. Nendick W. Tinmouth 3 <sup>rd</sup>
			James N. Stephenson Robert Blair
			Mat. W. Charlton Joseph Marshal
			Robert. Wills James Burn
			Mark McQueen Hennery Hope
			Wm. Wright(p)

## Tuesday 12<sup>th</sup> of March 1867

Time	Wind	Barometer	Remarks
6 a.m.	East	30	Members Present
			T. A. Wilson
			James N. Stephenson
			Thomas Houlsby
			Robert. Blair 3rd
			James Burn
			Joseph Marshall
			Thomas Marshal
			John Laskum.
			W. Wright
			W. Tinmouth
			Brig came in 5-30 A.M.no further accidents occurring
			Fine day weather high sea at the bar

## Tuesday 12<sup>th</sup> of March 1867 (continued)

Time	Wind	Barometer	Remarks
12 P.M.	E.S.E.	30	Members Present
			T. A. Wilson
			George Younger
			JOHN Wilson
			Jacob Harrison
			Robert Carrick
			Wm. Tinmounth
			Henry Hope
			Thomas. Purvis
			Robert Young
			Robert Blair 3 <sup>rd</sup>
			Jacob Hadgson
			James Burn
			Richard Harrison
			Mark McQueen
			Wm. Wright
			John Ellis (C.G.)
			Edward Tinmouth
			Thomas. Metcalf

## March 13<sup>th</sup> Wednesday

Time	Wind	Barometer	Members present	
6 A.M.	SE	30	T A Wilson	William Tinmouth 3 <sup>rd</sup>
			James Burn	Jacob Harrison
			Richard Harrison	Robert Blair 3 <sup>rd</sup>
			Thomas Purvis	Thomas Marshall
			Edward Tinmouth	William Metcalf
			William Wright	George Young
			Remarks	
			Wind commenced to blow at a 4.15 a.m. one vessel during the night	
			all's well	

Time	Wind	Barometer	Members Present	
12 PM	SSE	30	T A Wilson	Robert Blair 3 <sup>rd</sup>
			Henry Hope	Wm. Wright
			Good Night	E Deans
			Jacob Hodgson	George Younger
			Mark McQueen	Robert Wells
			Wm Tinmouth 3 <sup>rd</sup>	Peter Hudson
			John Thurlbeck	Robert Carrick
			John Ellis (CG)	
			Remarks	
			All's Well	



## Friday 15<sup>th</sup> 1867

Time	Wind	Barometer	Remarks
12 P.M.	N	30	5 FT sea on the bar 5 sail craft harbour. Snow showers at intervals all's well
			Members Present
			E. Deans
			Mark McQueen
			T. A. Wilson
			John Wilson
			Jacob Harrison
			R. Carrick
			Wm. Wright

## Friday 15<sup>th</sup> 1867 Continued

Time	Wind	Barometer	Members Present	
6	N.E.	30.2	John Wilson	R. Carrick
A.M.			McQueen	E. Dean
			T. A. Wilson	Wm. Wright
			Jacob Harrison	J. Luscome (C. G.)
			Remarks	
			All's Well	Strong sea at the bar

Sunday 17 March 1867

Time	Wind	Barometer	Remarks	
12 P.M.	SSE	30 .10	Members Present	
			T. A. Wilson	James N Stephenson
			Robert Tinmouth	William Tinmouth
			William Wright	John Ellis (CG)
			James Burn	

Monday March 18<sup>th</sup> 1867

Time	Wind	Barometer	Members Present	
6	S.E.	30	William Wright (P)	James N. Stephenson (P)
A.M.			Robert Tinmouth 3 <sup>rd</sup> (P)	
			T. A. Wilson	James Burn
			Remarks	William Tinmouth3rd
			2 A.M. 2 sailing ships	
			4 A.M. 1 steamer	
			All's well	

## Monday 18<sup>th</sup> of March 1867 {continued}

Time	Wind	Barometer	Remarks		
12 P.M.	S.E.	29.90	Members Present		
			T.A. Wilson	Henry Birch	Jacob Harrison 2 <sup>nd</sup>
			Thomas Brown	John Shotton	James Purvis
			John Wilson	R. Carrick	Joseph Marshal
			Robert Nendick	Jacob Harrison	Thomas Peel
			Wm. Tinmouth 3 <sup>rd</sup>	Robert Blair 2 <sup>nd</sup>	Henry Hope
			Jn. Clark	Robert Wills	James N. Stephenson
			Jacob Hodgson	Thomas Purvis	
			John Ellis (C.G.)	John Thurlbeck	James Burn

## Tuesday March 19<sup>th</sup> 1867

Time	Wind	Barometer	Members Present	
6 A. M.	SE	29.8	T A. Wilson	John Wilson
.			James N. Stephenson	Thomas Brown
			Jacob Harrison	James Burn
			Thomas Purvis	George Grieves
			John Thurlbeck	
			Remark	
			All's Well	
10 P.M	E	30	Members Present	
			Jacob Harrison 2 <sup>nd</sup>	Peter Stephenson
			JC Burn	Thomas Houlsby
			T. A. Wilson	Peter Hudson
			W. Young	Robert Wells
			William Wright	
			Remarks	
			Heavy snow showers	

## Wednesday 20<sup>th</sup>

Time	Wind	Barometer	Remarks	
12 P.M.	SE	30	T. A. Wilson	James Evan Stephenson
			John Clark	Thomas Purvis
			James Davison	William Young
			Edward Tinmouth	George Young
			William Brown	William Wright P
			John Thurlbeck	Robert Blair 3 <sup>rd</sup>
			David Cleet	Thomas Peel
			Henry Hope	John Wilson
			Lancelot Marshall	John Liscombe Cg

## Thursday 21<sup>st</sup>

Time	Wind	Barometer	Remarks	
6 A.M.	E	30	T.A. Wilson	E. Tinmouth
			William Young	Thomas Peel
			J. Wilson	John Clark
			Henry Hope	Robert Blair 3 <sup>rd</sup>
			James Davison	John Luscon Coastguard
			George Gray	



## Friday March 22<sup>nd</sup>

Time	Wind	Barometer	Remarks	
12 PM	SSE	29.95	Members Present	
			T A Wilson	William Johnson
			Edwin Tinmouth	Robert Blair 3 <sup>rd</sup>
			John Wilson	Thomas Purvis
			Benjamin Burch	William Wright (P)
			Robert Hendrick	Henry Hope
			George Young	John Hall
			Rolf Venus	John Whales
			James Davidson	John Clark (PC)
			Thos. Houlsby	John Ellis (C G)

## Saturday March 23<sup>rd</sup>

Time	Wind	Barometer	Members present	
5 AM	SSE	29..95	T A Wilson	Robert Blair 3 <sup>rd</sup>
			Edwin Tinmouth	Tho. Houlsby
			Henry Hope	John Liscombe
			Robert Young	John Ellis
			Remarks	
			Coffee Biscuits & cheese served out	
			Good Morning All's Well	
			Members left at 2. AM	

## Saturday March 23<sup>rd</sup> (Continued)

Time	Wind	Barometer	Remarks
12P.M.	S. W.	29.60	Members Present
			T. A. Wilson R. Carrick, John Wilson 2nd,
			W Wright (C) Geo. Grieves John Wilson 1 <sup>st</sup>
			R Hobson, John. Thurlbeck Edw. Tynemouth,
			E. Charlton T. Purvis 1 <sup>st</sup> H. Hope
			N Stephenson Wm. Johnson, John. Ellis CG,
			E Deans Wm. Templesman, John. Clark
			W. Metcalf, James Burns, John. Luscombe
			Jas Ramsey
			Remarks
			Coffee biscuits and cheese served out
			Members left at 2 A.M
			All's Well

## Tuesday March 24<sup>th</sup> 1867

Time	Wind	Barometer	Remarks
5. 10 P.M.			Brig Mary Mack got off. Several of the members of Brigade in attendance. At 5. 50 Am American Ship went over the bar, drawing 24 feet 9 inches the largest vessel that ever went out of the Tyne

## Wednesday 24<sup>th</sup> April

At 9 P.M. the Steam Tug Vigilant, Proceeding with the Harbour when off the South Pier and was run into by one of the Steam Hoppers and was sunk the crew saving themselves by jumping on board of the Hopper. Unfortunately the Captain Mr Ramshaw would not leave his Vessel and was Drowned.

## Saturday 18<sup>th</sup> May

Drill at Manhaven in which some amusement was caused by a charge of four or five cows on the corps and the commotion.... the latter

## July 28<sup>th</sup> 1867

Time	Wind	Barometer	Remarks
	N. E.		Very heavy sea About ½ past 3 pm a boat with a party of 5 men & 3 women were pleasuring when having gone too near the herd a heavy sea caught the boat & swamped her, the accident was seen from the Lawe. When a coble manned by Robert Tynemouth, Henry Stevenson, Wm. Stevenson. Robert Young & Thomas Brown immediately put off to their assistance & succeeded after pulling through the heavy surf in taking two men off the boat's bottom & picking up one woman who were landed at the South Pier & taken to the Life Brigade House where everything was done that could be from clothing handy by the Volunteers. Two of The men were soon brought round but the woman died in about an hour after being admitted

## Aug 26<sup>th</sup> 1867

Two brothers named Trobe were drowned this evening At 7 pm whilst bathing at The Trow Rocks.

Bodies picked Up by Coast Guard and Jas Davison

## Sept 11 1867

The "Patriot" of Newcastle, Whilst making for the harbour in Ballast got on shore on the South. Pier stones and lay till the following morning at 6. When she was towed off with the assistance of the "Tyne" lifeboat & tugs

Wind Strong at S

## Brigade House Nov 4 12 PM 1867

Time	Wind	Barometer	Members Present
Captain W Wright			R Mitcheson
R.T White			R Blair
J Burn			M McQueen
J Harrison			TA Wilson
J Metcalf			Liscombe
J Marshall			J Ellis

### Remarks

Served out coffee, Biscuits & Cheese for above

Left the house at 2 a.m. W Wright Captain

## Brigade House Nov 5<sup>th</sup> 1867 12 pm

Time	Wind	Barometer	Members Present
			Deputy Capt. Wilson
			Carrick
			Coastguard John Ellis
			P.C. McQueen
			Remarks
			Nothing served out Left at 1 am

November 14 12 PM 1867

Time	Wind	Barometer	Members present	
	N.N.E.		Captain C.T. Cottew	Captain C.W. Wright
			T A Wilson	J Ellis
			J S Blair	T Purvis
			T Houlsby	R Wells
			W Tynemouth	T E Stephenson
			R Shotton	B Burch
			D Young	R J Mitchel
			W Purvis	R Blair
			J Clarke	J Liscombe
			J Marshal	
			Remarks	
			At 6 PM the Bark Ann Dunn of Newcastle on Shore	
			At 6 PM Luggage Boat Proceeded	
			2 am Hopper and a tug ashore to South of Fish Pier	

## November 15<sup>th</sup> 1867

At 4 AM the Ann Dunn got off by the assistance of three Tugs And also the Hopper and Tug

Time	Wind	Barometer	Members present
	WNW		Thos Wilson Robert Mitchinson James Burns John Liscombe
			John Ellis Robert Wells Robert Tinmouth
			Remarks left at 4 30 AM Weather fine

Time	Wind	Barometer	Members present
At Miday	ENE	30.10	RJ Mitchelson E Deans W Wright Wm Metcalfe R Carrick Robert Blair (Clerk) J Liscombe cg
			James Burn J T White R Wells T A Wilson Joe Tate J Clark pc
			Robert Shotton G Young T Purvis R Tinmouth Thos Metcalfe H Hope
			Remarks Issued out coffee to above



## 16<sup>th</sup> of November 1867

Robert Shotten  
John Young  
Thomas. Purvis

Henry Hope  
Robert Wells  
T W Wilson  
John Clark

Jacob Harrison  
Robert Tinmouth  
Edward Tinmouth  
John Liscombe

At Midnight November 16<sup>th</sup> 1867 Midnight

Time	Wind	Barometer	Members Present
12 PM	SE Gale	30 50	Captain Cay
			J Milburn
			Geo Grimes
			S Malcolm
			J Houlsby
			Captain W Wright
			J T White
			Hen Birch
			Robert Blair
			Wm. Metcalfe
			Wm. Clark
			John Lascelles
			Jas Burn
			Jas Ramsay
			A Bell
			Ed Charlton
			Jacob Harrison
			Arch Shade
			T Metcalfe
			John Clarke
			John Johnson 2 <sup>nd</sup>
			Wm. Johnson
			R J Mitchem
			Jas Evans
			W Purvis
			R Carrick
			Robert Blair (Clark)
			Owen Evans
			B Birch
			E Deans
			R Hobson
			P Stephenson
			Harry Hope

## Sunday 17<sup>th</sup> of November

Time	Wind	Barometer	Members Present		
6 AM	E	30.30	Captain Wright	W Metcalf	Jacob Harrison/
12 P.M.	E	30.30	R Carrick	R Blair 2 <sup>nd</sup>	Thos Purvis
			E Dean	R Blair Clark	John Milburn
			R Mitchison	Jas Burn	John Ellis CG
			H Hope	J White	Wm Clark
			H Burch	A Shade	J Jonson 2 <sup>nd</sup>
			Wm Johnson	E Charlton	Thos. Wilson
			T Metcalf		

### Remarks

Good attendance of members during the day until 10 PM  
wind moderating and sea going down. No Casualties  
happened.

## Tuesday 19<sup>th</sup> of November

Time	Wind	Barometer	Remarks		
12 P.M.	E	30.30	Members Present		
			Captain .M Cay	Jas Burn	Mark McQueen
			Captain Thomas	Wm. Metcalf	John Ellis (C.G.)
			R D Wales	Robert Wells	Thomas

## Wednesday 20<sup>th</sup> of November

Time	Wind	Barometer	Members Present		
12 PM	N.E.	30m 50	Mr S Malcolm	Rich Harrison	Robert Wells
			Thos. Wilson	Geo Young n	Henry Hope
			Wm. Clark	Mr Stokoe	E Deans
			Henry Burch	T Altdean	John Young
			Jas Ramsey	Jas Nicholson	Robert Mitcheson
			Wm Metcalf	Robert Blair	Robert Tynemouth
			Robert Shotton	Mark McQueen	Robert Blair (Clerk)
			Thos. Brown	Jacob Harrison	Thos. Houlsby

## Sunday 1<sup>st</sup> December 1867

Time	Wind	Barometer	Names of members present		
12 PM	N.N.E.	29.4	Captain W Cay	Captain W Wright	Wm. Metcalfe
			R Wells	Thos. Houlsby	W Reavely
			A Shade	John Lascelles	Wm. Clarke
			John Johnson 2 <sup>nd</sup>	T A Wilson	R Carrick
			T Wood	James Davison	E Deans
			Jacob Harrison	Robert Mendick	Thos. Metcalfe
			Peter Stevenson	Thos. Purvis	Josh Date
			Wm. Ridley	Ben Birch	Wm. Kennedy
			Thos. Tindle		

## 1<sup>st</sup> of December 1867 continued

Time	Wind	Barometer	Members Present		
12 P.M.	N.N.E.	29.4	M. McQueen		John
			Luscombe	Dr. Stokoe	
			Remarks		
			About 8 P.M. it was reported that 2 men were swimming alongside of the coble bottom up but it was afterwards found that it was a piece of wreck. Mr Cothews boat was manned but it did not go off over the receipt of the above information.		
			2 or 3 vessels and tugs came in about 7 o'clock and about 6 a light Brig in tow of two boats was seen off the pier and a but a wind to the heavy gale and they cast her adrift when she ran to the southward.		
			Served out Biscuit cheese & coffee for the above		

## Monday 2<sup>nd</sup> of December

Time	Wind	Barometer	Remarks
6 A.M'	N.E.	29.60	Members Present T. A. Wilson Robert Wells Jas. Davison Thos. Metcalf E. Deens Wm. Clarke Jacob Harrison I Tate Wathorn Reaverly John Ellis Served out Biscuit cheese, and Coffee
1 P.m.	N		A tug steamer supposed to be the "Yearl" was struck by a sea to the north of the north pier and capsized when she sank, taking all hands down with her.
3.30	N		A large screw passed the bar having apparently come from the ? Hoisted his jack and fired 3 guns after which he bore away

## Monday 2<sup>nd</sup> December 1867 continued

Time	Wind	Barometer	Remarks
12 P.M.	N.E.	30	Members Present
			Captain Wright
			William Metcalf
			W Rioley
			Thomas Houlsby
			E. Tinmouth
			T. A. Wilson
			Thomas. Brown
			Thomas Wood
			Jas. Romisey
			Thomas Metcalf
			R. Carrick
			Robert Tinmouth
			T. Marshall
			Jas. Rioley
			J. Ellis
			Jas. Robertson
			Robert. Hobson
			I. T. White
			R. Wells
			H. Birch
			W Clarke
			M. McQueen
			I Liscombe
			Remarks
			Served out Biscuit cheese and coffee

Tuesday 3 Dec 1867

Time	Wind	Barometer	Members Present		
6 am	NE snow	30m	Thos. Wilson	L Birch	Jas Ridley
			J Luscombe	T Wood T Brown	T. Metcalf
			Thos. Houlsby	T Marshall	
		Remarks	Served out Biscuits cheese coffee		

## Friday 6<sup>th</sup> Dec 1867

Time	Wind	Barometer	Members Present		
12 PM	NE	30.3	Captain W Cay	Captain W Wright	T Brown
			T Metcalfe	T Wood	H Birch
			E Tinmouth	R Tinmouth	L Beven
			B Birch	W Clarke	Jon. Blair
			J T White	R Hobson	R Mitcheson
			Robert Shotton	Thos. Burn	Richard Harrison
			James Marshall	Thos Purvis	George Young
			W Young	Thos. Houlsby	Jas Ranson
			E Deans	R Sinief	Jas Sedrig
			M McQueen	Jon Luscombe	Dr Stokoe
			S Malcolm		



## Saturday 7 December 1867

Time	Wind	Barometer	Members Present		
6 am	NE	24	Robert Shotton	T Wood	George Young
			J.T. White	T Sidney	R Mitchison
			R Hobson	H Birch	H Young
			Jas Ramsey	Thomas Metcalfe	Joseph Marshall
			R Hobson	W Clarke	John Blair
			Jas Ramsey	Robert Tinmouth	R Harrison
			Thomas Purvis	Thomas Houlsby	Thos Hails
			Thomas Burn	Edward Tinmouth	
			John Ellis CG	J Liscombe CG	

December 6<sup>th</sup> 1867

Time	Wind	Barometer	Remarks		
12 PM	NNE		Members Present		
			Mark McQueen	T Marchent	Jacob Harrison
			D Shade	Edward Charoltan	Edward Tynemouth
			John Johnston First	T Wilson	Robt Wells
			John Johnson 2 <sup>nd</sup>	Thomas Purvis	Thomas Houlsby
			Wm. Johnson First	James Ramsey	James Wilson
			Wm. Johnson	Joseph Marshal	John Lucome

## Monday January 6<sup>th</sup> 1868

Time	Wind	Barometer	Members present	
12	ENE	30..20	T A Wilson	Robert Wells
			Wm. Tinmouth	John Young
			Richard Harrison	Jas Stephenson
			Thos. Purvis	Robert Shotton
			Jas Nickolson	George Young
			Wm. Metcalf	Edward Tinmouth
			Jacob Harrison	Joseph Marshall
			Robert Blair	Joseph Marshall 2 <sup>nd</sup>
			John Clark	

## Tuesday 22<sup>nd</sup> January 1868

Time	Wind	Barometer	Members present
12	SE	29.5	W Wright B Burch TA Wilson J Clark Jacob Harrison Joseph Marshall Jon Ellis

R Wells  
T Houlsby  
John Young  
Richard Harrison  
N Stephenson  
Jack Hodgson  
B Heron

Served out coffee, cheese & Biscuits for above

## Wednesday 23<sup>rd</sup> of January 1868

Time	Wind	Barometer	Members present
8 am	ESE	29.50	Jacob Harrison
			Richard Harrison
			John Liscombe CG
			Jacob Harrison
			No Provisions served out - The Key being lost
			Thos. Houlsby
			Jacob Hodgson
			Joseph Marshal
			John Young,

**March Saturday 7<sup>th</sup> 1868**

Crew employed in erecting - The Drill Mast

## Tuesday 7<sup>th</sup> April

Time	Wind	Barometer	Members present
12	SE		Robert Waller John Liscomb William Metcalfe
			Richard Harrison Mark McQueen Thomas Purvis
No Captain Down			Members willing to stop and no provisions.

## Wednesday Apr 8<sup>th</sup> 1868

Time	Wind	Barometer	Members present	
12 pm	ENE	29..9	Jon T White	W Metcalf
			James Burn	R Wells
			Thos. Metcalf	Jacob Harrison
			R Harrison,	J Harrison
			Thos. Purvis	Jas. Marshall
			Ed Deans	R Carrick
			Jon. Frame	Heron
			M McQueen	W Young
			Jon. Liscombe	Jon. Ellis
			Thomas Wilson	
			Served out Coffee, Cheese & Biscuits For above	



## Thursday 9<sup>th</sup> of April 1868

Time	Wind	Barometer	Members present	
12 pm	NE	30..2	TA Wilson	Benjamin Burch,
			Wm. Metcalf	Mark McQueen
			Robert Wells	Robert Wheales
			Edwin Charlton	Robert Hobson
			George Young	John Ellis
			Coffee served out	

Friday 10<sup>th</sup> of April 1868

Time	Wind	Barometer	Members present	
6 AM	NE	30.2	Edwin Charlton Robert Hobson, Robert Wheales	Wm .Metcalf John Ellis

## Sunday April 19 1868

Time	Wind	Barometer	Members present
12pm	SSE	29.2	T A Wilson
			W Wright
			Jon. Ellis
			Jacob Harrison 2nd
			Thos. Purvis
			M Purvis
			Jon. Blair
			Wm. Young
			J Metcalfe
			Geo Young
			Jas. Beven
			M McQueen
			Served out Bread Cheese & coffee for the above

6<sup>th</sup> July 1868

Time	wind	Barometer	Remarks
7.30 pm			Salmon Boat capsized 3 men who were saved with considerable trouble taken into the house & attend to
			Members present
			T. A. Wilson J. C Clarke
			B Birch J Wilson
			J Davison W Wright

Aug 18 1868

Time	Wind	Barometer	Members present	
12 pm	N by E		J C Clark	W Wright
			R Tinmouth	R Wells
			Jon. Ellis	W Metcalfe
			JM Riddle	Jas. Davison
			Remarks	
			Very Heavy Sea & high tide	
			Served out Coffee & Biscuits	

## 19 August 1868

Time	wind	Barometer	Members present	
5 am			W Wright Luscombe Wells	Jon. Ellis W Metcalfe Tynmouth
			Remarks	
4 am			one of the Boats belong to S. S Armstrong came ashore & was broken to pieces	

## 18<sup>th</sup> September 1868

Time	Wind	Barometer	Members present
12 pm	SE		W Wright S Houlsby W Young 1 <sup>st</sup> Jas Davison Jon. Wilson Jon. Clark
			B Birch T Houlsby TA Wilson M Riddle M Riddle
			Remarks Wind heavy with much wet & very dark flood tide Served out coffee & biscuits

## 19 September 1868

Time	Wind	Barometer	Members present	
5.30 am	SE		W Wright	B Birch
			S. Houlsby	T. Houlsby
			W Young	T A Wilson
			John Wilson 1st	Jas. Davison
			W. Riddle	
			Remarks	
			Heavy tide Hard Gale	
			A light brig going up-pilot St went out	
			Both London boats went to sea	



## 19 Sept 1868

Time	Wind	Barometer	Members present
12 PM	ENE		W Steadman Esq TA Wilson T Houlsby Jacob Harrison 1 <sup>st</sup> M Riddle T Ayre Jon. Clarke (PC) Heavy with much wet, Barometer falling Served out Coffee Biscuits & cheese to above
			W Wright Jon. Wilson 1st S Houlsby R Beck B Birch N Fairless

## 20 September 1868

Time	Wind	Barometer	Members present	
2.30 a.m.	SW		T A Wilson	B Birch
5 a.m.	S		T Houlsby	S Houlsby
			R Beck	John Clarke pc
			Jas Davison	B Heron
			W Riddle	
			Remarks	
			Served out coffee	

## 20<sup>th</sup> of September 1868

Time	Wind	Barometer	Members present	
12 P.M.	SE		Jas Burn	Jon. T. White
			Wm. Metcalfe	Jon. Ellis
			M McQueen P C	
			Remarks	
			Served out Coffee Biscuits Cheese	

## 21<sup>st</sup> of September 1868

Time	Wind	Barometer	Members Present
7 a.m.			Jas. Burn M.W. Metcalfe M McQueen, PC
			Jon. T White Jon. Ellis
			Remarks A large fleet of ships coming Into the harbour Served out Coffee Biscuits

## 21<sup>st</sup> of September 1868

Time	Wind	Barometer	Members present (took part in rescue)
10 ¼ a.m.			James Wright Thomas Houlsby Thomas Tate J. Shatton
			Thos. Charles James Davison E. Tynmouth J. Clark
			Remarks Boat up set on the bar with 2 foy Boat men names Peter Folay & Edward Fish The men brought to the Brigade House and brought about and sent home

Sept 22<sup>nd</sup> 1868

Time	Wind	Barometer	Members present	
12 p.m.	N.N.E.		W Wright	Jon. Wilson 1 <sup>st</sup>
			T Houlsby	N Riddle
			M McQueen	Jon. Ellis (CG)
			Remarks	
			Heavy rain squalls	

## 23<sup>rd</sup> of September 1868

Time	Wind	Barometer	Members present	
6.30 a.m.	N.N.E.		W Wright	N. Ridle
			Jon. Wilson	T. Houlsby
			M McQueen	Jon. Ellis (CG)
			Remarks	
			Heavy Sea with Rain	

## September 25<sup>th</sup> 1868

Time	Wind	Barometer	Members present
12 p.m.		29.8	W Wright Thos. Houlsby Jas. Ramsey Jon. Ellis (CG)
			M McQueen R. Wells, James Stevenson N. Riddle
			Remarks
			Wind Se Heavy sea with much wind & rain Bar
			Served out coffee, biscuits & cheese
12.45			A screw & paddle steamer came in

## September 26th 1868

Time	Wind	Barometer	Members present	
6 a.m.	N.N.E.		W Wright	M. McQueen
			Thos. Houlsby	R Wells
			Jas. Ramsey	Jas. Stevenson
			N Riddle	J. Ellis CG
			Remarks	
			Heavy sea	
			Served out coffee	

Time	Wind	Barometer	Members present	
12 p.m.			B. Burch	N Rivel 1 <sup>st</sup>
			J Wilson	T. A. Wilson
			Remarks	
			All Well and went home	

## Sunday 27<sup>th</sup> of September 1868

Time	Wind	Barometer	Members present	
4.30 a.m.			George Heron	Benjamin Heron
			Geo Mason	Robert Mitcheson
			Edward Tinmouth	Robert Tinmouth
			Jas. Burn	Thos. Marshall
			Jon. Johnson 1st,	Mathew Stevenson
			Robt Bell	Toms Houlsby
			Geo Smith	Mark McQueen
			Jon. Liscombe	Jon. Ellis (CG)

The Schooner Impulse of Maldon, came on shore the South side of South Pier, the Signal Guns were fired and Gear ready but crew would not leave their Vessel



## September 27th 1868

Time	Wind	Barometer	Members present
11.30 am			

Time 11.30 am The sea came away as the flood came on & the crew signalled to be brought ashore. The gear was sent off & the crew were brought on shore. Present about 40 members whose names will be found in the Roll Book. Cast off the gear when the tide fell, put it into the van & ran her up to her berth. Provision served out to the men who assisted above

## September 28 1868

Time	Wind	Barometer	Members present	
12 pm		29.50	W Wright Jon. T White Jas. Davison Tom Purvis W. Metcalfe Jon. Clarke (pc)	T Houlsby H Burch Jas. Burn N Riddle Jon. Ellis (CG),
			Remarks	
			Calm , much rain, heavy sea	
4 am	NW	29.40	Same members present	
			Wind fresh, still heavy sea	
			Served out provisions at 12 pm	

## September 30 1868

Time	Wind	Barometer	Members present	
12 pm	NNE		W Wright	T. Houlsby
			Jas. Davison	W Metcalfe
			T A Wilson	E Deans
			Jacob Harrison 1 <sup>st</sup>	B Birch
			N Riddle	H Burch
			E Charlton	R Harrison
			M Stevenson	Thos. Purvis
			J Clarke	Jon. Ellis
			R Mitcheson	Ed Tynmouth
			R Shatton	J. N. Stevenson
			R Wells	
			Remarks	
			Heavy sea	

## Sunday October 4<sup>th</sup> 1868

At 7.15 pm the Steamer Martlett was seen from the Pier in a disabled state. The signal gun was fired from Tynemouth to assemble the South Shields Brigade but not thinking it necessary, for the Rocket Apparatus as the sea was smooth it was not taking out. There was a good attendance of the Brigade present.

The Vessel proceeded up Harbour at 9 pm.

## Wednesday October 15

At 9pm the Barque Malcem was towed on the Herd sand by the Tug Boat Osprey, whilst making for the Harbour no Apparatus was used being Calm

## Friday October 23 1868

Time	Wind	Barometer	Members present	
2.30 am			N Cay A Stevenson	S Malcolm Inspector Chambers & 3 policemen J Hailes Thos Houlsby Jon. Ellis
			J Crisp, B Birch M McQueen M Cay	
			At a Rocket was fired by a vessel at sea near the entrance to the Harbour when the Castor fired the signal of 3 guns and the Brigade mustered but found there was no vessel on shore	
Served out provision for above				

## November 6 1868

Time	Wind	Barometer	Members present	
9 30 AM	NNW		Captain Cottew	Captain M Cay
			W Wright B Birch Rd. Harrison B Birch Jacob Harrison 1 <sup>st</sup> Wm. Johnson 2 <sup>nd</sup> Thos. Purvis M Stephenson Geo Purvis Jon. Bone 1 <sup>st</sup> W Metcalfe L B Reeves Jon. Harrison	A Stevenson Thos. Houlsby J. S. Blair Jon. Clark S Houlsby R. J. Mitcheson Jon. Shotton Thos. Tate Jon. White Jon. Johnson 1 <sup>st</sup> Jon. Milburn Rd. Hope Geo Heron Snr.
			J. Lewis 1 <sup>st</sup> Dr Stokoe P. Stephenson H Burch Robert Blair 1st O. Evans J Ramsey	Robert Shotton J Leonard Robert Tynemouth J Mackay D Cleat N Fairless

The Galliot Premier, Captain Ferrer from Montrose for Sunderland in ballast whilst entering the harbour came on shore to the S/w of the S pier, in consequence of her long line breaking whilst in tow of the "Conquest" (Steam Tug). Crew saved & brought into the Brigade House where they were supplied with dry clothes & refreshment

Wind fine on land but every approach of heavy NE gale at Sea & very high

Provisions served out to all hands &  
shipwrecked crew

Time 11am same day T A Wilson & N Riddle Saw a vessel in distress in tow of a steam tug coming from the slow

The towline broke & the Steam tug went alongside, took the crew out. After which the vessel disappeared. It afterwards that she was the derelict having been run into by a (Steam Ship) the Severn of Hull, which vessel landed the crew In Howden Dock this morning, they having abandoned their ship

## November 6 1868 continued

Time 1pm the signal guns were again fired for a vessel which was in a dangerous position of the Herd Sand. She had been attempting to sail in when the wind shred the back sail & ebb tide took her among the broken water he then let go his anchor but would have drove on shore had no the St "Fiery Cross" got hold of her & plucked her out. Mustered about 30 men

Time 5 pm the signal guns again went off a vessel in tow having driven within a stones throw of the S Pier End N side. The van was run down ready for action if required. The (Steam tug) with a very great deal of difficulty got her clear & into the harbour.

Members present				
Captain W Cay	Captain S Cothew	Captain W Wright	T Houlsby	J S Blair
Jacob Harrison 1 <sup>st</sup>	T F Mabane	Jas. Row	A Stevenson	M Stephenson
Jacob Harrison 2 <sup>nd</sup>	W Metcalf	Robert Shotton	Robert Wells	H Burch
Jas Davidson	James Ramsey	T A Wilson		

This was the 3<sup>rd</sup> time the men were summoned.

Between 9 a.m. & 5 p.m. Provisions were served out during the day

Time	Wind	Barometer	Members present
12 p.m	ENE		<div> <div>Captain Wright</div> <div>B Birch</div> <div>Jas. Davison</div> <div>S Malcolm</div> <div>Mathew Stephenson</div> <div>R Tinmouth</div> <div>Robert Shotton</div> <div>Rd Harrison</div> <div>W Wright</div> <div>Jacob Harrison 2<sup>nd</sup></div> <div>W Metcalfe</div> <div>Jo. Riddle</div> <div>R Mitcheson</div> <div>Thos. Hails</div> <div>J C Stevenson &amp; D Glover were also down</div> <div>Remarks</div> <div>A gale high sea</div> <div>Served out provisions for the above</div> </div> <div> <div>A Stephenson</div> <div>T Allison</div> <div>Robert Wells</div> <div>J N Stephenson</div> <div>Thos. Houlsby</div> <div>N. Riddle</div> <div>Thos. Purvis</div> <div>R Carrick</div> <div>Jas Ramsey</div> <div>M McQueen</div> <div>R Hobson</div> <div>E Charlton</div> <div>Thos. Burn</div> <div>Jas Ross</div> </div>



## November 7 1868

Time	Wind	Barometer	Members present
6 am	NNE To N		W Wright R Birch T A Wilson J Hope J Davison J Ramsey Robert Shotton W Metcalfe Luscombe (CG) Remarks Sea very High Served out provisions
			A Stevenson T Houlsby N Riddle J Ross R Wells T Purvis T Burn R Hobson

## 8<sup>th</sup> November 1868

Time	Wind	Barometer	Members present
12 P.M.	NNE		W Wright T Houlsby J Ellis T A Wilson B Birch

## 9 November 1868

Time 3 a.m. tide Ebb shut house & went home Up

Served up provisions at 12 pm last night

## November 10 1868

Time	Wind	Barometer	Members present
12 pm	ESE	30.3	W Wright B Burch N Riddle Jas Ramsey Harrison Robert Shotton Jon. Clark Remarks Strong sea, Dry Served out provisions for above
			T A Wilson W. Metcalfe Jas Burn Geo Young, 3rd Thos. Purvis Jon. Ellis (cg),

## November 11<sup>th</sup> 1868

Time	Wind	Barometer	Members present	
6 am	ESE	30.4	W Wright	T A Wilson
	Fair		B Burch	N Riddle
			Jas Burn	Robert Shotton
			J Liscombe (cg)	
			Remarks	
			Served out provisions for above	

## November 14<sup>th</sup> 1868

Time	Wind	Barometer	Members present	
12 pm	ESE	30.5	W Wright	T A Wilson
	Fair		B Burch	Robert Shotton
			Thos. Houlsby	Jon. Wilson 1 <sup>st</sup>
			E. Deans	Geo Mason
			Remarks	
			Served out provisions for same	

## 15<sup>th</sup> of November 1868

Time	Wind	Barometer	Remarks
3 am		30.6	The "Brittania" came in
			Same members present as the 14th

## 18<sup>th</sup> of November 1868

Time	Wind	Barometer	Members present	
12pm	NE	30.4	W Wright	T A Wilson
	Fresh Dry		N Riddle	B Birch
			Thos. Houlsby	J N Stephenson
			James Ramsey	Jon. Wilson 1 <sup>st</sup>
			M. McQueen	Jon. Ellis
			Remarks	
			Served out provisions for above	

## Thursday November 19th

Time	Wind	Barometer	Members present	
12 pm	E	30.6	T Wilson	Ben Birch
			T Houlsby	Robert Wells
			John Wilson 1 <sup>st</sup>	P Stephenson
			Thos. Purvis	R Chambers
			J Harrison	James Stephenson
			Wm. Young 1 <sup>st</sup>	Geo Young
			N Riddle	John Ellis
			Remarks	
			Served out provisions for above	

## 21<sup>st</sup> of November 1868

Time	Wind	Barometer	Members present	
12 pm	S	29.4	W Wright	T A Wilson
	Fresh Strong sea		N Riddle	R Carrick
			M McQueen	
			Remarks	
			Served out provisions for above	

## Tuesday 24<sup>th</sup> of November 1868

Time	Wind	Barometer	Members present	
2 am	E		Captain M. Cay	Captain W. Cay
	Strong sea		W Wright	T A Wilson
			A Stevenson	B Birch
			Thos. Wood	Jon. Johnson 2 <sup>nd</sup>
			R J Mitcheson	Josh. Wood
			H Richards	M Stevenson
			Jon. Johnson 1 <sup>st</sup>	H Birch
			T Houlsby	S Malcolm
			Halls	Jon. Wilson 1st
			Jon. Clark (pc)	R Wells
			Dr. Stokoe	R Tinmouth
			Jon. White	Jas. Burn
			Jas Ramsey	Richard Harrison
			Jacob Harrison 1 <sup>st</sup>	Sam Houlsby
			Remarks	
			Tuesday 24 Nov 1868 R.J.C.'s Hopper no 25 came ashore behind the S. Pier in consequence of towline breaking Fired several rockets all of which failed to hit her, Launched the "Pro" (South. Shields) lifeboat & took the 2 men out.	

## Tuesday 24<sup>th</sup> of November 1868

Time	Wind	Barometer	Members present	
12 pm	E		George Young W. Young J. S. Blair Thos. Marshall George Heron Sr.	Robert Blair 3 <sup>rd</sup> George Smith John Houlsby Jon. Milbourn T Tinmouth
			Remarks Roll called at 6 am Served out provisions for all hands	

## Saturday November 28<sup>th</sup> 1868

Time	Wind	Barometer	Members present	
			William Purvis James Burn	Robert Chambers James Mackey
			Remarks	

## Monday 30<sup>th</sup> November 1868

Time	Wind	Barometer	Members present	
12 pm	SSE	30	Captain Wright T. A. Wilson Sam Houlsby Robert Shotton J. N. Stephenson Thos. Purvis R Wells Richard Harrison	B Burch James Ramsey N Riddle Jacob Houlsby M McQueen (pc) William Young Geo Young
			Remarks Very high sea, strong wind Served out provisions for above	

## Tuesday 8<sup>th</sup> of December 1868

Time	Wind	Barometer	Members present	
12 pm		30.1	W. Wright	T. A. Wilson
			B Birch	Jon. Wilson 1 <sup>st</sup>
			W Metcalfe	N Riddle
			T Houlsby	D Stevenson
			T Davis	Jas. Burn
			Jacob Harrison	Robert Wells
			Robert Tinmouth	Robert Chambers
			M Purvis	Wm. Young
			Jon. Ellis (cg)	R Harrison
			Remarks	
			Very high sea	
			Served out provisions for above	

## Friday 11<sup>th</sup> of December 1868

Time	Wind	Barometer	Members present	
12 pm	NNE	20.9	W Wright	T A Wilson
		Rising	B Burch	T Houlsby
			N Riddle	E Deans
			Robert Tynemouth,	W Metcalfe,
			J T White	S Houlsby
			Robert Wells,	Jon. Young
			Jas. Burn	Jack. Harrison 1 <sup>st</sup>
			Jas. Ramsey	R Harrison
			Thos. Purvis	Jon. Wilson
			Jas Clark	J Liscombe
			Remarks	
			Very High Sea	
			2 SS from Sttuc?	
			Served out provisions for above	

## Saturday 12<sup>th</sup> of December 1868

Time	Wind	Barometer	Members present	
6 am	NNE	30.1	W Wright	T A Wilson
			T Houlsby	W Metcalfe
			T Deans	Jon. Wilson 1st
			C Houlsby	Rd Harrison
			Thos. Marshall	Jon. Clarke pc
			J Luscombe	
			Remarks	
			Very little wind but very high sea	

## Saturday December 12<sup>th</sup> 1868 continued

Time	Wind	Barometer	Members present	
12 pm	S.S.E.	30.10	W Wright Jas. Burn R Hobson, Thos. Tate Jon. Ellis	T A Wilson J T White N Riddle Thos. Houlsby
			Remarks Very high Cross sea	<i>Served out provision for above</i>

## Sunday 13<sup>th</sup> of December 1868

Time	Wind	Barometer	Members Present	
12 p.m.	S.S.E.	29.6	Mark McQueen Jon. Ellis	Jas. Burn,
			Remarks Employed in Catching Rats In the House and was successful In Catching One with Den the Dog	

## 25<sup>th</sup> of December 1868

Time	Wind	Barometer	Members present	
12 p.m.	S.S.E.	29.60	W Wright Thos. Houlsby	N Riddle Jon. Clark
			Remarks Very strong sea	

## Tuesday 29<sup>th</sup> of December 1868

Time	Wind	Barometer	Members Present	
12 p.m.	N.E.	29.5	Remarks At 6 pm one of the Commissioner Screw Hoppers run onto shore on the Herd sand on the north side of the Pier Brigade in attendance but not required as the Sea was smooth	

## Wednesday 14<sup>th</sup> of January 1869

Time	Wind	Barometer	Members present	
12 p.m.	S.S.E.	29.8	W Wright T Houlsby N Riddle M McQueen	T A Wilson J N Stephenson B Burch Jon. Ellis
			Remarks	
			Very dirty looking sea coming away	
			Served out provisions for above	

## Friday 15<sup>th</sup> of January 1869

Time	Wind	Barometer	Members Present	
12 p.m.	E.S.E.	30.1	Thos. Houlsby Benj. Birch Robert Mitchelson Peter Stephenson Mark MaQueen	T.A. Wilson Robert Wells Jas. Stephenson Jas. Davison John Ellis

## Monday 18<sup>th</sup> of January 1869

Time	Wind	Barometer	Remarks
3.45 a.m.	S calm		The Sch "Brothers" from Holland for Shields got on shore on the Herd Sand owing to the haze, remained there until nearly 6 am when she was assisted off by some pilots. South Shields lifeboat launched & proceeded To her, but services were declined. No guns fired- Strong sea & vessel making much work being broadside on with head to the SW

## Thursday 21<sup>st</sup> of January 1869

Time	Wind	Barometer	Members present	
12 p.m.	N.N.E.		T A Wilson	T Houlsby
			Jack. Harrison 1 <sup>st</sup>	N Riddle
			B Burch	T Purvis
			Jas. Stephenson	R Harrison
			Robert Tinmouth	R Chambers
			Captain W. Wright	Hry Tully
			Jon. Clark (pc)	Luscombe
			Remarks	
			Served out provisions for above	
			About 8 am the S.S. Scotia went ashore behind the N Pier during the thick & will probably break up on the flood. She was Grangemouth for here	

## 1<sup>st</sup> of February 1869

Time	Wind	Barometer	Members present	
12 p.m.	N.E.	29.3	Captain W. Wright	N Riddle
			T Houlsby	Jack Harrison 1 <sup>st</sup> ,
			J N Stephenson	Tom Davis
			Geo. Young	Jon. Ellis cg
			John Clark (pc)	
			Remarks	
			Served out provisions for above	
			Gale & high sea coming away, very high tide, the sea coming within Brigade house at high water last tide Barometer started at 29 at 6pm from which it gradually arose to above point & rising	

## Tuesday 2<sup>nd</sup> of February 1869

Time	Wind	Barometer	Members present	
6 a.m.	N.E.	29	W Wright	T Houlsby
			N Riddle	Jack Harrison 1 <sup>st</sup>
			Tom Purvis	Geo Young
			Jon. Ellis	J N Stephenson,
			John Clark	
			Remarks	
			Severe gale all night with a very high Sea. 2 vessels under sail came in about 2 am	
			Served provisions for above, Left at 8 am	



## Wednesday 3<sup>rd</sup> of February 1869

Time	Wind	Barometer	Remarks
3.30 p.m.	S.E.		<p>Weather very thick &amp; about 4 feet sea on from NE The steam tug "Terrier" of this port in coming from the Seaward struck the lower masts of the foreign schooner sunk off the Trows and ripped her bottom. The crew then tried to run the boat ashore but finding the water gaining so rapidly they lashed the helm amidships &amp; let her run till she sunk in about 5 minutes; very shortly after they left her; the crew getting into the coble "Robert Ingham" which was towing astern at the time.</p> <p>A Barque is reported to have got on shore at Whitburn last night supposed the "Medina" which left the harbour yesterday afternoon</p>

## Monday 1<sup>st</sup> of March 1869

Time	Wind	Baromet er	Members present
10 p.m.	N.W. Light & easy	28.8	<p>B Burch, Thos. Purvis</p> <p>Edward Tynmouth</p> <p>Rewards</p> <p>Served out provisions for above &amp; stayed till 2 o'clock on Tuesday morning</p> <p>The barometer was set at 6.45 &amp; fell 31/2 tenths in a few minutes more than 3 hours remaining on the marginal point on leaving</p>
			<p>Jo. Ramsey Jacob Harrison 1<sup>st</sup></p> <p>Jon. Ellis</p>

## Tuesday 2<sup>nd</sup> of March 1869

Time	Wind	Barometer	Members present	
10 p.m.	N.N.E	29.7	Captain W. Wright R Wells S Houlsby Edward Tynemouth George Young J N Stephenson Jacob Harrison 2 <sup>nd</sup> Robert Blair N Riddle Jon. Ellis James Stephenson	B. Burch TA Wilson James Ramsey Thos. Purvis Peter Stephenson Jacob Harrison 1st Rd Harrison Thos. Marshall Jon. Thurlbeck Rob Luscombe
			Remarks	
			Served out provisions for above	

## Tues 2<sup>nd</sup> of March continued

Time	Wind	Barometer	Remarks
12p.m.	.		Splendid display of Northern lights. The Barometer having risen 11 tenths since last night at 6.45. The wind coming away as soon as it began to rise & gradually increasing till it assumed The force of a gale, which still continues a very high sea

## Friday 5<sup>th</sup> of March 1869

Time	Wind	Barometer	Remarks
8.30	N.E.	29.7	Thos. Purvis came with the Brigade House at 7.30 pm & reported a Pilot Coble in distress between the fish pier & the pier. Jacob Harrison, Wm. Young sent at once to inform the Life Boat and M Wilson, B Birch, McQueen John Wilson J Ellis, Jas Burn, R Harrison, N Riddle attended to getting the lamps lighted & lighting Blue Lights no later than three lights & one signal rocket were fired in short order being able to get the guns fired at Tynemouth, John Houlsby & John Heron & J Burn who were in the Coble held on until the arrival of the life boat at 8.15 they were then taken out & taken into the harbour along with their coble after coming back the guns at Tynemouth fired at 8.30 the life boat would then be in the harbour, there was a heavy sea running the wind being N by E with showers W Wilsons hand injured George Hopes Jnr.

## Friday 5<sup>th</sup> of March 1869

Time	Wind	Barometer	Members present	
12 p.m.	N.E.	29.8	Captain W. Wright Jacob Harrison 1 <sup>st</sup> S Houlsby Rd Harrison Edwn. Tynemouth Jon. Thurlbeck Peter Stephenson Jon. Ellis M McQueen	B Birch James Stephenson Thos. Purvis Jas. Burn, Thos. Marshall Robert Blair 3 <sup>rd</sup> N Riddle J Luscombe
Remarks				
Strong sea and every appearance of dirt.				
Served out provisions for above				

## Saturday 6<sup>th</sup> of March 1869

Walter Finnuly Esq, gave the Brigade 1 cut of Beef

## Saturday 13<sup>th</sup> of March 1869

Time	Wind	Barometer	Members present	
12p.m.	S.E.	29.7	Captain W. Wright J Ellis Jas. Ramsey E Charlton	B Birch, M McQueen Jon. White Jas Burn
Remarks				
Strong sea with a very dirty appearance.				
Served out provisions for above				

## Saturday 27<sup>th</sup> of March 1869

Time	Wind	Barometer	Members present	
12 p.m.	N.E.	29.11	Captain W. Wright	T A Wilson
			Jon. Wilson 1 <sup>st</sup>	N Riddle
			T Wood	T Houlsby
			S Houlsby	P Stevenson
			M Young	E Tynemouth
			Jas. Burn	Jon. Ellis
			John Luscombe	M McQueen
			T Houlsby	Jon Marshall
			Remarks	
			Served provisions for the above also	
			N Bedlington	J White
			R Hobson	Dr Stokoe
				E Charlton
			Gale with hail showers and occasional heavy flashes of lightning, wind more to the eastward, tremendous Sea	

## Sunday March 28<sup>th</sup> 1869

Time	Wind	Barometer	Members present	
6 a.m.	N.E.	29.5	J Luscombe	J Ellis
			J White	E Charlton
			N Riddle	J Burn
			R Hobson	
			Remarks	
			Provisions served out for above	
			Sea very high a light steamer came in Robert Scott went out and shipped a heavy sea in going over the bar	

## Sunday March 28<sup>th</sup> 1869 continued

Time	Wind	Barometer	Members present	
12 p.m.	S.E.	30.1	Captain W. Wright	T Houlsby
			B Birch	Jacob Harrison
			E Tynemouth	R Purvis
			Jas. Burn	Dr Stokoe
			J Clark	Jon. Ellis
			Jon. Luscombe	Robert Wells
			Remarks	
			Still a high sea	
			2 screws just gone up Served out provisions for the above	

## Monday 29<sup>th</sup> of March 1869

Time 7.50 a.m. A small schooner was observed to come ashore at the Herd Sand a signal light was burned upon the south pier for the signal guns to be fired 3 guns were fired from the coast guard station also repeated by the "Castor" 2 of the life boats was launched but the crew refused to leave she ultimately was got off at 2 am 30 March schooner name "Mary" of Chester loaded with brick etc.

## Monday 29<sup>th</sup> of March 1869

Time	Wind	Barometer	Members present	
12 p.m.	E		Captain W. Wright	S Houlsby
			B Burch	Jas Burn
			Jas. Davison	Robert Wells
			Jon. Ellis	Jon. Luscombe
			J. Clarke	Thos. Wood
			Dr Stokoe	
			Remarks	
			served out provisions for the above	

## Saturday 19<sup>th</sup> of April 1869

Time	Wind	Barometer	Members Present	
12 p.m.	N.N.E.	29.6	A Stephenson	Captain W Wright
			B Burch	Jas. Burn
			Jas. Davison	Jon. Ellis
			John Clarke	
			Remarks	
			Strong gale and sea rising fast with every appearance of dirt	
			Served out provisions for above on Sunday the 18 <sup>th</sup> left 6 a.m.	

## Wednesday 9<sup>th</sup> of June 1869

Time	Wind	Barometer	Remarks
8.30	N.N.E.	30	Strong sea
			About ¼ past 8 this morning a salmon boat with 2 men in her got among the broken waves near the Trows and was capsized. Another boat was there at the time put in to endeavour to save them but finding that they could not render any assistance they tried to return to their own net which they had left for the purpose and whilst doing so were also capsized but all got safely on shore. One of the men in the first boat was drowned.

## Thursday 10<sup>th</sup> of June 1869

Time	Wind	Barometer	Remarks
8.30	N.N.E.	30	At 8.30 this morning the "Alma" of & from Aberdeen got on the big rock of the Middens and remained so there until ½ past 10 when she was taken off by 3 tugs after a good hammering. South. Shields lifeboat in attendance. Several pilots assisted for which they got £26

## June 1869

Time	wind	Barometer	Remarks
8.30 a.m.	N.N.E.		<p>Strong sea</p> <p>A salmon boat manned by 2 men Watt &amp; Robins whilst fishing in the bight to the South of the South pier got among the broken water &amp; were capsized. P. C. McQueen and Geo (m) Heron , Jon. P--- (m) a number of other workmen connected with the pier use hastened to the scene &amp; managed to rescue the two men in a very exhausted condition with a great deal of difficulty.</p> <p>They were then taken to the Brigade House where they were stripped, put to bed &amp; every attention paid to them. A messenger was dispatched for medical assistance &amp; Dr Stokoe of the VLB immediately proceeded to the spot in a cab and his efforts, supplemented by those of the workmen to in restoring animation proved successful. The men were afterwards supplied with dry clothing &amp; sent home. This makes the 3<sup>rd</sup> Boat capsized this week up to date</p>

## Tuesday 15<sup>th</sup> June 1869 about 10 pm

### Members present

Jacob Harrison 1<sup>st</sup>  
R Wells  
Jon. Harcus  
Jas. Bulman  
Jon. White  
E Charlton  
W Bedlington  
Jno Houlsby  
N Fearless  
Luscombe  
T Wilson  
Josh Wood  
Jas. Bulman  
Joshua Smith  
Sidney John Chapman  
George Heron  
William Metcalf  
W. E Moffett  
T. G. Mabane  
Michael Donkin  
R O Wells

Thos. Houlsby  
Jon. Frame  
Jon. Johnson 2<sup>nd</sup>  
Jas. Stephenson  
G. Houlsby  
J Crisp  
Mathew Stephenson  
T A Wilson  
R Wells  
Jon. Ellis  
Jas. Davidson  
Jon. Hopper  
S. Malcolm  
William Heakin  
Joseph Hubbert  
R Carrick  
Henry Johnson  
Owen Evans  
Holmes  
T. D. Houlsby

B Birch  
Geo Wood  
Peter Stephenson  
Robert Tinmouth  
T W Marchant  
Robert Shotton  
Wm. Clarke  
N. Riddle  
W. Wright  
PC McQueen  
Thos. Wood  
Hardman  
Robert Bell  
Robert Burns  
Robert Mitchelson  
John Wells  
Thomas Ayr  
Jon. Clarksey  
Richardson  
H Birch

## 15<sup>th</sup> & 16<sup>th</sup> of June 1869 continued

A sudden & tremendous gale came away from the NE with scarcely any warning. About 10 pm the signal guns were fired from Tynemouth in reply to what afterwards proved a signal from Marsden. The men thinking that a hopper in tow of a steam tug & which they had been watching for some time had parted her rope & gone on to the stones at the South Pier end. They immediately ran the van down, but could not see anything the hopper having got clear & into the harbour. Not many minutes had elapsed before they observed a rocket go off from the neighbourhood of Marsden about 30 men then set off & found that a schooner the "Annie" of Rye had gone ashore right opposite Marsden cottage after considerable difficulty the 1<sup>st</sup> man got on shore when they were taken to Coastguard Station & changed etc. all being in a miserable plight with cold & wet. The squad then came back arriving at the house at 12 pm thoroughly knocked up having had to plodge in the water to keep clear of the sand which cut like a knife. On arrival found that a Scotch fishing boat had come ashore in the corner the crew getting ashore themselves. About 10 men went down & assisted them to get their nets out & try to save the boat They got very nearly the whole of the nets, but did not try to save the boat as another one came ashore about 12 30 with her mast gone. Proceeded to her & hailed but got no answer Fired a rocket which went right into the boat. Thomas Houlsby then went aboard with a line fast to him returning with one of the crew informing those ashore that there were 2 more hands on board. Before leaving he made the Tail Block fast. As soon as Houlsby came on shore he dropped completely exhausted & both he & the men had to be taken up to the house & placed under medical treatment. After a while again proceeded to the wreck and young sailor named Foley offered to go on board he made the line fast & went off getting on board with considerable difficulty, where he found one of the men quite unconscious & unable to do anything for himself. He came ashore again for a knife & went off again made the man fast with the whip & had fairly to bundle him overboard like a log. In passing him ashore the line to which he was fast got entangled with the whip & was pulled overboard & well nigh done by the time he got on shore. Both were taken up to the house the fishermen being Wednesday 16 June 1869 an hour & a half nearly before he came round. Foley also was badly & had to be doctored. After a spell again went down for the 3<sup>rd</sup> time the boat having come over the bank with the flood. Geo Heron & young Foley went on board & cut the remaining man out of the wreck of the sail & gear & got him ashore not much the worse considering all things. Two others were washed overboard before taking the beach The greater part of the men had been down from 10 pm of last night until 6, 7 & 8 am of this morning, many of whom did not recover from the long wetting they got for a week afterwards. Kept the man who was so bad in the hospital for 2 days. To sum up, we never got thank you for all our trouble.



## August 28<sup>th</sup> 1869

Time	Wind	Barometer	Members present	
8 p.m.	N	29	T Houlsby Captain W. Wright Jas. Wilson Nicholas Riddle	M McQueen Ben. Heron Jon. Johnson 2 <sup>nd</sup>
Remarks				
Gale from North sudden several pleasure boats had to run to beach and others into the harbour wind moderated served out provision for the above				

## Tuesday 19<sup>th</sup> of October 1869

Time	Wind	Barometer	Members present	
1.p.m.	N.E.	29.3	W Wright Arel. Stephenson Jas. Stephenson John Skee Blair B Birch J White (Law) John Liscombe W Hasken Thos. Maskell Wm. Hirtman W. Purvis E Charlton Thos. Tynnmouth	M McQueen Thos. Houlsby Jas. Davidson Jas. Purvis Jas. Burn Ralph Prince Robert Wells Robert Chambers Jacob Harrison 2 <sup>nd</sup> Wm. Moore N Riddle Thos. Wood
Remarks				
Served out provisions for the above				
Gale from NE at 9 pm Cartwright reported, a vessel ashore at Manhaven several members proceeded to there where it was found to be a false alarm, got back at 1.15 pm				
The vessel above mentioned was in tow of the "Reward" & when they were abreast of Manhaven the tug cast her off at the same time he showed a flash light which was seen from the house & caused the party above mentioned to proceed along towards Marsden taking a blue light with them to signal with in case of need. As above reported found no traces of any vessel, duly which they supposed she must have got her off				
4a.m.			Several vessels came in during the morning & about 4 am a steamer supposed to be the "Britannia" sailed. Both brigs still holding together in spite of the tremendous sea. The "Marys" of Aberdeen went ashore on the Middens but was got off & taken into the harbour about 8 pm last night.	

## Tuesday 19<sup>th</sup> of October 1869 continued

Time	Wind	Barometer	Members present	
6 a.m.			N Riddle	W Wright
			T Houlsby	B. Birch
			R Venus	W Haken
			J Skee Blair	Tom Purvis
			Richard Young	W. Purvis
			James Stephenson	Tom Marshall
			John Stewart	James Davison
			James Heron	J Whitelaw
			Jacob Harrison 2 <sup>nd</sup>	James Ramsey
			Remarks	
			Gale still tremendous with a fearful sea	
			Served out provision for above	
			After breakfast proceeded to Marsden with a party of 4 to ascertain positively whether a vessel had come ashore or not. A little before arriving at Manhaven saw some wreck & on proceeding into Manhaven found the bulk of the wreck no doubt that of the ship just off as mentioned last night met the coastguard who informed us that 1 man had got ashore on a spa & was then at Mrs Shaws house	
			Proceeded there & found The only survivor of a crew of 10 belonging to the Prussian brig "Mauritz" " Captain Shutt from Shoreham for Shields (ballast) which ship. Had been in tow of the "Reward" tug when the gale came on. He informed us that the rope broke about ½ past 10 opposite the rocks end & that she caught with her head inshore. They then made sail on her to force her up & a few minutes afterwards she struck, going to pieces in about (the man thinks) ¾ hours after striking. He lashed himself to a spar & got a shore after an awful struggle having been among the rocks & water. Until nearly 6 o'clock when he managed to crawl up to Marsden Cottage where he knocked and obtained everything he wanted.	
			Ship belonged to Zengat. Man's name Albert	

## October 1869

Time	Wind	Barometer	Members present	
12 p.m.	N.E.	30.2	Mark McQueen	T A Wilson
			B Birch	J T White
			Jacob Harrison	Robert Chambers
			Thomas Purvis	Rich Harrison 1 <sup>st</sup>
			Thos. Houlsby	Robert Wells
			John Skee Blair	Rev. Mr Moore
			S. Malcolm	
			Remarks	
			Served out provisions to the above	

## Tuesday 26<sup>th</sup> of October 1869

Time	Wind	Barometer	Members present	
12 p.m,	NNE	30.2	B Birch	N Riddle
			R Venus	Jas Davison
			J Liscombe	W Wright
			Jon. Clarke	
			Remarks	
			Heavy gale & very high sea a great part of the crane works and the staging washed from the pier end	
			Served out provisions for above	

## Wednesday October 27<sup>th</sup> 1869

Time	Wind	Barometer	Members present	
12p.m.	N.	29.6	M Riddle	B Birch
			H Venus	J Liscombe
			J Davison	Robert Shotton
			R Chambers	Jas. Stevenson
			WM Young	H T Stephenson
			W Chapman Aistain	S Houlsby
			John Young	
			Remarks	
			Gale still continuing from the north very high sea	
			Served provisions for the above	

## Thursday October 28<sup>th</sup> 1869

Timed	Wind	Barometer	Members present	
6 a.m.	N	29.6	Mich. Riddle	T Davidson
			S Barrett	Thos. Potter
			Robert Shotton	R Venus
			Jas. Stevenson	R Chambers
			S Houlsby	John Young
			Benj. Birch	
			Remarks	
			Heavy showers of snow since 12 O'Clock very high sea but rather more moderate	
			Served out provisions for the above	

## Tuesday Nov 23 1869

Time	Wind	Barometer	Members present	
12 p.m.	N.E.		N Riddle	W Wright
			R Carrick	Jacob Harrison 1 <sup>st</sup>
			Thos. Houlsby	S Houlsby
			B. Birch	J Clark
			B. Heron	Jon. Johnson 2 <sup>nd</sup>
			R Harrison	Robert Chambers
			Thos. Purvis Coastguard	
			Remarks	
			Heavy at times with rain	
			Served out provisions for above	

## Tuesday November 30<sup>th</sup> 1869

Time	Wind	Barometer	Members present	
12 p.m.	N.E.		T A Wilson	Benj. Birch
			Robert Wells	James Stephenson
			John Houlsby	Samuel Houlsby
			Jacob Harrison	Thomas Purvis
			Henry Stephenson	Robert Mitchison
			William Carrick	
			Remarks	
			at 6 pm the Schooner Squart-on Shore Crew landed by the Tyne lifeboat (Squirrel)	
			Mark Supping of beef glad to see him	

## Wednesday 1<sup>st</sup> of December 1869

Time	Wind	Barometer	Members present	
6 a.m.	N.N.E.		B Birch	T Houlsby
			T A Wilson	R Carrick
			Geo. Harrison	J Wells
			S Houlsby	J Houlsby
			Thos. Marshall	R Chambers
			Geo. Young	Jas. Stephenson
			J. Blair	Thos. Tate
			J. Harrison	S. Hicks
			R Wells	J Davison
			Remarks	
			Heavy seas	
			About 2 am observed a light close in to the southwards & had the guns fired but the vessel was supposed to have got her head about as no more was seen of her.	

## Wednesday 1<sup>st</sup> of December 1869 continued

Time	Wind	Barometer	Members present	
12 p.m.			T A Wilson	Mark McQueen
			Jacob Harrison	Thomas Holsby
			B Burch	N Riddle
			John Pusner	William Stevenson
			T. Marshall	R. Chambers
			Thomas Purvis	R Harrison
			John Wilson	
			Remarks	
			Left at 2 am 2 December	

## Friday December 3<sup>rd</sup> 1869

Time	Wind	Barometer	Members present	
12 a.m.	N.N.E.		Benj. Birch	T. A. Wilson
			Thos. Houlsby	Jas. Stephenson
			Thos. Yate	John Liscombe
			Nichs. Riddle	Wm. Young
			S Houlsby	Jas. N Stephenson
			Remarks	
			Left at 6 am	
			Gale fresh weather	

## Saturday 4<sup>th</sup> of December 1869

Time	Wind	Barometer	Members present
12 p.m.	S.S.E	30	Wm. Wright T A Wilson
			B. Birch S Houlsby
			Remark very heavy sea running 10pm, a screw & a schooner came in 12pma light off to the starboard Served out provisions for above

## Saturday 4<sup>th</sup> of December 1869 continued

Time	Wind	Barometer	Members present
7.45 p.m.	N.N.E.		B Birch Thos. Houlsby George Tindle David Osborne
			T A Wilson Jon. Purvis Thos. Date Jas. Clarke
			Remarks Whilst S Hicks the Coastguard was first looking about when he discovered the bathing house on fire He then immediately ran into the house and gave the alarm. The men present turned out & proceeded to the fire when they found the flames coming out the front part in great volumes with great exertions they put the fire out by throwing sand upon the fire & eventually succeeded in putting the flames out having had to knock the front of the house down after coming back to the house they were surprised after a lapse of ½ an hour or so to find the flames springing up again & not liking to pull the floor up under which the fire had evidently originated for fear of making it worse they just threw more sand upon it to put it out again

## December 22<sup>nd</sup> 1869

Time	Wind	Barometer	Members present
12p.m.	E.N.E.		Benjamin Birch William Young Richard Harrison Robert Chambers T Marshall T Purvis
			John Clark Peter Stephenson James Davison Jacob Harrison James Nicholson

## December 23<sup>rd</sup> 1869

Time	Wind	Barometer	Members present	
12 p.m.	N.N.E.		John Clark	James Burn
			J Stephenson	William Young
			William Wright	P Stephenson
			B. Birch	J W Stephenson
			James Davison	Richard Haken
			W Haken (pc)	J Smith (pc)
			Remarks	
			A schooner on shore at Tynemouth	

## 24<sup>th</sup> of December 1869

Time	Wind	Barometer	Members present	
3 o'clock	N.E.		Thomas Houlsby	Samuel Houlsby
			James Burn	Peter Stephenson
			James Stephenson	John Wilson
			William Young	B Birch

## 25<sup>th</sup> of December 1869

A great many members present the singers held a Christmas Party went up to Mr Stephensons house at 12 o'clock returned and had coffee & stopped till 6 o'clock am

## 25<sup>th</sup> of December 1869 continued

Time	Wind	Barometer	Members present	
12 p.m.			B. Birch	T. Davison
			W Carrick	J Clarke
			E Charlton	2 strangers
			Remarks	
			The above Partook of some soup Davison had the big bone to pick	
			Wind NE one screw steamer came in	

## Sunday 12 pm December 26 1869

Time	Wind	Barometer	Members present	
	E.S.		Captain M Cay	Captain W Wright
			S. Malcolm	T Wood
			R. Wells	Jacob Harrison
			S. Houlsby	T. Houlsby
			B. Birch	T. A. Wilson
			J. N. Stephenson	Jas. Stevenson
			John T. White	R. Hobson
			R. Hobson	E. Charlton
			Geo. Young	R. Venus
			R. Harrison	Geo. Heron
			Robert Pearson	Jas Bulman
			Wm. Oates	Joshua Smith (pc)
			W. Hakens (pc)	W. Metcalfe
			John Johnson 2 <sup>nd</sup>	Rev P. Helloore
			Holmes Richardson	M McQueen
			Remarks	
			Heavy sea several screws came in during the night About 9.50 a scotch schooner got ashore under the monument Two hands reported drowned rest saved by rocket apt	

## December 27th 1869

Time	Wind	Barometer	Member present	
6 o'clock			Thomas Holsbey	Benjamin Birch
			S. Holsbey	James Harrison
			James Evans	Stephen Jacob Harrison
			George Young	
			Remarks	
			Wind and weather the same	

## Monday January 3<sup>rd</sup> 1870

Members present	Thomas Wilson	John Clark	Jas N Stephenson
	Nicholas Riddle	Jacob Harrison	Robert Wells
	Robert Chambers	Richard Harrison	
7.50 A steam tug "Imperial Prima" towing "Lamb" Collier brig got on herd between fish pier & South pier and five of the brigade sent off in Davisons boat and found no assistance was required returned at 8pm			



**Scrap book at rear of the  
original Storm book containing  
numerous cuttings from  
newspapers and other items**

## Shields Daily Gazette-Christmas Special 19 December 1862

### THE SHIELDS PILOTS.

The Pilots of Shields are a gallant set of men. In addition to being favourably known for skill in their special vocation, that of the management of vessels, they are distinguished for their intrepidity and for the noble efforts they are ever ready to put forth in endeavouring to rescue the mariner when his ship is driven by storm and tempest on our iron-bound coasts.

The pilots, of whom there are about 170, undergo a proper training for the duties of their profession. At the age of about 12, the boys are apprenticed for a term, of five or six years, to qualified pilots, whom they accompany to sea on all occasions. At the expiration of this period they are required to undergo an examination before a committee of pilots, and if found qualified, they are, at the age of 20, recommended should a vacancy occur, to the Master and Brethren of the Trinity House of Newcastle, from whom they receive an acting order, which authorises them to take charge of vessels of not exceeding twelve keels burden. After continuing thus on probation for two years, they have granted to them a full pilot's license, for which they pay the Trinity House £2. In addition to this sum the pilots pay to the Trinity House for every ship they pilot in and out of the harbour inclusive, one shilling. In the exercise of their vocation the pilots are confined to the limits of the port of Shields. Their charges are 1s 3d per foot during the summer half-year, from the 1st of April to the 1st of October; and 1s 6d per foot during the winter half-year, from 1st October to 1st April. The number of vessels piloted out of the harbour during the year amount to about 12,000. The pilots are under the control of the Trinity House of Newcastle, which body exercises sole jurisdiction in matters of pilotage in all the ports and rivers between Whitby and Holy Island. The Trinity House appoint a ruler of the pilots, who resides at South Shields. His salary is £200 per annum. In ordinary weather the pilots put to sea in search of home-ward bound vessels in cobs. These cobs are about 26 feet in length, and cost nearly £30. They are excellent crafts at sea, and are managed by their owners with great skill. Each boat has painted on the bow the official number—the name being on the stern. The Sunderland pilots (who are also under the control of the Newcastle Trinity House) to distinguish their cobs from those of the Shields pilots have the initial " S" painted on the bow, in addition to the official number. When the weather is such as to prevent the cobs going sea, the pilots have a powerful steamboat, on board which a number of them proceed to sea, and are put on board vessels. The steamer when not engaged in this work is employed in towing ships.

The pilots reside mostly, if not altogether, at the eastern extremity of the town, and dwell in comfortably furnished houses, some of which command a view of the sea. As a rule, the pilots marry young, and with truth, it may be said, they all make *marriage d'inclination*. They are a robust and manly set of men, with good hearts under a rough exterior, and many a kind action can be traced them. To strangers they are very courteous, and they are always ready to give information to residents in inland towns who may visit their sea port. The favourite walk of the pilots is at the Lawe, whence they have a full and uninterrupted view of the ocean. Here they congregate in groups and talk of outward and homeward bounds. Some of them may be seen with their spy-glasses out, taking a survey of what is afloat on the sea, and watching the movements of the ships as they pass before them. To the south of the Lawe is a stone building, erected by the Trinity House a look-out house for the pilots. It has a tower, several feet in height.

The pilots of Shields, the younger members of the profession especially, have now excellent opportunities of improving their education and advancing their position. Through the munificence the late Dr Winterbottom, a gentleman who belonged to South Shields, and who died about four or five years ago, ripe in years, an institution, intended specially and exclusively for the benefit of seamen and pilots, was founded in South Shields. This institution, named the "South Shields Marine School," has been opened about two years. The Rev. R. E. Hoppell, M.A., the Head Master. According to the rules laid down by the deed, it is provided that any person who can write good and legible hand, and is acquainted with the first four rules of arithmetic, and shall have served one whole year at sea, or have attained the age of seventeen years, or spent at least one year in the pilot boats, shall be admissible into the school as a scholar. The instruction afforded in the school is given without any charge to the scholars, or any condition, except, that they are bound to provide themselves with such elementary books and mathematical instruments as the master shall require. The instruction consists of every part of mathematical or other learning which can interest or be useful to the mariner, or pilot, and fit him for the higher duties of the seaman's profession, and includes evening lecture scientific subjects, given twice each week, during the winter months, beginning October, and terminating with the end of March. The school is present being held in rooms at the Mechanics' Institution.

The pilots of Shields, as we before said, are a brave, hardy, and humane set of men, and these sterling qualities are seen to advantage when the storm is blowing, and the lives of seamen are in jeopardy. On such occasions, the lifeboat never proceeds on its errand of mercy without a willing and gallant crew of these noble men. When threatening symptoms in the appearance of the weather create serious forebodings, they are ever —night or day—on the look-out to be in readiness to render assistance to vessels in distress, and prompt indeed are they to execute the work of mercy. The vessel struggling the storm and fury, is watched by them with painful interest, and should she touch the shore or strike the rocks, a rush is immediately made to the lifeboat, always ready to slip out a minute's warning. It is speedily launched and manned with strong and willing hands, who pull as if for their own lives. The boat ploughs its way onward to the stranded vessel, and, amid the cheers of the multitude congregated the shore, watching with intense anxiety the efforts of the brave fellows, the seamen are taken out of the ship, placed in the lifeboat, and safely brought to shore, where they are promptly supplied with dry clothing and necessary refreshments.

In illustration of the efforts put forth by the pilots during storm, we give the particulars of the following occurrence, which took place at the entrance of the Tyne in the beginning of 1861 —a year which came in on our iron-bound coasts in storm and fury. About midnight on Friday, the 8th of February, the gale raged with great fury, and the sea rolled heavily on the bar and along the coast. A vessel, which was afterwards ascertained to be the brig *Minerva*, Captain R. Carr, and from Whitby, for Seaham, in ballast, was observed making for the harbour. The direction of the wind at this time was E. by N., and by stress of sea and wind the vessel was driven on the stones at the end of the South Pier. The *Providence*, South Shields lifeboat, which was in readiness, was immediately manned, and bravely pulled towards the vessel, the crew of which they happily succeeded in rescuing. About seven o'clock in the morning, a schooner was observed running for the harbour. After struggling with the storm for some time the vessel drove broadside on to the stones about two hundred yards from the end of the South Pier, at almost the same place where the *Minerva* had struck.

The schooner was ascertained to be the Fowlis, of and from Inverness, laden with staves, and bound for the Tyne. She was commanded by Captain George Fraser, and had a crew, including the captain, of six hands. The Providence lifeboat which put off to the aid of the crew, made several gallant attempts to get alongside the vessel, but were unable on account of the stones — the tide having also fallen considerably. The Tyne lifeboat was also got out and manned, but the efforts of her crew to reach the seamen on board the schooner were equally unsuccessful with those of the Providence, which was obliged to return to the harbour disabled, having damaged her bottom by the stones at the end of the pier. About this time Mr Lawrence Byrne, the chief boatman of the Coast Guard at Tynemouth, and a number of his men, brought the apparatus for saving life from shipwreck to the pier end, and fired five rockets, but from the number of large stones lying outside catching the line, it broke each time. Subsequently the apparatus was taken on board the lifeboat, with the view of firing rockets from it to the vessel. The appearance of the schooner as she lay with her broadside on the stones, her sails fluttering the breeze, and the sea making a complete breach over her, was pitiable. The crew, during the time endeavours were making from the shore on their behalf, stood together and seemed to watch the operations with the most intense anxiety. The pier was crowded with spectators, who manifested the greatest anxiety for the safety of the crew. The first shot fired from on board the lifeboat was unsuccessful, but the second reached the vessel, on which fact becoming known to the spectators, a hearty cheer was raised. Previous, however, to the line reaching the vessel, Peter Mackenzie, one of the crew, jumped overboard, which act occasioned no little excitement among those on shore, who at once raised the cry: "A man overboard," and cheered the crew the lifeboat they pulled towards him. After endeavouring for some moments, they eventually got hold of him and pulled him into the boat, which gave rise to another cheer, louder than the first, from those on shore. As the morning advanced, the pier began to be still more crowded with spectators, and as the news spread in the town, their numbers still further increased. After Mackenzie had been landed, the lifeboat returned to as near the vessel as possible, and encouraged the crew to make use of the line sent on board to which was attached a life buoy. The first man to fasten the line round him was Farquhar Fraser the mate. The line being secure, he signalled to those in the lifeboat, and immediately afterwards jumped overboard—his movements in the water being watched with great anxiety by those on shore, who loudly cheered the lifeboat as it made towards him. In the course of few minutes he was safely board the lifeboat. Shortly afterwards it was seen that another of the crew was to make use of the line. This was Mr George Fraser, the master of the vessel, who, having secured the line round his body, jumped overboard, and was hauled through the surf to the lifeboat, amid, as on the previous occasion, the cheers of the spectators.

Three persons still remained the vessel—namely, Hugh Fraser, brother of the mate, George Patience, cook, and Alexander Patience, a boy, for whose safety great anxiety prevailed. By this time two other South Shields lifeboats, as well as the William Wake, lifeboat, of North Shields, arrived in the vicinity of the wreck to render what assistance they possibly could. They were subsequently joined by the Northumberland lifeboat, of North Shields. Shortly after the captain had been landed, a heavy sea struck the vessel, and drove it to pieces. It was at first thought that all the three had perished, but it was afterwards seen that Hugh Fraser and Alexander Patience, were clinging to one portion of the wreck, and George Patience, the cook, to another. Great excitement prevailed on shore, and loud cries were raised for the lifeboats to endeavour to save the men. The crews of the lifeboats pulled manfully towards the portion of wreck to which the men were clinging, and endeavoured by every means in their power to reach them by lines and other means, but without success.

Subsequently a sea struck that portion of the wreck to which Hugh Fraser and the boy were clinging and overwhelmed them both. Alexander Patience could be seen for moment with his hands above the water, and then he disappeared. Fraser, believing his hour was come, was observed kneeling in the attitude of prayer. Then another sea came rushing in, and swept him amongst a large mass of wreck. A moment—and the poor fellow also went out of sight. It is impossible to describe the scene at this time. The screeching of the sea birds over the wreck, the shouts of the people for lines and lifebuoys, the to and fro of the crowd on the pier, the roar of the tempest, and the smash and crash of the wreck, as was being torn to pieces by the sea, produced an effect truly appalling. In the meantime George Patience, the cook, remained on a portion of the wreck and was clinging manfully with his hands and legs to a stanchion—the sea, the whole time making a complete breach over him, and it was momentarily expected that he would be driven from his hold. The position which he occupied was most perilous, and his appearance, as he clung to the stanchion, was one which occasioned no little anxiety on the part of the spectators. Such a scene, indeed, had not been witnessed in this locality, and many present were moved to tears. He, however, appeared to be extremely cool, and at one time waved with one of his hands for the lifeboat. It being flood tide at the time, the portion of wreck on which was standing, gradually drove in towards the shore, and eventually got so near that a young man, belonging to North Shields, accompanied by William Richardson, and some other persons, formed a line, when ultimately the young man belonging North Shields succeeded in throwing a rope to Geo. Patience, who caught hold of it, secured it round his body, and by it was afterwards safely brought on shore amid the cheers of the spectators. He was subsequently carried on the shoulders of some men to the pier office, where he was provided with dry and warm clothing by Mrs Herron, and also supplied with necessary refreshment. About an hour afterwards the body of the boy was washed ashore.

In appreciation the humane and heroic services rendered during this gale by the crews the lifeboats, a public subscription was entered into at North Shields, and Captains Gilbert Young and Mathew Lawson, of the Northumberland lifeboat were each presented with a patent leather belt, attached to which was a silver clasp, containing a suitable inscription. At the same time, the crews of the lifeboats were each presented with the sum of two guineas. Gilbert Young received a further recognition of his services in being presented by the Honorary Secretary of the Tynemouth Swimming Club and Humane Society, with the silver medal of the association.

The lifeboats stationed at the entrance of the Tyne, in North and South Shields, have, for above seventy years, been instrumental in saving the crews of those vessels which were unfortunately stranded at the entrance of the port; and although no exact account has been kept of the exact number so rescued from danger previous to the year 1841, yet since that period nearly one thousand persons have been brought safe on shore from stranded vessels; and it has always been a source of deep gratitude to Divine Providence, that up to a fatal and deplorable catastrophe in 1849, by which twenty brave fellows lost their lives, no accident with loss of life had occurred in these boats. The lamentable accident referred to took place on the morning Tuesday, 4th December, 1849. It was blowing a heavy gale from the east, with snow and sleet, producing a strong and very dangerous sea, which broke upon the shore with terrible fury, while the bar was one fearful and continuous wall of white and foaming breakers. Between nine and ten o'clock, the brig Betsy, of Littlehampton, laden with salt, was seen making for the harbour. Shortly afterwards, she was driven by the force of the sea to a very dangerous point of the Herd Sand. No sooner was she seen to strike than the Providence lifeboat was launched from South Shields, and, with that promptitude and alacrity which, in the hour of danger, characterises the pilots, was instantly manned with a gallant crew of twenty-four daring and self-devoted men.

In a few minutes she was near the vessel, and having hailed her and given instructions to the persons on board to have two good ropes ready for them, they waited between the ship and the shore a little time, until the ropes could be got ready, when they again proceeded to the brig, and succeeded in getting alongside. The rope from the fore end the vessel had just been received, and a few fathoms hauled into the boat, to bear and haul upon, and the shipwrecked men were preparing descend into the boat, when a terrific sea recoiling from the resistance met with from the vessel's bow, threw that end of the lifeboat up-over-end; and the bow rope not holding from some unfortunate cause, the boat was driven to the stern of the vessel into the rapid ebb-tide, which running into her after-end, filled the boat and turned her bottom up upon her unfortunate crew. Three of the men, by almost a miracle, gained her upturned bottom and fastened themselves upon her keel, where they waved their hands in anguish towards the shore for assistance. A fourth man snatched a rope which had been thrown from the brig and was hauled in safety upon her deck. The remaining twenty, after a short time vainly struggling and contending with the waves, sank exhausted, and were swallowed by the remorseless deep. Scarce was the fearful catastrophe discovered from the shore by the friends and relatives of the sufferers when general rush was made to the lifeboat-house where the other boat was launched. In a moment she was upon the water and impelled, by all the might of a powerful crew towards the scene of the disaster, but little time elapsed till she returned, and then ensued one those harrowing scenes which it is most painful to witness. No sooner had the boat touched the shore, bearing with it the surviving men whom it had received from off the keel of the upturned lifeboat, than a wild and tumultuous mass thronged around her, mothers seeking for their sons; sisters for their brothers; children for their fathers; and wives rushing up their waists in the water, frantically shouting out the names of their husbands, and a wild frenzy of passion tearing out their hair and rending their clothes, when they found that they were not. It was truly a scene that might well appal the stoutest heart and melt to tears the most callous and indifferent. Meanwhile, the crew of the stranded vessel was not forgotten. The North Shields lifeboat was launched as quickly possible, and, notwithstanding the appalling accident, a crew seventeen brave fellows manned her instantly and proceeded alongside the Betsy, and brought all her crew, and the fourth pilot, who had been saved, on shore without accident. Thus, amidst all the distress arising from the loss of many of their relatives, the duty was performed, and the lives of the shipwrecked crew were saved. By this lamentable accident 17 widows, 46 children, and other dependent relatives, were left in circumstances of great distress to deplore the loss of their natural protectors. A public meeting was immediately called and a committee appointed to obtain subscriptions in behalf of the widows and orphans of the drowned pilots. A fund of £3,011 2d was raised, which has since been applied according the intentions of the donors.

Any notice of the pilots of Shields would be incomplete, without a few words as to the lifeboat. It is a noble and humane invention, and by it the lives of thousands have been saved from a destruction that would otherwise have been inevitable, and dearly beloved husbands, fathers, and brothers, have been enabled, through its blessed agency to return safety to their welcome homes. In reference to the lifeboat South Shields occupies a proud position; and is admitted fact that South Shields, and South Shields alone, is the honour and the debt of gratitude due. From a publication entitled "South Shields, its Past, Present, and Future," by the respected and talented Town Clerk of that borough, we find that the original lifeboat was built at South Shields, by subscription, under the inspection of a committee.

The scheme was suggested by the melancholy loss of the crew of the *Adventure*, at South Shields, in September, 1789. The men dropped from her rigging, one by one, exhausted by cold and fatigue, as she lay stranded on the Herd Sand, near the entrance of the harbour in the midst tremendous breakers, and in the presence of thousands of spectators, not one of whom could be prevailed upon by any rewards, to venture out to her assistance in any boat or coble of the common construction.

After this disaster, several gentlemen formed themselves into committee, for the purpose of obtaining information and models most proper for saving persons from ships wrecked at the entrance the harbour. Much information, writes Nicholas Fairless, the chairman of the committee, in a letter bearing date 4th February, 1806, was received by letter, and two models were produced, one of them by Mr Wouldhave, which was not approved of by the committee, Mr Wouldhave being presented with one guinea as compensation for his trouble. A model, by Mr Greathead, was next taken into consideration, and was also considered an improper one for the purpose wanted. Much conversation took place among the committee on the subject, and they endeavoured to combine with their own knowledge on the subject the various information they had received, and out of the whole to produce something which might answer the purpose. In one idea they all agreed, that the boat should be formed each end alike; that the bottom should be something in form between the coble and yawl, with a proper breadth for two persons to row abreast, and proportionate length, with great elevation at the ends. Here rested the idea of the committee for some time. Subsequently, two of them—Mr Fairless and Mr Rockwood—met by accident, when the conversation turned upon what should be done in forwarding the proposed boat. They then entered an adjoining tile manufactory, and there explained to each other their ideas of the boat by making a model clay. In this they succeeded to their entire satisfaction, and the boat was ordered to be built by Mr Greathead under the direction of the committee. At the commencement of building the boat, Mr Greathead proposed that the keel should be curved. The following points were also laid down by the committee as absolutely necessary to be attended to the construction of the boat:—Buoyancy, and the ability to divide the water with the least possible resistance—each end of the boat to be similar, so that on leaving a wreck there might be no occasion to turn the boat about; and thereby the danger of being laid athwart, or the hollow of the sea, would be avoided. Great elevation at the ends was deemed essentially necessary to prevent agitated water from entering the boat, when contending against a head sea or wind. Much controversy has arisen as to the precise individual who was the inventor of the lifeboat—Wouldhave and Greathead each putting in their claim. Greathead was a boat-builder and built the first lifeboat; Wouldhave was a house-painter, and for many years clerk of St. Hilda's Church. He died on the 28th September, 1821, aged 70. The figure of his proposed lifeboat cut upon his tombstone, and he is described thereon as "inventor of that invaluable blessing mankind, the lifeboat." It is still a *vexata questio*, who was the inventor of the lifeboat. The Mr Salmon, in his work, gives it as his opinion, that to no single individual did the sole honour of the invention belong, and though Mr Greathead was fortunate enough to receive several flattering compliments from persons of the highest rank; a diamond ring, in particular, from the Emperor of Russia; a parliamentary grant of £1,200; 100 guineas from the Trinity House; 60 guineas and their silver medal from the Society of Arts, and other gifts, no other credit is due to him than that of being the builder, and of having suggested the curvature of the keel, a main element, it is stated, in the success of the invention, and one to which much of the safety of the lifeboat is said to be attributed.

The lifeboat was first used on the 30th of June, 1790, when several seamen were brought off in safety from a wreck in the offing. Since then hundreds of valuable lives have been saved at the mouth of the Tyne alone, and the lifeboat, with various improvements or alternations, has been adopted in the ports of Great Britain and many foreign ports also. The lifeboat forms a conspicuous part of the South Shields Borough Arms. The motto "Always Ready," has reference to the promptitude with which the boat is launched and eagerly manned on every occasion which arises for help; courage being represented on one by a South Shields sailor as a supporter; Commence by herself, *in propria persona*, as a supporter on the other side; and Humanity in the middle, by the lifeboat itself, and her gallant crew South Shields Pilots.

At the entrance of the Tyne are stationed 5 lifeboats. Two, the Providence and the Tyne, are placed the coble-landing, South Shields; the third, the Prior, to the south of the South Pier; the fourth, the Northumberland at the Low Lights, North Shields; and the fifth, the Constance, at Tynemouth Haven. The four first named lifeboats stationed at North and South Shields are under the management of twenty-seven trustees, resident North and South Shields and Newcastle. The funds for defraying the necessary expenses connected with the lifeboat, and for rewarding the men, &c., are raised in the following manner:—Every vessel entering the Tyne pays once-a-year a given sum according to its tonnage. A vessel below one hundred tons pays one shilling; above one hundred tons, and below two hundred tons, two shillings; above three hundred, three shillings. This money is paid at the Custom-house. The trustees of the lifeboats provide the necessary equipment's for the vessels. They also supply a chest of clothes to each of their stations in North and South Shields, and recently they have provided the crews of the lifeboats with lifebelts, which they are required to put on whenever they go on board the boats. Six superintendents are appointed to these four boats four for South Shields and two for North Shields. These superintendents receive, addition to the usual fee of 10s 6d paid to each of the crew when the boats put off to the assistance of vessels in distress, the sum of £5 each per annum. The Constance lifeboat, stationed at Tynemouth Haven, was presented to the National Lifeboat Institution, by G.J. Fenwick Esq., of Seaton Burn. It was quite a new boat, having been launched only a few weeks. It is considered a very fine boat, and in every way well adapted for saving life. Like all the boats of the National Lifeboat Institution, the boat will be taken afloat to exercise the crew.

In speaking of lifeboats, we must not omit to notice the important character of the services rendered by those of the National Lifeboat Institution.

During the year (1862) which has just closed, 287 lives have been directly rescued by lifeboats from a watery grave—eighteen vessels have been safely brought into port through the instrumentality of the lifeboats—the lifeboats went off 41 times, in reply to signals of distress from ships in danger, but which in the meantime had either escaped it, or had their crews saved by other means—and the lifeboat crews have assembled on nine occasions in stormy weather, so as to be ready for any emergency that might arise during the tempest that was then blowing. We feel assured that no one can peruse these accounts without experiencing a satisfaction which can better be felt than expressed. Let anyone think of the feelings of these *two hundred and eighty-seven persons* thus snatched, during stormy weather, from an apparently inevitable death by the lifeboats of the Institution. Although such services can only be properly appreciated by the persons themselves on whom such important benefit has been conferred in their hour of distress, yet they are always keenly and gratefully acknowledged by the wives and children of the men saved, who would otherwise have become widows, orphans, or childless.



The accompanying lifeboat illustration shows, in striking manner the perilous nature and the gratifying result the lifeboat service. Rewards, amounting to £701 14s 7d, have been voted to the crews of the Institution's lifeboats for their laudable services.

We also refer with pleasure to the services rendered by shore-boats, and other means, in saving life from wrecks on our shores during the preceding year. Some of these services have been of the noblest character; for it should be borne mind that men engaged during gales of wind in this dangerous work incur much greater risk in open boats than is usually incurred in lifeboats, which are well adapted for the important work which they have to perform, and which are fully equipped, including excellent life-belts for their crews. Although fully acknowledging the valuable services the crews of the Society's lifeboats, the Committee of the National Lifeboat Institution proportion their rewards for saving life from shipwreck according to the risk incurred; hence the rewards granted to shore-boat crews are frequently in excess per man of these voted by the Committee to the crews of the Institution's lifeboats. These rewards continue most materially to stimulate our coast population to make the greatest exertions to save life from shipwreck. The men feel now assured that their services will not go unrequited; and also, in the event of calamity overtaking them, that their widows and orphans will not forgotten by the National Lifeboat Institution, in conjunction with benevolent public, which ever ready to succour cases of real distress. One of the earliest and most fundamental principles of the Institution was to foster and encourage these heroic enterprises, because fishermen's boats are always handy, and are often found available localities where it would impracticable to plant a lifeboat.

Accordingly the Society has, from its first establishment by its lifeboats and its system of rewards, materially contributed to the saving of nearly *thirteen thousand* shipwrecked persons.

From a summary of the services of lifeboats and shore-boats, we find that 500 lives have been rescued during the past year from wrecks on our coasts, and that for their joint service of £910 4s 7d have been granted by the Institution, in addition to silver medals, and other honorary rewards.

In connection with the rewards of the Society, it is very gratifying feature to find that they are frequently so highly appreciated, that meetings are convened present them publicly to the gallant men.

## Tenterden

4pm April 2, kept to far to the south ward., a strong gust of wind and a strong sea drove her across the foundation stones of the south pier. A serious wave lifted her over the stones to the south side of the pier where she stranded.

An alarm was raised and soon a strong muster of Coastguard Pilots and Brigades men were on the spot. Just as the first rocket was fired a strong gust of wind caught it and carried it around the stern of the vessel. A second rocket was shortly fired the line going a right to amidships and communications speedily established with the shore. The crew five in number and the master's wife and child (2 years old) were speedily brought ashore. The woman and child were very much benumbed and were taken to the policeman's cabin and where there was a good fire burning and were refreshed with a bountiful supply of coffee. The crew were taken to Marshals public house in Ocean Road.

An accident occurred to the lifeboat Tyne which might have been serious when proceeding to the stranded vessel a tremendous sea broke over and bumped her against the stones of the pier and holed her. The pilots scrambled as best they could up the sides of the pier very much bruised. She was afterwards taken to the boat house and repaired.

Copy of a hand written account found in the storm book

## “Henry Cook”

Nov. 1874

### Ninth Annual Report

For the year ended June 30<sup>th</sup> 1875

The past winter has been one of great severity both on land and sea. The mouth of the Tyne was the scene of several shipwrecks, and we regret to record the loss of several lives. On Saturday night, November 28th, 1874, a gale of unusual violence sprung up from the SSE, causing the seas to break with great force over the Piers. About half-past ten o'clock the signal guns announced that some unfortunate vessel was in distress. She was observed driving into the harbour, and eventually struck on the Herd Sand, near the Fish Pier. The members of the brigade proceeded along the sands to her assistance, but the crew, nine in number, were taken off by the Tom Perry lifeboat. The ship's name was the Lavinia, of Guernsey. About quarter past eleven the same night, a steamer was seen off the harbour mouth, burning signals, as in distress. The van with the apparatus was immediately taken along the pier. On reaching the end the vessel was seen in the offing apparently all right, which afterwards proved to be the case. A portion of the brigade resolved to remain on duty all night, the gale was increasing, and several vessels were making for the harbour. About five o'clock in the morning vessel was observed through the darkness of the storm evidently in distress among the broken water to the south of the pier. Her position was very perilous, for the south-east wind lashed the waves with great fury over her. The members of the brigade who had remained on duty fired the signal rocket, and immediately rushed down the pier with their gear to the assistance of the crew. The first rocket went over the vessel, and was washed away; the second went over her topgallant yard and was secured. One of the crew in attempting to reach the line fell from the rigging, but fortunately was caught by the captain and prevented from falling overboard. The whole of the crew, six in number, were, within three quarters of an hour of the vessel striking, safely landed by the rocket apparatus, and taken to the brigade house, where every attention was paid to their comfort. The vessel was the schooner Scylla, Whitstable. We now have to record the most fatal wreck that has occurred here since the formation of the brigade. During evening December 8th, a tremendous gale arose from by N, causing the sea to run fearfully high across the bar. About 1 a.m., December 9th, the signal guns boomed forth the painful intelligence that ship was in danger. The members were on in considerable force, and, having already described a large vessel among the broken water to the north of the pier, soon had the apparatus as near the scene as possible. In a very few seconds a rocket was fired, but it either fell short or was carried away by the force of the wind. The second rocket fell across the jibboom, and great disappointment was felt that no efforts were made by the crew to haul in the line. Directions were shouted through the speaking trumpet, but without any response. A third rocket and a fourth were fired, and, by the light of the latter, we were horrified to see the barque falling to pieces. Not a living soul was ever seen or a voice heard, and the melancholy conviction was forced upon us that the whole of the crew had perished. This disaster was keenly felt by all present, which was afterwards intensified when it was found that the vessel was the barque Henry Cooke, of South Shields, and that 18 poor fellows were drowned. We are fully convinced that the crew must have been washed off the deck before she struck, and after doing all we possibly could under the circumstances we cannot help stating that it was somewhat humiliating to the brigade that their conduct on this occasion had to be defended at a Board of Trade enquiry into the loss of the vessel.

While the brigade was busy with the above another vessel, the schooner J. P. Frecker, ran ashore on the sands between the pier and the first rocks. A portion the members were told off to go to her assistance, and while on their way two of them nearly lost their lives. One rocket was fired which landed the line right across the jibboom. The crew refused leave their vessel, and afterwards walked ashore at low water. Another SE gale visited our coast on 11<sup>th</sup> Dec, and at eleven o'clock the members on duty observed a vessel dangerously close to the South Pier. The apparatus was got out and taken on to the timber staging at the end of the pier. No time was lost in firing a rocket which, however, fell short, the vessel being a good distance off. Owing to the heavy gale and the continual motion of the vessel, several rockets had to be fired before communication was effected. The lines now got fouled by the wreckage floating about. The crew took to the rigging, and although ultimately five lines were sent on board the crew could not be prevailed upon to leave their position. The mainmast fell over and with it two poor fellows lost their lives. Other rockets were fired, principally to keep up the courage of the rest of the crew, who were lashed to the fore rigging, momentarily expecting the foremast to share the fate of the mainmast. About seven in the morning the ship had drifted well inshore, and the members of the brigade, many of whom had been on the pier for eight hours, went into the sea to their waists and encouraged the men to jump into the water, which they did, one by one, and were safely landed, and carried to the Watch House, where warm clothing and refreshments awaited them. This was without exception, the most trying night the brigade has endured, finishing up it did, after the long exposure at the end of the pier, with a plunge into the cold sea. We had, however, the satisfaction, which repaid us for all our toil, of getting the four poor fellows safely ashore, and all went home to our breakfasts thankful that Providence had once more crowned our efforts. This vessel was the Arcadia, of Truro, with a crew of six hands. Your committee also reports with pleasure that arrangements have been made to considerably enlarge the Watch House before next winter, which, it is earnestly hoped, will still further increase the efficiency of the "South Shields Volunteer Life Brigade." We expect also, in a short while, that South Shields will be raised to a chief station with the coastguardsmen living in new houses to be built close to the South Pier. Such is brief account of our own efforts in conjunction with the coastguard during the past year to assist the unfortunate crews who have been cast on this coast, and we trust men will ever be found in South Shields "always ready" to brigade themselves together for such noble purpose.

**THE GALE**

The story of the gale of yesterday affords melancholy reading. Happily, so far as can at present be ascertained, the damage to property and loss of life have been exceptionally small, compared with that entailed by other great gales, but it is on the other hand only too probable that the list of casualties, as we have it now, will be supplemented by particulars of other disasters in the course of a few days. One feature shines out conspicuously from the tale of almost every casualty—the heroism and devotion to duty of the Volunteer Life Brigade, whose self-imposed task it is to watch over our coasts in times of danger and succour those in need. The wreck at Tynemouth, happily unattended with any loss of life, will call for stringent inquiry. The failure of the detonators and consequently of the *Castor's* guns might under other circumstances have led to appalling calamity, and it will become necessary to discover to what cause that failure is to be attributed. The loss of the *Fame* and the wreck of the crane the South Pier end happily exhaust the tale of disaster, so far as the mouth of the Tyne is concerned, but along the East Coast this morning dawns upon a series of wrecks and casualties. At Sunderland a Life-brigadesman, in the exercise of his duty, fell a victim to the uncontrollable curiosity of the crowd—indeed the whole crew of stranded vessel were almost sacrificed to this criminally thoughtless rush to the front. Only after the lapse of considerable time and the result of frantic exertions against the mob were the brigade enabled to reach a position from which it was possible to render assistance the endangered men, and even then their operations were hindered and impeded by the surging of the spectators. The death of Brigadesman Levis in such a connection is one of the saddest stories of a day which has many sad stories. Surely the control of a crowd of sightseers is not beyond the powers of the Sunderland authorities. There seems to have been serious mismanagement upon the part of police, which will doubt receive the attention it deserves. It is inevitable that yesterday's gale should be compared with the disastrous storm of last November and by comparison should appear of small importance. There is yet no story of the failure of a rocket to reach its goal, none of those instances which crop up from time to time, proving the necessity for carrying the rescuing apparatus on board ship, though it must evident that the work of saving life yesterday would have been vastly facilitated had each vessel carried her own rocket apparatus. With the wind dead on shore, as it is in probably nine cases out of ten, it could not otherwise. How many lives have in the past been sacrificed to the failure of shipowners to appreciate this simple fact it would be impossible to say. The number is colossal enough already, and needs no augmentation from yesterday's experience to prove its importance. In other respects also yesterday's gale bears favourable comparison with that of eleven months ago. We do not yet know, probably, the full extent of the destruction. For instance, as we write no news is to hand of the vessel reported disabled off Souter Point; but making every allowance for these contingencies there is not likely to be either the appalling loss of life, or the tremendous destruction of caused by that hurricane. The area of the later disturbance appears to have been much less extensive than in the former case. Some of the most harrowing tales of disaster, it will be recollected, came in that case from the Bay of Biscay, but there is yet nothing to indicate that yesterday's gale has extended so far. In one respect, however, there was no falling off.

The heroism of the rescue agencies, the lifeboatmen, coastguards, and life brigades, was as conspicuous as ever. They were ready as afore time to risk their lives in the endeavour to save their fellows. The story of coastguardmen HONEY and McCarthy is as noble as any to be found in the history of shipwreck. At the imminent risk of their lives they swan out to rescue the crew of the stranded vessel Alice Little, going rapidly to pieces off the coast at Newhaven, and in spite of the fury of the gale succeeded in their self-imposed task. It such deeds as these, shedding lustre on the names of many a humble hero, which form a redeeming feature in the terrible story of each recurring storm sea.

## Wreck at Shields – Rescue of the Crew - Exiting Incident

Yesterday's storm on the North East Coast furnished the members of the South Shields Volunteer Life Brigade to display as they have many times on previous occasions such capabilities as they possess for rescue work and they once more proved the motto "Always Ready" is one which aptly applies to the noble intuition and thereby added another to a long list of exploits of which any brigade in the country would feel proud.

Snow had fallen in heavy showers from early morning and the wind which had come away strongly from the south east veered round to due east as it gained in strength as the day wore on and as a result there was heavy sea breaking over the piers at the entrance to the Tyne. In the afternoon a close lookout was kept at seaward from both sides of the harbour but there was no need for their services of either Life Brigade or lifeboat till darkness set in.

About four o'clock a large steamer was sighted to the southward in tow of another steamer, evidently making for the Tyne. A little after five o'clock the hawser parted and the rear most vessel, which was disabled went adrift. She was without delay taken into tow by the steamer President but on nearing the river entrance it was found owing to the force of the gale and the heavy sea which was running it would be impossible to bring the steamer safely in and there were under the necessity of parting company. The Coastguard which were under the command Mr. Jorden at once fired three alarm signals, and H.M. Castor supplemented these by firing three guns with usual result of attracting in a very short period a large and or less excited crowd to the beach. In the meantime the rocket van which had already got in readiness was pushed along the South Pier. The steamer came on in a helpless fashion driven by the storm, and it seemed at one time she would dash herself to pieces against the pier, but luckily she kept clear and eventually grounded some two to three hundred yards east of the Tyne Ferry Company's gangway but the south side of the pier about eighty yards clear of the south side of the structure. It was low water at the time but the waves raced with great fury past the steamer, which lay head on the pier. The whizz of a rocket indicated to the hurrying crowd who steamed towards the beach that no time had been lost in endeavouring to establish communication, and it turned out that the first attempt was successful the line however going over the top mast. Yards, and consequently there was a slight delay before those on board were able to properly fix the apparatus. This they, however aided with all possible promptitude, and it was not long before the first man was landed by breeches buoy which the crowd cheered lustily. In about three quarters of an hour every soul on board had been taken off the ill-fated vessel. Before the rescue work was completed great masses of spray were clean over the steamer which proved to be the Huntsman of North Shields Captain White. The crew consisted of 23 hands all told, and there was also on board a Hull fisherman named Samuel William Nome and the Captain's wife and their three children two girls and a boy. Several members of the borough police did an excellent service in keeping the crowd in check thus giving the brigadesmen a better opportunity effectually carry out their duties. As the crew were landed they were taken to the Watch House each one being warmly cheered by the spectators, who took with this method of expressing their satisfaction with the effectiveness of the lifesaving operations. Some of the crew were suffering from exposure which they were subjected but others took matters very coolly, one of them taking the journey from the ship to the pier with pipe in his mouth. Mrs White appeared to have swooned and she was carried down to the Brigade House where everything had been got in readiness for the reception Dr. Goudie in the absence of Dr. Crease the brigade surgeon was in attendance with the skilful assistance of Mrs. Sweetapple who was a trained nurse, and happened to be on the spot at the time. Mrs. White speedily rallied and was taken to the house of a friend in

Thomas Street which is only a short distance from her own home in Charlotte Street. The three children who appeared very little the worse for their experience had already been carried to the house of Mr. Thomas Vasey in Seafeld Terrace where they each had a warm bath and were attended to with the greatest kindness. The crew were supplied at the Watch House with dry clothing and given some steaming hot coffee which proved undoubtedly to be very acceptable. Before the whole of the crew had been landed the Captain being the last to leave the ship the lifeboat Willie Wouldhave had been launched from Salmon's Quay and proceeded down the harbour, and also the North Shields Lifeboat but it was found that all had been done that was necessary. When the master roll of brigadesmen was called there was found to be 74 present. It was the watch of the fourth division which is commanded by Captain Walter Buckland. The other officers in attendance were Captains Walter Ross Geo. Robson and G.R. Potts and Deputy Captains Geo. Scraffton, J. H. Wood and James Henderson. The shipwrecked men afterwards proceeded to their homes. In the course of an interview with the rescued men it appears that the Huntsman left Rotterdam on Friday last (*8<sup>th</sup> of January*). Everything went well until four o'clock on Saturday morning, when about 26 miles off Dungeon, the shaft broke rendering the propeller useless. He was sighted in this helpless condition by the steam fishing smack Bee of Hull, and making the usual signals for assistance the smack came alongside. The Captain of the Huntsman explain the state of affairs, and asked for a hawser to be put aboard and it was arranged for the Bee to tow her to the Tyne. One of the crew from the smack went aboard the steamer towing operations commenced, and were carried out till 6 o'clock at night when the S. S. London, which trades from Dundee to Hull came up, and it was agreed for this steamer to replace the fishing smack and take the Huntsman in tow, owing to having more power than the fishing craft. Therefore the bee to her departure for Hull, and the disabled steamer was brought on northward. All went well, although great difficulty was experienced yesterday when a heavy sea came away, till about a mile and half south of the Tyne when the hawser broke. The Tug President attempted to bring the vessel into harbour but was unable to accomplish this and the steamer was driven ashore as above stated. The stranded vessel drifted further driven up the beach as the tide rose and this morning lay with her head to the west. The weather greatly improved and at low tide the steamer lay high and dry clear of the sea.

The Huntsman is a vessel of 2059 tons gross register and is 281 feet length. She was built in Jarrow in 1883, and is owned by Mr William J. Jobling of Newcastle though her port registry is North Shields.



## Sunday January 17<sup>th</sup> 1892

On Sunday, January 17<sup>th</sup>, exactly one week after the last wreck a strong gale with severe squalls came away from the S.S.E., and the Brigade during the afternoon began to muster in good force - the coastguard and several members having been on duty since the forenoon. Many sailing vessels ran in and others put back through stress of weather. About 5'30 p.m. a brig, afterwards found to be the Wellington, of South Shields, Capt. John Arnold, was observed to the south of the pier, evidently too much in shore. The van at this time had been run down to the Pier, almost further than was prudent for the safety of the members, owing to the heavy seas that frequently washed over them and endangered their lives. In fact, the van, although held by the drag rope and two other ropes was moved backwards by the force of the waves and several members received bruises from the same cause. A flare up light was burnt by the tug watching the wreck of the Crystal, and immediately afterwards the brig's green light was seen, it then being pretty evident that she had put her head off and was trying to work out to sea again. After a few minutes watching it was seen that would be impossible and a port fire was lighted at the van for the signal rockets to be fired from the Brigade house.

## Wellington Shields Daily Gazette 1892

18 January 1892

### STORM OFF THE TYNE

### WRECK AT SHIELDS

### TWO LIVES LOST

### HARROWING SCENES

A heavy storm came away along the North-east Coast on Saturday, and continuing the whole of Sunday, a very tempestuous sea prevailed, huge waves breaking over the piers at the entrance of the Tyne. To the southward, as far as the eye could reach, the water was one mass tossing foam, and much anxiety was felt concerning incoming vessels. Many craft, outward bound, put back when the state of affairs outside became known, and the members of the Volunteer Life Brigades on both sides of the harbour were early on duty, and the lifeboat crews got in readiness, for such sea it was known that their services might necessary at any moment. The wind was from the southeast, and it was accompanied by heavy rain showers. It was very aptly described as "dirty weather." About 5.30 in the evening, just when the tide was at its height, a brig was seen to the south. She was watched closely from the rocket van on the South Pier, as she seemed to be driving too closely to make the entrance of the harbour. The brigadesmen were soon satisfied that she was helpless and they fired a port fire signal from the van to the coastguard on duty near the Watch House, who immediately fired the alarm signals, which were repeated by H.M.S. Castor. The vessel came broadside on before the sea, great billows sweeping over her and bringing her perilously near the pier. The anchor was lowered, but seemed have little or no effect, and in a few minutes she struck the stern of the stranded steamer Huntsman, which caused the brig to careen over with her deck toward the sea. Her head lay to the pier, some thirty yards away, and the upper portion of the steamer's stern was right over her amidships. A rocket was fired, but the crew did not seem able to fix the line, and a second rocket was fired. Just about this time the mainmast snapped clean away and went into the seething waves, and the master of the vessel, which proved to the brig Wellington, was washed overboard, and was never again seen alive. Four of the crew succeeded in climbing on to the Huntsman, but their comrades had no chance of doing so as the brig, grinding under the steamer with every succeeding wave, with the most ominous sound, was severed in two and the three poor fellows clung tenaciously to the remaining portion of the wreck. The scene from this point to those who witnessed it from the pier was of heartrending description. The seas broke high over them with tremendous energy, now and again completely hiding them from view. Blue lights were burned by the coastguard, who was under the command Mr Lorden, and they threw a weird reflection upon the tumbling waves which raced past the doomed craft with terrible velocity.

Thousands of people had crowded to the beach and lined the sands, and were packed in a dense mass to the landward side of the storm gates, which were kept firmly closed by members of the Borough Police, against everyone but those who had the recognised authority to pass them. The chances of saving the remnant of the crew were every moment becoming less, the crunching of the timbers telling too plainly how perilous was becoming the position of the men, who seemed doomed to watery grave. One of them, however, had succeeded fastening a line around his waist, and called out above the roar of the breakers "Heave away," an order which was promptly obeyed. For a moment he was seen dangling over the side of the wreck and the next he went plunging overhead into the sea. Despite the hearty efforts of the men who held the ropes he was washed a

considerable distance, but he was dragged steadily towards the pier, where he was shortly landed in an exhausted condition. Fully quarter of an hour elapsed, when one of the two men left succeeded getting into the breeches buoy, and he as eventually safely landed. The remaining man clung tenaciously to the wreck, which was occasionally totally submerged, having quite gone on to her broadside. He seemed unable to use the line, and as he could not be reached by his comrades on board the steamer, whose shouts to the Life Brigade could now and again, be heard above the howling of the wind and waves, there seemed no possibility of saving him. The order was given to haul away, but the breeches buoy proved to be empty and the next moment the man was seen struggling in the sea, having apparently been washed overboard. There was a desperate attempt to rescue him, one the brigadesmen, Benjamin Heron, gallantly wading into the surf with the view of throwing him a life buoy. The man was tossed about in the sea and was observed first in one spot then another. He was borne to quite half the length the steamer and was then carried back to the stern, where he for several minutes held on by a rope passed round the Huntsman. Heron was unable to give him any assistance, and was himself dashed among the rocks at the foot of the pier and sustained some slight injury to his head. The poor seaman under the stern of the vessel must, by this time have become exhausted, for he was presently carried away by the swirling waves and never again seen alive.

Soon after the brig had got into difficulties the rocket cart had been taken along the beach, as it was thought there might be a hope of effecting a rescue in that direction, and the lifeboat Willie Wouldhave was also launched, Mr Andrew Purvis, coxswain, being in command, but in such a sea it was a hopeless task to get near enough to be of any service and the craft was driven back upon the beach.

The four men who had been fortunate enough to reach the deck of the steamer were taken off without much difficulty by means of the breeches buoy. As the men were landed they were taken to the Watch House, where they received the best of attention at the hands of the brigade surgeon, Dr. Robertson Crease, and his assistant, Dr Goudie. Captain G. R. Potts was in command of the watch, and, like his brother officers, did effective service. The other officers were Captains Geo. Robson, Walter Ross, and J. W. Buckland; Honorary Captain Geo. Grey: and Deputy Captains Geo. Scrafton, J. W. Wood, James Henderson and James Thompson. When the roll was called eighty members of the brigade answered to their names.

Shortly after eight o'clock the body of one of the drowned men was cast up. It proved to be that of George Smith, cook of the brig. Dr Goudie was on the spot, and at once set to work to endeavour to restore consciousness, adopting the usual means for restoring the apparently drowned, but on being satisfied that death had really taken place, the body was removed on an ambulance stretcher to the mortuary at the Lawe. The name of the master of the vessel was John Arnold. He was aged 50 years and belonged to West Hartlepool and, it is said leaves, a widow and five children. His body had not been recovered at an early hour this morning. The deceased Geo Smith was aged 47 years. He was a stocker belonging Portsmouth and was working his passage to the North in order to find employment. He leaves a widow and two children. The rescued men were William Mills, mate of Sunderland; James McKenzie, of Portsmouth; Donald McDonald, of Stornoway; J. McLeod also of Stornoway; James Davis, of North Shields; and William Robson, of Sunderland. Two of the men stayed in the Brigade House overnight, and three who lived at a distance were provided by Mr Rudd, agent to the Shipwrecked Mariners' Society, with lodgings in the town, and would be forwarded by that society to their homes to-day.

## NARRATIVE BY A SURVIVOR

Our representative at a late hour last night interviewed Mr Wm. Mills, mate of the brig. He stated they were bound from Southampton to Sunderland in ballast, having previously picked up the man Smith at Portsmouth. They came along before a fair wind, and were off Flamborough Head at daybreak that morning, the wind blowing freshly from a south-easterly quarter. The brig was drawing 9 feet 2 inches of water. She was in every respect a vessel well found and a capital sea craft. The crew consisted in all of eight hands. No mishap was anticipated, despite the heavy sea which prevailed along the coast the whole of Sunday, and they came along splendidly. The sails set were the foresail, four lower and four upper topsails, main lower and upper topsails, main topgallant sail, and the four topmast staysails. Owing to the state of the weather it was decided to come on to the Tyne, being a much safer entrance than Sunderland. In making for the harbour they mistook the pier light, and they never saw the South Pier till they found they would have great difficulty in clearing it.

A tug lying off the entrance was close by and the skipper shouted to the master of the brig "Hard-a-port." The master repeated the order to the man at the helm, and shouted to the tug "Come on then; we will hand you a rope," and they commenced to haul in the main topsails. It was then seen however that they could not clear the pier so as to enter the harbour, and they tried to haul her off, but the sea was too heavy and the vessel drove bodily on towards the shore. They let go the anchor, but she kept drifting till they found themselves right inside the "bight," where they were among the breakers, and soon afterwards they struck the steamer Huntsman. James Davis managed by means of a wire warp to clamber on board the steamer. He (Mills) fastened fine line round his wrist, and with the help of Davis also got on the steamer. They then let down the line to McLeod and he was safely brought up. Robson was the last man to escape by that means. He fastened the rope round his body and they hauled him up. When the vessel struck the captain was standing by the mainmast. Witness called on him to come forward as they had got a line, but for some reason he did not come, and soon after the mast went by the board and the captain with it, there being no chance of saving him. When the rocket line was fired across the brig it was fastened to the fore end top block on the port side, and it was by this means McKenzie and McDonald were got ashore.

The brig Wellington was owned by Mr J. W. Lawes, of South Shields, but was registered at Whitby. She was a vessel of 332 tons register, and was built at Prince Edward Island in 1856.

## DISASTER

ON

SHIELDS BAR

SCHOONER TURNS TURTLE

ALL HANDS LOST IN SIGHT OF SHORE

A PAINFUL SPECTACLE

The boisterous weather which prevailed off the Tyne last night was followed by one of the worst south-easterly storms which have been experienced for many years. The wind after midnight blew with terrific force, and there was every appearance of a continuance of the storm, the members of the South Shields Volunteer Life Brigade mustered in goodly numbers at the Look-out House for all night duty. The officers present were Captain G. R. Potts, Captain Page, House-Capt. Henderson and Deputy Captain. Scrafton. Their numbers were supplemented this morning by Captains Robson and Buckland, and Deputy- Captain Newby. Fortunately, what few craft ventured near the harbour during the darkness managed to make the piers safety and the night passed off without disaster. There was little improvement the weather at daybreak, but the wind shifted a point to the south and came away with greater fury than ever. During the forenoon the storm was raging at its height, and the scene at the harbour's mouth was one of almost indescribable awe and grandeur. The south pier end came for the worst of the buffeting. The seas completely buried the lighthouse, the spray rising hundreds of feet into the air, falling in fearful torrents all along super-structure. Tons of sand were lifted in incessant cloud from the south to the north side, which made the journey along the pier, even as far as brigade house, as perilous as it was disagreeable.

About mid-day, the storm raging with unrelenting force, the sound of the alarm guns spread the melancholy intelligence of a disaster at the harbour's mouth. Thousands of people left their work and their homes and crowded towards the pier and the bank tops, and there was evident dismay at the sorrowful tidings that a schooner had foundered on the bar, carrying to the bottom with her all her crew.

About quarter to twelve the little craft was sighted making from the south. She was carrying only a small portion of sail, all being closely reefed excepting her top sails. She bore bravely on, but ever and anon as she dipped into the trough of the seas she was lost sight of. Her struggle with the fierce elements was watched with considerable excitement the men on duty at the Brigade House, and by large numbers of people who had collected near the place. As she rounded the south pier she was washed again and again by the broken seas, and some of the sightseers almost despaired of her then. But she survived the ordeal, although she appeared soon afterwards to become helpless prey to the terrific seas which broke clean over her, and finally beat her out of her course. She drifted too far to the north, and seemed utterly unable to recover herself again. Mounted on the crest of a wave, she was carried a considerable distance at a terrific speed, but she gradually fell away and another sea broke with deadly force over her stern before she could right herself. The weight and force combined of the water was too much for the unfortunate craft. She was pooped and went down stern first, carrying every soul on board with her. The men had evidently given themselves up as doomed and were seen to climb the rigging just before the fatal sea struck her. Three men were in the mizzen rigging. Soon afterwards the two South Shields and one of the Tynemouth lifeboats, which had been hastily manned, passed over the spot, but nothing was seen of the poor fellows. The keel of the boat appeared above the surface every now and again, helpless, drifting wreck, and she ultimately cast up on the Black Middens on the north side. The vessel is stated by pilots and coastguardsmen, who were watching her, to be the Rupert, of Faversham a small coasting schooner

## **FRIGHTFUL CASUALTY LIST AT SUNDERLAND**

The full extent of casualties at Sunderland may be best comprehended by a glance at the subjoined list :-

Harriot, 2 drowned, 2 saved.

Europa, 2 drowned, 2 saved.

Cambois, 4 drowned, 4 saved.

Quilliotta, 17 drowned, 5 saved.

Schooner 9 drowned, 0 saved.

Total, 34 drowned, 14 saved.

13 November 1901

**DISASTROUS GALE A WRECK-STREWN COAST FEARFUL LOSS OF LIFE SIX WRECKS  
AT SHIELDS HEROISM OF RESCUERS**

**DISASTER OFF CULLEROATS HEAVY LOSS OF LIFE DARING RESCUE AT BLYTH**

The North-East Coast was visited yesterday by a storm of a remarkable character, both in regard to its force and its long continuance, for at the time of writing. Wednesday forenoon, it seems to scarcely have slackened for an instant during the past twenty-four hours. Rain began to descend at a very early hour yesterday morning and for the whole of the day continued without cessation, being varied now and again by sleet and hailstones.

The wind in the forenoon came away with terrible force from the south-east and in a short while a tremendous sea was running off the Tyne and all along the coast. As a consequence many vessels making for local ports got into difficulties and by nightfall there were two wrecks at Sunderland, one at Whitburn, four at Shields, and others reported north of Tynemouth, besides rumours of other disasters which could not at the time be verified, Splendid rescue work was rendered at all the places named, happily in most cases with gratifying success, but despite all human efforts, there was a sad tale to tell of lives sacrificed to the fury of the elements.

Last night the weather was of the wildest description. The roar of the sea was almost deafening, and the men who turned out to wrest human lives from the angry waves, had a most trying task to perform, but it must be said that they performed it willingly, and carried out their work with a cool courage that elicited the warmest admiration of the many people who crowded, in their anxiety, to the beach on the report of the alarm guns.

From other parts of the country come reports of terrible damage, both on our coasts and inland caused by the storm and in many towns the streets were flooded by what appears to have been almost a deluge. Particulars of the havoc wrought continue to pour in from all directions. In the meanwhile, below will be found accounts of a more detailed character, relating to what transpired in our more immediate district.



## WRECK OF THE CONSTANCE ELLEN

### 3 ½ HOURS BATTLING WITH THE STORM

A watch was kept by the Life brigadesmen at the South Pier throughout the day, although it was not until nearly six in the evening that their services were requisitioned. Darkness had then fallen upon the scene and the lights of one or two vessels were seen off the harbour, and were closely watched from the tower of the Brigade House. The men began to muster in goodly numbers, and at one part or another of the night the whole of the captains, Messrs J. W. Buckland, J. Page, T. B. Grimes, and G. Ogilvie kept duty.

A little before six o'clock the lights of a small craft were seen making for the beach. It was thought at first she had mistaken the harbour lights but subsequent events shewed that the vessel was helplessly driven before the storm. It was soon inevitable that she was a doomed ship, and she came straight in through the surf, and stranded almost opposite the lifeboat house on the south side of the pier. The point she struck was almost precisely where the ill-fated Olaf Kyrre was wrecked in 1882.

The distress signals were fired, and immediately the heavy artillery of the Andromache resounded through the harbour boroughs, telling the tale of shipwreck. It was at an hour when it seemed everybody was at liberty to leave their homes for in an incredibly short time the main thoroughfare leading to the pier was thronged with people, harrying and jostling their way to the scene of the disaster. It required a doughty heart and a tough skin to face the fill blast of the storm. Occasionally, the blinding showers of rain and sand completely baffled the efforts of the pedestrian who had to pull up at the rails or seek some temporary shelter till the squall had spent itself. It was therefore a herculean task which the Coastguard and the Life Brigade had to face.

The cart containing the apparatus was taken down to the beach where in a very short time the rescuers were largely reinforced by other members of the Brigade. Thousands of people congregated and watched the operations with thrilling interest. The stranded vessel was plainly seen in the boiling surf which sometimes washed right over her, but her position, owing to her being on a sandy bottom and with a receding tide, did not give cause for immediate alarm. Occasionally the men on hoard burnt a flare light, which enabled the spectators to easily discern the sails of the vessel torn in shreds. Ten minutes went by before the first rocket was fired, and although it made steady in the direction of the ship, the hurricane wind carried the line out of reach. Then followed long and tedious waits between the second, third, and fourth shots being fired, all of which fell short or went wide of the mark.

The operations of the brigadesmen were hampered and delayed by an alarm that was raised pretty universally to the effect that another vessel had gone ashore near the Trow Rocks. Considerable colour was given to the rumour by occasional flashes of light in that direction, which were naturally construed to be the distress signals of a vessel. Accordingly the rescuing forces were divided, and one body was told off with the cart, containing a full set of gear. They proceeded along the beach, and scanned the coast line in vain for any sight of the reported wreck. Some wreckage cast up near the Trow Rocks, which led to the belief in the minds of many that a vessel had gone down with all hands, but they could only wait for the morning for further evidence of the calamity, if such it was. This fruitless expedition occupied nearly an hour, and on their returning a second alarm reached them of a wreck on the Herd Sands.

This unfortunately proved to be only too true, and a number of men were despatched to the scene of the fresh disaster. Meanwhile the brigadesmen stood to their post of duty, facing the full fury of the wind and rain, and occasionally standing up to their waists in the breakers on the shore. The fourth rocket had gone the way of the others, but Chief Coastguardsman Williams succeeded in establishing communication with the fifth, which passed right over the ship. One of the crew climbed to the topsail yard for the line, but there was either some hitch in the arrangements or the crew did not understand how to manipulate the apparatus, for another long delay ensued. The rescuers on shore seemed, under the circumstances, helpless to save the men. Nearly three hours had now gone by since the stranding, and the tide had considerably receded, leaving the vessel almost within hailing distance. A man named Dick Wilson, a well-known local athlete, waded into the surf and pluckily attempted to swim with a line to the vessel, but no human being could live in such a sea, and he had to return fatigued and overcome with his exertions. He was taken to the Brigade House, where he evidently relished a hot cup of coffee which was served out to him.

The brigadesmen ran imminent risks too, in their endeavours to get as near as possible to the vessel. Occasionally they were buried overhead in the surf, but never for a moment relinquished their efforts. At last a stout line was made fast to the ship, and held taut. For some reason, probably the men's lack of knowledge, the breeches buoy was never used, and one after another the hands came ashore suspended in a bowling knot on the hawser. They were dragged through the boiling seas and reached terra firma in a more or less benumbed and comatose state. But there were plenty of willing and strong arms to receive them, and each man as he came ashore was assisted to the Brigade House where dry clothing was provided, and where he came under the kindly attention of Dr Crease the hon. surgeon of the Brigade, and Nurse O'Neill, of the South Shields Nursing Division of the St. John Ambulance Association.

The stranded vessel proved to be the barquentine Constance Ellen from Littlehampton to Bo'ness in Scotland, with iron rails. She was in charge of Captain Robinson and left Littlehampton on Friday last. The vessel fell in with bad weather yesterday, and made for the Tyne. The fore topsail, staysail, and jib were blown away, and other damage sustained from the stress of weather.

## FISHING VESSEL ASHORE ON THE HERD SANDS

Within ten minutes of the stranding of the first vessel, something like consternation spread among the thousands of spectators who had gathered on the pier and the beach at the sight of a small craft rapidly driving ashore on the Herd Sands. She eventually came to grief about 200 yards from the Groyne lighthouse, and as sea after sea broke upon her she was lifted a long way through the surf upon the beach. She came in for a terrible buffeting, and it was feared she would go to pieces before succour could be rendered to those on board. A messenger was dispatched to the Brigade House, but as has been already shewn, the brigadesmen were at that time giving their attention to a wreck on the opposite side of the pier. Timely aid, however, came from a number of pilots and civilians, who were among the first to see the casualty. It was impossible to reach the vessel, but the crew on board hit upon the happy expedient of dropping a lifebuoy with a line attached, overboard. The buoy was washed towards the shore, and several of the men waded into the surf and dragged the line out. In this way communication was successfully established and the crew of the vessel, eight in number, including the owner, came along the rope, held taut from the shore, and were picked out of the surf and taken to the Life Brigade House.

They were the first of the shipwrecked men to reach the Brigade House. Their vessel, it appears, is the Golden Lily, a fishing smack belonging to Inverness where she is owned by Mr Alex. Bakie. She was bound from Yarmouth to Hopeman, which is in the Moray Firth.

The crew of the Golden Lily, seen in the Brigade House by a representative of the Gazette gave a most exciting narrative of storm. Shortly after leaving Yarmouth they encountered a stiff breeze, which increased to such force yesterday, according to the story of the crew, that it was quite a miracle they were not washed overboard. During the whole of yesterday their vessel drilled just at the mercy of the fury of the storm. The crew attempted to bear up for Hartlepool during the forenoon, but this had to be abandoned. In consequence of the thick showers of sleet prevailing, it was impossible to steer the vessel on a straight course. Just about dusk Souter light was seen and it was then decided to make for Shields.

## **A BARQUE WRECKED ON THE GROYPE SORROWFUL INCIDENTS AND SIGHTS GALLANT WORK BY PILOTS**

One of the saddest calamities of the night happened about seven o'clock. A little before that time the lights of a barque were seen from the Lawe top between the piers. The vessel was apparently unmanageable, and had got too far to the south, and a number of pilots who saw the impending fate of the vessel rushed down to the beach in the teeth of a perfect tornado of wind and driving rain and sand. The vessel came straight for the Groyne, and dashed with terrific force, stem on, against the superstructure. Her stern swung round, and the vessel heeled over on her side, over which the seas swept with relentless fury. The men took to the rigging for safety, but in such turbulent waters it was apparent that the masts could not long hold out. In the reflected light of the lighthouse the men could be easily seen on the yards, and in response to the cries from those on the Groyne they came one after another, towards the jibboom which was lying almost at arm's length from the end of the pier. As each sea surged up the poor fellows were completely buried in it and the spray flung itself with terrible force on the pier and in the faces of the comparatively few onlookers of the grim spectacle. The men on shore were powerless to render aid, and they shouted to the shipwrecked sailors to jump into the surf towards them. They crouched along the jibboom, but for some time they hesitated to take the jump, which was their only alternative to being eventually swept overboard. One of the youngest of the crew fell off the jibboom, either from exposure or the force of the wind. Providentially he was able to immediately grasp a piece of floating spar, and in another moment he was borne by a breaker close to the spot where the rescuers were standing. He was pulled ashore in a helpless state, and borne on the shoulders of half a dozen sturdy young pilots to the pilots' look-out house. Mr John Purvis had in the meantime provided hot coffee and stimulants, and under these, and the kindest of treatment, the youth soon recovered. Dry clothes were obtained from pilots' houses in the vicinity.

The scenes at the end of the pier were of an agonising description. The poor fellows clinging to the jibboom shrieked in abject terror, while all their rescuers could do was to shout to them to jump for their lives. Nearly twenty minutes went by before the first man dropped from the jibboom of the vessel, and as the surf swept him along he was grasped by those waiting to render succour. Then a second followed and was rescued in the same way. One was assisted to the Life Brigade House and the youngest was carried to the pilots watch house. The fourth man while making for the jibboom fell into the trough of the sea. A huge breaker curled round him and he was for a moment lost sight of. But he reappeared on the surface again with the receding wave, and a second sea washed him helplessly against the pier side where he was snatched from certain death by the rescuing party. He was carried shoulder high to the pilots' house, apparently more dead than alive, and nearly an hour elapsed before he came to consciousness. He was wrapped in warm clothing and carried to where his shipwrecked mates were sitting. As the whole circumstances and surroundings dawned upon him he broke into fervent prayer, his voice chattering with the cold, but for several minutes he shouted in loud tones, in his mother tongue, his earnest exhortation for the safety of the remainder of his shipmates. It was therefore a welcome relief to him, as it was to everyone, when a messenger arrived a few minutes later; with the news that the last of the crew had been rescued. The last four men, owing to the vessel shifting its position, were almost able to jump from the ship to the pier. The vessel proved to be the Norwegian barque Christiani, which was from Kragero, to which port she belongs, bound to the North Shields Fish Quay with ice.

## THE SCENE AT TYNEMOUTH

Last night the fierceness of the storm increased, and the rain came down in torrential downpours. From the Tynemouth Brigade House the blackness of the night was relieved only by the momentary volume of pale light which flung itself across the turbulent sea from the lighthouse at the end of the South Pier. The Volunteer Life Brigade were on duty in full force, but happily there was need for their services, although several alarming incidents were witnessed.

About ten o'clock last night, while the wind was blowing with unabated force, a light of a vessel, which was apparently making the harbour, was seen. Her progress was eagerly watched, and it soon became evident that she would strike the South Pier. The signal gun was fired, and the vessel was seen to drift behind the South Pier.

It was plainly obvious to the Tynemouth Brigade that the South Shields Brigadesmen were having a most trying time, about nine o'clock a number the Tynemouth men left the Watch House for South Shields to render what assistance they could to their comrades at the South side.

The storm raged with undiminished fury all night, and scene which met the eye from the Spanish Battery at Tynemouth was one of indescribable wildness. The huge seas broke with terrific force over the piers, at times completely hiding the lights from view. The wind blew with terrific force in an easterly direction, lashing the sea into angry crests of foam. It was expected every moment that the gear and framework on the North Pier would be carried bodily into the sea, so great was the force of the storm. At daybreak this morning the worst fears were realised. The staging had collapsed, and the gap in the pier had considerably widened. The damage amounts to many thousands of pounds.

## WRECK OF A KETCH ON THE BEACH

### ALL HANDS SAVED

About nine o'clock renewed excitement was caused by the alarm signals being again fired. It was soon ascertained that the ketch Lord Dufferin, in making for the harbour, had run ashore not far from where the Constance Ellen had grounded, and her crew of five hands clamoured over the last named vessel and, dropping by means of lines to the sand, waded through the surf to the shore. The ketch was bound from Sandwich, Kent, to Seaham, light, under the command of Captain Coates. Owing to the very heavy weather it was impossible to enter Seaham and it was decided to keep off the land. On getting as far north as the Tyne an attempt was made to get into the harbour, but she could not be got far enough windward. Her sails were blown to ribbons and she drove ashore. The brigadesmen went down to her, but their services were fortunately not required as the men had all got safely ashore.

## DISASTER OFF THE TYNE

### BRIGANTINE FOUNDERS WITH ALL HANDS

About half past six this morning the lookout from the Watch House on the South Pier sighted the approach of a brigantine which laboured heavily under short sail. Sometimes she disappeared from view altogether in the trough of the sea, and in the waves which broke over her. Her approach was watched with anxiety, which was only too well founded, for when within quarter of a mile of the south pier end she was dismasted, and in another moment she turned turtle and sank. Up to the time of writing none her wreckage had cast up. She would probably carry eight or nine hands.

## THE DAMAGE TO THE NORTH PIER WORKS

The storm wrought havoc with the staging's connected with the repair of the North Pier. A large number of the piles and flooring, together with a quantity of machinery, were carried away, and swept into the harbour, a large quantity of the timber finding a resting place beach at South Shields.



December, 8 1902

## Presentation to Mr. Samuel Malcolm

An interesting gathering of Lifebrigadesmen and members of the general public to place in Life Brigade House, on the pier at South Shields on Saturday afternoon when Mr. Samuel Malcolm was made the recipient of a testimonial in recognition of his services to South Shields Volunteer Life Brigade as secretary during of a period of nearly 37 years. The presentation, was subscribed by the members of the Brigade, and other friends, consisted of a beautiful portrait in oils by Mr. F. S. Ogilvie representing Mr. Malcolm in his uniform as Captain of the Brigade, sitting at table with his minute book and correspondence before him, together with a silver tea and coffee service and revolving tureen for himself and Mrs. Malcolm. There was large attendance in the Brigade House where the members assembled after having gone through the usual rocket drill on the south sands. The Mayor (Councillor James Grant) presided.

Mr. W. S. Robson K.C. M.P., who was heartily received said he was entrusted with the honour and pleasure of presenting to Mr. Malcolm a testimonial of the regard and esteem in which he was by his fellow works and townsmen. It was also a token gratitude felt towards him for his faithful and efficient services he had rendered during nearly 37 years as secretary of that Brigade. The majority of those he was addressing did not need to be reminded of the length or excellence of Mr. Malcolm's services, but South Shields was a big place and he dared say that there was good many in the borough who knew very little, but who ought to know more of the devoted service that gratuitously given in the public interest of that borough. Therefore he did not think it a waste of words if he reminded them of Mr. Malcolm's work and the work of the Volunteer Life Brigade. It was founded in 1865 -1866 he thought strictly speaking it was in the early days of 1866 and Mr Malcolm and Mr. Archibold Stevenson a very honoured and well-known name in South Shields (applause) were joint secretaries. Afterwards it was found that the work of the organisation was somewhat heavy, and as money was wanted Mr. Stevenson took the office of treasurer and Mr. Malcolm office of secretary. On him know doubt fell the main burden of the work for some years until Mr. Archibold Stevenson died he thought in 1877 and on that gentlemen's death Mr Malcolm resumed both offices holding them to satisfaction of the town to the present day. That was a very long and very interesting history for any man to claim in connection with a movement of that kind. Mr. Robson then sketched a brief of South Shields Brigade and referred to its fine record. There was noble monotony he said about the history of Life Brigade the same act of mercy 300 times repeated in 30 years that was a history which every man connected with the Brigade may be proud, which the town may be proud of which every citizen of the town maybe proud, (hear hear). It was history, he thought, of which Mr Malcolm could be proud. He had no doubt that a day like that ,when he met with that acknowledgement of the esteem of his fellow citizens, was a proud day for him; but he would be prouder still, when he retired, to reflect that he was associated with that work of mercy throughout the whole of its long, and laborious life. (Applause) Mr. Robson then amidst hearty cheers unveiled the portrait and asked Mr. Malcolm to accept the testimonial.

Mr. Malcolm who was enthusiastically cheered said during the years since the Brigade was established many such ceremonials had taken place in that room, but that on that occasion, unique of its kind in the history he had lost the freedom of speech that he had felt on previous occasions. He felt he was indebted very much to the too generous feelings of his fellow brigadesmen and all the kind friends who had assisted them in that matter. He preferred not speak about himself, but standing there as a link one of very few links left in that brigade between the present and the past he had thought the few remarks he would make would have reference to brigade itself. The Coastguard themselves were responsible for the work at ship wreck: the brigades were merely formed to assist them and therefore he liked on all possible occasions to take the opportunity of giving credit to the coastguard , and not take all the credit to the brigade for all the work that was done. The brigade however had justified its existence and come to stay, because he thought the movement embodied the principal that was enunciated 1900 years ago to the effect that: "As ye would that men would so un you, do unto them likewise" (Applause). As long as there were men who entertained that principal, there would be life Brigades and kindred intuitions, but he would say this to the younger members they had a Brigade handed down to them with a reputation unsullied, and he urged them to feel personally responsible for the character of the institution, and refrain from any act or deed that would bring discredit to it. (Hear hear) In his own name, and that of Mrs. Malcolm he acknowledged the great honour that been done them.

A cordial of thanks was accorded, Mr Robson on the motion of Mr Page seconded by Captain Grimes, to which the Hon. Member made a suitable response.

Mr. .Malcolm said he for a quarter of an hour had been the proud possession of that fine picture, but he and Mrs Malcolm had come to the conclusion that its proper home was South Shields Volunteer Life Brigade House. He therefore asked Mr Robson to be the means of conveying it back to the brigade, with the proviso that if in the course of time it should be found that the climatic conditions were not suitable for such a valuable painting, the officers of the brigade for the time being consult with the Mayor and Corporation and if necessary, have it removed to better and safer place. (Applause)

Mr. Robson then briefly presented the picture to the Brigade.

April 22 1903

## **Wrecked on the South Pier**

Result of a broken tow line – Brig's remarkable fate

Exciting scenes at the at the mouth of the Tyne

An exciting shipping causality occurred at the mouth Tyne yesterday morning. About 10.30 the brig Celine belonging to Malmo, left Tyne Dock in tow of tug for the purpose of going round to Blyth to load, and when she almost got to the pier end the tow rope broke, and the brig drifted towards the South Pier. The tug managed to get another rope on board and the crew gave it a couple of turns around the capstan.

The capstan however came entirely away under the strain, with the result that the sailing vessel was left drift helplessly about, and eventually she struck the South Pier abreast of the great crane only a hundred yards or so from the end. The Jibboom and bowsprit were smashed and part of her bows stove in. She then fell athwart of the sea, and was carried down the pier side, striking the pier repeatedly as she went along. Finally she stuck a bed of rock 200 yards east of the ferry gangway where she remained fast.

The signal guns were fired, and South Shields Coastguard turned out with the lifesaving apparatus, and two lifeboats were also launched. Two or three tugs came on the scene, and did all they could to get the Celine off, but from the very first it seemed in every way likely she would become a total wreck. A fairly heavy sea was running under the influence of a strong northerly wind and the stranded vessel heaved violently from side to side on the rocks.

A quarter an hour after she struck, her top mast came down in a tangled mass of cordage and rigging and subsequently it was seen she was seriously hole at the bottom.

The Coastguard through a heaving line aboard, and all the crew came ashore by means of the breeched buoy except the Captain who remained on board to secure his papers, then jumped into the lifeboat Bedford which was alongside. The lifeboat James Young was also in the vicinity. The crew numbering eight all told, got a though drenching and were taken to the Life brigade House on the South Pier where they were supplied with hot coffee. Not long after vessel stranded both masts fell.

Wiring this afternoon our Shields representative said : the Brig Celine is now a total wreck. She lies on her port side with her bows pointing towards land and so close to the pier that one could jump on her forecastle head. The deck is completely gone, and there is a tremendous opening in the bottom of the vessel through the sea is sweeping. She is indeed practically smashed to pieces, and large quantities of wreckage have washed up along the pier and the beach. The Coastguard under chief officer Williams are in charge and are preventing people from collecting timber etc.

The news of the casualty quickly spread, and large numbers of spectators visited the pair in the course of day to see the wreck.

The captain Mr. Charles W. Alfphan and other members of the crew were put up at the Brigade House during the day where they were supplied with dinner, and otherwise attended to.

The Celine was 316 tons register, and was built at Sunderland in 1859. He was formerly called the Merry Monarch.

## POST OFFICE TELEGRAPHS

Handed in at: Parl. St Office at 3.23 P.M. Received here 4 17 P.M.

From: Assistant Secretary Marine Department, Board of Trade

To: S. Malcolm Esq, Hon Sec. Life Brigade, South Shields

R. H. Duke of Edinburgh Admiral Superintendent of Naval Reserves will visit the Tyne officially on the 16<sup>th</sup> November wishes to see your brigade at work the board feel sure you will muster well Sunderland inspecting commander will communicate probable time inspector of life saving apparatus will accompany his highness

## **Old days come back to Remember**

With all kind thoughts and wishes to the Members of the South Shields Volunteer Life Brigade

From

Surgeon Major Hutton

Leamington

Warwickshire

Christmas

1908

## 16 2 08 THE LATE MR JOHN ROSS

### Masonic Funeral in South Shields

The body of the late Mr John T. Ross was interred in Harton Cemetery, yesterday, among those taking part in the obsequies being the brethren of the local Freemasons lodges and the members of the Volunteer Life Brigade. The former wearing masonic mourning and each a spray of acacia in his buttonhole, walked at the head of the cortege and numbered quite 160. The deceased was a P. M. of the Hadrian Lodge, and P. P. G. Org., and among the brethren in the procession were: A. H. Hall W. M. (1976), Geo. S. Archer W. M. (240), David Jamieson W. M. (2418), Thos. R. Dowson W. M. (2935), and John Readhead W. M., P. P. G. Reg. (3217). Among other prominent brethren were W. Allon, R. W. Graham, J. McDowell, J. R. Lackland, H. Darling, H. Farthing, J. T. Reed, P. Wood, J. G. Pilmour, J A. Hall, D. Lawes, A. F. Peacock, A. Mitford, Dr Goudie, W. Scott, (chief constable), J. W. Blakey, J. Weet, T. Tate, J. J. Athey, J. J. Runciman, and others. Following the masonic brethren were the members of the Volunteer Life Brigade under the charge of Mr Collis, Chief of the Coastguard, and Captains W. Buckland, J. Page, T. B. Grimes and F. Oliver. The Brigadesmen wore their customary uniform. There was also a contingent from the Tynemouth Vol. Life Brigade, of whom Capt Fry and Capt Reed were in command.

Among the principal mourners were Mr Walter Ross (brother), Mr G. W. Patterson, Mrs Patterson, Mrs Flegg and Miss Ross, Mr G. S. Marshall, Mr A. Flegg, Mr James Ross, Mr Harold Bailey, Mr W. M. Smith, Mr T. Sowerby, Mr Geo. Sowerby, Mr I. Sowerby, Mr W. Sowerby and others. In private carriage were Mr T. D. Marshall, the Mayor of Jarrow, (Mr T. Ramsay), Dr Crease, Mr R. Clarke, Mr A. Purvis, Mr G. R. Potts and others. In addition a large number of personal friends walked behind the cortege, which was an unusually large and impressive one. The ceremony at the grave was conducted by the Rev. A. McCullagh, after which the Freemasons sang with much fervour "Days and Moments" and the Masonic refrain. Mr T. G. Short led the choir. A large number of beautiful wreaths were laid on the grave. The funeral arrangements were carried out by Mr T. Banks.

## Death of a Crimean Veteran at Elmswell

A former Bury St Edmunds Resident

Gradually the fateful finger of death is lessening the ranks of those who bravely fought and survived the terrible days of the Crimea, and on Saturday last, at Olive Cottage, Elmswell, there passed away an interesting personality in Mr Geo. Hart. The deceased, who had only been ill about three weeks, had outlived the span of life by six years. For 32 years he served in the Royal navy, retiring in 1886. He was on H. M. ~~“????”~~ ~~“A????”~~ [*handwritten “Brittania”*] and took part in the Crimean war, obtaining the Sebastopol and Turkish medals. He also had the Baltic medal, and long service and good conduct medal. In March of 1876, he was appointed the chief mate of the coastguards at Shields, which position he held until his retirement. After leaving the service he came to Bury St Edmund, and resided in Queen’s Road for several years, where he made many friends. He leaves a widow and one son.

The funeral took place on Thursday afternoon in the churchyard at Elmswell, the obsequies being conducted in the Church and at the graveside by the Rev. W. C. Humbley, of Great Ashfield. Blinds were drawn at many of the houses as a sign of respect. Nailed to the coffin was a Union Jack, whilst buried with him was a red ensign, [rest crossed out and unreadable]. In the Church the deceased’s favourite hymn “Jesu, lover of my soul” was sung. The mourners included Mrs Hart (the widow), Mr Remnant, Miss Balls, Miss Brand, Mr and Mrs Percy Nice, (Bury St Edmund’s), Mrs T. Wakelin, Mr and Mrs Manning, Mr Lomax, Mr and Mrs Clough, while a large number of the parishioners attended to pay their last tribute of respect. Miss Guy presided at the organ during the service in the Church. Choice floral tributes were sent as under:- In ever-loving memory of my dear husband, from his sorrowing wife, Annie; With deepest sympathy from Miss Wakelin; Deepest sympathy from Mr and Mrs P. Nice; From Mr and Mrs Mossman: In loving memory from Mr and Mrs Remnant; With deepest sympathy from Miss Brand-“Till we meet again”; In loving memory of our dear Mr Hart, from his little friends, Stacey, Poppy, and Karl

*Handwritten- Died Jany 11<sup>th</sup> 1908*



## The Late Mr George Robson

[handwritten "Died 14/5/08"]

### Impressive Funeral at Westoe

The body of the late Mr George Robson was laid to rest at Westoe Cemetery on Sunday afternoon, the obsequies being attended by a large gathering of Masonic brethren, the officers and members of the Volunteer Life Brigade, of which the deceased was an hon. captain, representatives of local industry, etc. At the head of the cortege walked about 150 freemasons, including many provincial brethren and P. M. s. Bro. A. F. Peacock, P. M. officiated as D. of C. Then came the Life Brigadesmen, seventy strong, in full uniform, among whom were Mr S. Malcolm, president, Ald. T. D. Marshall, hon. secretary, Mr Alex. Purvis, hon. treasurer; Messrs Buckland, J. Page, T. B. Grimes, captains; Messrs f. Oliver, J. W. Buck, H??-[Handwritten "Hasker"] and C. G. Shaw, deputy captains; Mr G. R. Potts and Mr George Gray, hon. captains; and Mr ~~Collis~~ [handwritten "Collins"] representing the coastguards.

Following the hearse containing the coffin was an open landau, which was filled with beautiful wreaths, and then came twenty-two carriages containing the principal mourners. In the first carriage were Miss Robson, Miss H. Clayton Robson, daughters; Mr R. D. Clayton (Marske-by-the-sea) brother-in-law; Dr Crease, Mr H. Williams (London), Mr H. C. Courthope, and Mr A. H. Gemmell.

Amongst the others who were present were The Mayor (Coun. Wylie), Ald. R. Readhead, Ald. J. P. Wardle, Ald. C. D. Miller, Ald. J. M. Rennoldson, Coun. G. T. Grey, Mr S. E. Burgess (Borough Engineer), Mr W. Scott (Chief Constable), Capt. Geary, Capt. Barratt, Rev. S. H. Fullerton, Mr Geo. Hannay, Dr Goudie, Mr R. C. Annard, Mr Jackson (Jarrow), Mr Peter Watson, Mr A. Daniels, Mr J. Turner (Newcastle), Mr A. Cadle, Mr McJames, Mr J. H. Edwards, Mr R. W. Graham, Mr J. H. McLean, Mr Jno Smith, Mr E. W. Johnson, Mr W. Dalrymple, Mr C. Ross, Mr Jas. Hogg (North Shields), Mr W. H. Waggott, Mr J. Maccoy, Mr Jas. Readhead, jun., Mr Geo. Readhead, Mr John Readhead, jun., Mr John Hall (Newcastle), Mr W. Swinney, Mr Geo. Scott, jun., Mr Geo. Berwick, Mr H. Doeg, Mr J. H. Morton, Mr T. Dilks Page, Mr G. Kirwan, Mr C. Ross, MR C. McDonald, Mr W. C. Grant, Mr A. F. Jenkins, Mr J. Newby, Mr Thos. Law (Appleton Wiske), Mr R. Anderson, Mr T. M. Carr, Mr W. T. Graham and others.

Among the Freemasons were Messrs Geo. S. Archer, WM (240), J. Potter, WM (2418), Thos. R. Dawson, WM (2935) and John Hunter, WM (3217), C. F. Sutcliffe, H. Darling, D. Lawes, J. R. Lackland, A. F. Peacock, A. E. Cowling, W. R. Moffatt, - Wood (Jarrow), J. R. Wheldon, T. Willis, J. W. Blakey, J. G. Pilmour, J. Graham, J. McDowall, T. S. Gentles and others.

The deceased's workmen and apprentices walked at the rear of the procession, which was an impressive and an imposing one. The funeral service was read at the grave by the Rev. A. Munro, minister of St Paul's Presbyterian Church, at the close of which the masonic brethren sang "Days and moments" and the Masonic refrain "We shall all meet together in the Grand Lodge above" after which they filed past the open grave and dropped a spray of evergreen upon the coffin. - Messrs Ramsay Bros. were the undertakers.

Wreaths were placed on the grave from the deceased's wife and family, Mr H. C. Courthope, and Mr A. H. Gemmell, officials of the deceased; the workmen and apprentices of the Thornton Street Engine Works- "A token of respect and deepest sympathy"- the secretary of the staff of the Palmer Memorial Hospital Jarrow - "with deepest sympathy" - Mr and Mrs Sidney Alder, Mr E. J. Caiger,

Mr D. Cameron, Mr and Mrs T. B. Grimes, J. Marshall and Co., Mr and Mrs Nairn, Mr P. G. Watson and family; Mr and Mrs Chas. Rollin, Rylton.

## George Robson Portrait Shields Daily Gazette 5 September 1908

### SOUTH SHIELDS VOLUNTEER LIFE BRIGADE

There has just been placed in the Watch house an admirable portrait of the late Mr George Robson, who for many years was a captain of the Brigade and was exceedingly popular the men and his brother officers. The photograph is admirably mounted and is in a heavy oak frame measuring 23 by 27 inches. The portrait was formally handed over after the usual monthly drill by Mr George Robson, son of the deceased ex-captain. Amongst those present on the occasion were Ald. T. D. Marshall, hon. secretary of the Brigade and Captains J. W. Buckland, James Page, T. B. Grimes and F. Oliver. The picture has been hung in the committee room, forming one of a group of suitable companion photographs.

## George Robson Obituary Shields Daily Gazette 20 May 1908

### THIS WEEK'S OBITUARY

The obituary for the week includes the names of two well-known townsmen, Mr Chas Evans Walton and Mr Geo. Robson.

[Para on Chas Walton]

Mr George Robson was distinguished more for his useful services in the quieter walks of life. He was without ambition in public life, but he was an active and splendid worker in the Volunteer Life Brigade because that work appealed to the humanity and loyalty that were strong within him. A man of sterling character, possessing a fine even temperament and a big heart in all things that appertained to the happiness and wellbeing of those around him, he was greatly endeared by all who knew him, and by none more so than those who served under him in his industrial life. He will be greatly missed by many.

## **Collision in the Tyne Steamer Run Down Between the Piers**

### **Beached on the Herd Sands**

In the early hours of this morning the inhabitants of the harbour borough were aroused by the booming of guns at the mouth of the Tyne and the three successive reports brought some scores of people down to the beach. The coastguardsmen (under the command of Chief Inspector Collins) having become aware that a steamer was in distress as the result of a serious collision between the piers, lost no time in firing the distress signals, and having the rocket apparatus in complete readiness to render what aid was necessary.

The morning was calm, with a gentle breeze, and the atmosphere was clear when the two vessels clashed together. They subsequently proved to be the small coasting steamer Fairy and the Spanish steamer Mar-Negro. The former was entering the Tyne from Sunderland laden with part cargo of twine, bound for Newcastle and the latter was outward bound laden with coal.

The Fairy was struck with terrific force on the port quarter, the most tender part of the hull, where the propelling machinery is situated. Consequently, there were fears that the engine-room department would soon become flooded. This fear was justified, as the plates were penetrated by the Spanish steamer's bows, which made a huge gap scarcely six inches above the water line. So the position of the Fairy was one of extreme danger for some time.

The captain of the Mar-Negro luckily kept his vessel steaming ahead, this having the desired effect of keeping her bows well in the breach of the Fairy's side and preventing her from going down at once, as no doubt she would have done had this not been done.

The vessels eventually drifted apart from each other. The condition of the Fairy was such that it was realised that if she was not run ashore she would in all probability go quickly to the bottom. The master, Captain Gibson, a deck officer, W. Groom and the second engineer, Alfred Riches, were not to be seen, and the responsibility of running the steamer aground was left in the hands of two of the able seaman, Geo. Hawn and William Harrod. Water was gushing through the breach in large quantities and was beginning to cover the engine-room plates. Luckily it did not reach the fire, and there was sufficient steam left to keep the engines going full speed till the Fairy was safely beached on the herd sands, midway between the South Pier and the Groyne pier Lighthouse.

Chief Coastguardsman Collins and his men fired a rocket over the stranded vessel, but the breeches buoy was not used, as the crew were now out of danger. The first South Shields Volunteer Life Brigadesman who turned out in answer to the distress signal was Life Brigadesman Wilson who assisted Coastguardsman Collins to launch a small boat and board the Fairy. Subsequently, Captains Buckland and Grimes with a number of others arrived on the scene to render what help might be required.

In the meantime alarming reports that the collision had proved fatal were allayed by the re-appearance of Captain Gibson and two of his crew, who had been missing. The captain, it is stated, boarded the Spanish steamer to ascertain her name, and he and two others were left on board when the vessels drifted apart. They were afterwards transferred to the pilot cutter Protector and from there to their own steamer again. This news was confirmed when Chief-Coastguardsman Collins went on board the Fairy to ask if further assistance was required. It was not, and the crew refused to come ashore.

The Fairy, which belongs to King's Lynn, is 249 tons gross register, and is owned by Messrs Furley and Company. She lies perfectly easy, and is in no immediate danger. The salvage work will not, it is expected be very difficult, as a patch can be placed over the damaged portion of the quarter at low water.

The Mar-Negro, which is 2,692 tons gross register, and owned in Bilbao, subsequently proceeded on her voyage apparently undamaged.

Large numbers of people, including visitors, made their way down to the North Sands this morning to view the stranded steamer, and a large number of pleasure boats were pulling round the vessel which lies only a few feet from the shore. Salvage operations have been commenced by Messrs Hawthorn, Leslie and Co. It is expected that there will not be much difficulty in getting her off just now as the tides are favourable.

The vessel has sustained very extensive damage to her after part. She is cut from the taff rail almost down to the water's edge, and the breach is fully 12 feet deep and a similar length in breadth. It is quite possible while pulling round the vessel in a small boat to view the inside of the engine room owing to the big hole in her side.

LATE MR ALEX. PURVIS

Funeral at Harton

The body of the late Mr Alex. Purvis was finally laid to rest in Harton Cemetery yesterday in the presence of a large gathering of sympathising friends. The cortege moved away from the deceased's residence, Ravenscroft, Grosvenor Road, at half-past two, at the head being the members of the Volunteer Life Brigade, who wore their uniform, and members of the coastguard. The brigade also provided the pall bearers, who walked at the sides of the hearse, namely, Dr Crease, hon. surgeon; Mr G. R. Potts hon. captain; Mr T. B. Grimes and Mr F. Oliver captains. Following the hearse were two wreath carriages filled with beautiful wreaths of natural flowers, and then came the principal mourners and private carriages, numbering altogether about 26, and a large number of representatives from public bodies, and personal friends, who walked to the cemetery.

The chief mourners were Mr Alan Purvis, and Mr J. Purvis (sons) and Mr R. Purvis and Mr H. O. Purvis, brothers; Mr C. F. Sutcliffe, Mr Jas. Page, Mr T. Dilks Page and Mr Jas. Hamilton (brothers in law), Dr B. S. Robson, Mr J. A. Sutcliffe, Mr T. F. Sutcliffe, and Mr T. Page (nephews); Mr W. W. Wilkin, Rev D. A. Spence, Mr A. V. Mabane, Mr M. Stainton and Mr J. B. Nelson, Mr T. F. Wilson, Mr H. Darling, Mr W. Swinney, Mr J. A. Jackson; Mr F. Rennoldson, Dr Gowans, Mr Thos. Reed, Mr C. Hunter and Mr R. H. Allen; Mr J.J. Runcieman, Mr E. G. Bas, Mr H. Woodhouse.

The South Shields Unionist Club were represented by Messrs A. Anderson, J. R. Gallon, R. E. Meadows, M. Stainton, T. H. Lauderdale (secretary), R. Ralston and J. Sweeney. The Chrysanthemum Society, of which the deceased was one of the founders, sent as their representatives Messrs J. T. Reed, W. Swinney, E. J. Stout, J. J. Athey, C. Wood, and T. Reay.; and among the members of the South Shields Golf Club who were in the procession were Messrs C. Masterman, R. S. Allen, W. Leybourne, Capt. Forrest, J. W. Wardle, R. Brigham, A. F. Fitzgerald, jun., Dr Whyte, D. Reid, J. W. Buck and others.

Among those who followed the body to the grave were also:- The Mayor (Coun. H. Hilton), Mr James Kirkley (Cleadow Hall), Ald. R. Readhead, Ald. J. P. Wardle, Ald. Rennoldson, Mr A. T. Flagg, Ald. W. L. Robertson, Ald. Lawson, Mr T. W. Alexander, Mr R. C. Annand, Mr W. B. Readhead, Mr Stanley Readhead, Mr J. H. Readhead, Mr R. D. Barlow, Mr C. W. Taylor, Mr R. W. C. Newlands, Mr H. Hind, Coun. J. W. Henderson, Coun. J. Taylor, Mr Thomas Reed, Rev M. Gray, Mr Chas. Rennoldson, Coun. W. Allon, Mr G. H. Oubridge, Newcastle; Mr J. W. Coulson (clerk to the Guardians), Mr W. B. Westcott, Mr J. R. Lackland, Mr S. Darke, Mr J. Sisterton, Mr J. S. Tindle, Mr J. T. Atkin, Mr C. Murray, Mr P. S. Wood, Dr Macdonald, Coun. T. Sykes jun., Mr R. J. Kell, Chief Constable, W. Scott, W. S. Young, J. Moralee, F. Robertson, Mr J. B. Bowman, Mr G. Brown, Coun. J. Summers (Sunderland), Mr J. W. Kirby, Mr A. Cadle and others.

Among those who sent wreaths were the South Shields Golf Club, the South Shields Chrysanthemum Society, the Mica Lubricant Co., Mr and Mrs Summers, Miss and Miss S. Allen, Misses page, Mr and Mrs Hamilton, Mr and Mrs T. D. Page, Mr Masterman, Mr and Mrs W. W. Maltman, Mrs Stainton, Mr J. T and Misses Sutcliffe, Mr and Mrs Sutcliffe, Mrs Appleby, Mr and Mrs J. Page, Mr and Mrs Wilkin, Mr and Mrs Mabane, his sisters, his children, Mr and Mrs Hayton, Mr and Mrs W. Skinner, Mr J. Elliot Brampton, Mr and Mrs Forrest, Mr and Mrs J. H. Readhead, Mr and Mrs Knudson, Mr J. B. Nelson, Mr and Mrs H. Darling, Mr and Mrs Jas. Readhead, the maids of Ravenscroft, the Rev D. A. Spence, Mrs Swinney, Mr Jackson (Sunderland), Mr R. C. Newlands, Mr and Mrs T. T. Anderson, Mrs Hunter (Sunderland), Mr and Mrs S. Readhead, Mr Purvis and Vera, Mr and Mrs R. Purvis, Dr and Misses Robson.

The funeral arrangements were carried out by Mr J. Shewan, South Shields.



The end. On the last couple of pages of the original Storm Book are notes on how much was paid for provisions.