



Sue Gresham Research

**THE JANUARY 1915 DISASTERS
SIX DAYS, FOUR WRECKS**

A FATAL SHOAL

Four Steamers Lost at Sheringham

**Another steamer has been lost in Sheringham
Shoal, making four during the past week.**

The Newcastle Daily Chronicle - Monday 25th January 1915

Researched - December 2023

FOREWORD

An item in "The East Anglian Daily Times" of Tuesday 19th January 1915 carried a report beginning:

**TERRIBLE WRECK SCENES
TWO STEAMERS LOST
NARROW ESCAPE OF CROMER LIFEBOAT
FIVE SURVIVORS LANDED AT LOWESTOFT**

The Norfolk coast, off the village of Weybourne, about four miles distant from Holt, appears to have been the scene of two shipping disasters – the first on Sunday afternoon and the second during the early hours of Monday morning, when a severe storm, with a rather heavy fall of snow, raged in East Anglia. It was feared that all the crew of the s.s. *George Royle*, of Sunderland, 1,332 tons register, are drowned, and that only five members of the crew of the Cardiff steamer *Penarth*, which was wrecked on Sheringham Shoal, survive.

As I began to research the loss of the *George Royle* on Monday 18th January 1915, I found that she was not the only ship to succumb to the extreme weather conditions and that another ship, the *SS Penarth*, had been lost the previous day, on Sunday 17th January.

Numerous reports in newspapers in early 1915 are chilling in their descriptions of how these two large steamships had foundered off the coast at Sheringham during a heavy gale. Unexpectedly, they also revealed that – as the newspaper headline on the front page shows – two further maritime losses occurred in the same area within the same week.

Two ships foundered and were lost when they hit the wreckage of the previously wrecked ships. It was reported that in the early hours of Friday 22nd January the *SS Vauxhall* had hit the wreck of the *SS Penarth* and that one day later, on Saturday 23rd January, the *SS Empress* had hit the wreck of the *SS George Royle*.

The total number of lives lost was: from the *Penarth*, twenty-two of the twenty-seven crew members; and from the *George Royle*, all twenty-four crew members.

The Captain and his crew of thirteen from the *Vauxhall* and the Captain and his crew of twenty-one from the *Empress* all survived.

The tragedy of the loss of two ships and the wrecking of two others emerged daily in shipping reports.

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SS PENARTH

The Ship

The *SS Penarth* was a steel, screw steamship – official number 105177 – built in West Hartlepool in 1896 by William Gray & Co. Ltd. for the Penarth Steam Ship Company Ltd. (Morel Ltd.), Cardiff and registered to the Port of Cardiff in the same year.

The ship's dimensions were: Length 325' 0" x Breadth 47' 0" x Depth of Hold 23' 6"; her gross registered tonnage was 3,035 and net registered tonnage 1,959. She was fitted with a 3-cylinder triple-expansion engine provided by Central Marine Engineering, was capable of 10 knots and her notional horse power was 266.



"SS Penarth – 1907" – Unknown Artist
© Amgueddfa Cymru – National Museum Wales

The *Penarth* was the third of three ships built for Morel Ltd. The first was built by Palmers Shipbuilding & Iron Company of Jarrow in 1882; she was sold and renamed three times as *Treherbert* in 1892, *Divis* in 1925 and *Darmas* in 1941. She was bombed and sunk in 1941. The second ship named *Penarth* was built in 1893 by William Gray & Co. Ltd. of West Hartlepool; she was wrecked in 1894. It was the third ship named *Penarth* which foundered off the Sheringham Shoal. She was also built by William Gray & Co. Ltd., in 1896. From the time of her build until her loss, the *Penarth* was owned by the Labarrouerre Steamship Company of Cardiff and her Manager was Philip Morel of Penarth House, Penarth.

Brothers Philip and Thomas Morel and their brother-in-law John Gibbs set up Morel Brothers & Co. in Cardiff in 1876 and acquired their first steamship in the same year. By 1883, the company owned steamers and twenty-six smaller tramp ships, most placed in single ship companies of which Labarrouerre was one. The Morels also owned a small Cardiff Shipyard, the Bute Shipbuilding, Engineering and Drydock Co. Ltd.

The Final Sailing

The *Penarth* had left San Nicholas, River Plate, for Hull; she carried a crew of twenty-seven and was loaded with a cargo of maize. The ship's Master was Captain Charles Dawson Pyves of Caerphilly, who, after having command of two previous Morel owned ships, the *Gardepee* and the *Llangibby*, had been Master of the *Penarth* since 1914.

The ship encountered very bad weather on the voyage nearly all the way to the Isle of Wight, where she took on board a pilot; the pilot was subsequently dropped off in Yarmouth Roads, a coastal feature off Great Yarmouth that was used by merchant and naval ships as an anchorage. The voyage was then normal until the *Penarth* reached the North Sea. On Sunday 17th January, when off the Norfolk coast, the ship encountered the full force of a violent N.E. gale, with blinding storms of snow and heavy rain, and struck the Sheringham Shoal. In the words of one of the survivors, "it was as bad as could be".

The Wreck

At 3.30 p.m. on Sunday 17th January 1915, the gale was at its height and big seas were dashing over the ship, sweeping her fore and aft. The *Penarth* was struck by a huge wave which swamped and disabled her.

The ship's deck fittings were smashed and they and everything moveable were washed away, the plates gave way, and the grain in the hold poured out. Two of the ship's three boats – the small working boat and the lifeboat – were smashed. The ship became almost unmanageable and foundered 1½ miles east of the Sheringham Shoal.



Captain Charles Dawson Pyves

The *Penarth* remained fast on the sand, buffeted by the wind and waves. Captain Pyves, who had been on the bridge throughout, gave orders for the remaining lifeboat to be launched. The Captain and twenty-seven crew members clambered on to the remaining boat but, heavily freighted, she was low in the water and very quickly overturned and capsized. The Captain and several men were swept away and drowned and at length only seven remained, clinging to the upturned keel.

The lifeboat was buffeted to and fro by the waves for nearly two hours. It was bitterly cold. Now and again one or another of the men would be washed off but, although nearly unconscious from the extreme cold and exposure, they clung on. More than once a seaman had to let go but managed to get a renewed grip.

The Rescue

Just before five o'clock, as dusk was approaching, the ship's lifeboat was sighted by the SS *Glenprosen*, a 224-ton British fishing trawler requisitioned by the Royal Navy as a minesweeper and in the charge of Captain Stephen Nicholl. Those on the boat shouted and fortunately their cries were heard by those on the minesweeper.

Coming out of her course, the *Glenprosen* bore down and "by fine seamanship" the crew managed to range near the upturned boat. There were several bodies floating about with lifebelts on but the crew gave all their attention to the men on the lifeboat.

Owing to the heavy sea, it was too rough for the *Glenprosen* to launch a lifeboat so she slowed down to the *Penarth's* own lifeboat. The *Glenprosen* had to run alongside and get the men off one by one, as the trawler rolled in the sea. One of the seven survivors jumped off and attempted to swim to the minesweeper but was drowned. The remaining six men were picked up in "a terribly exhausted condition", three of them "very far gone" and unconscious from exposure. Two of them were brought round but the third, the Chief Engineer Wallis Stephens of Cardiff, died from exposure shortly after being rescued.

The other survivors – Archibald Black, Able Seaman; Alexander Wilson, Cook; and Charles Stewart, Third Engineer; John Gill, Boatswain, all of Cardiff; and Bernard Christensen, a Norwegian – were given warm, dry clothes and laid before the cabin fire and were, it was reported, well looked after while on board the *Glenprosen*.

The survivors were landed at Lowestoft shortly after midday on Friday 22nd January and taken to the Sailors' Home in Commercial Road where they were "well cared for by Mr and Mrs Cook, the caretakers". It was reported that three of the five had become unconscious through exposure and did not remember being taken on board the trawler. They stated that they had had an almost miraculous escape from death. The body of Wallis Stephens was also landed at Lowestoft and taken to the mortuary by police ambulance.

Of the men who lost their lives, two bodies came ashore at Mundesley. One was reported to be that of a Frenchman – but possibly the Spaniard Jose Bermudoy – fully dressed with oilskins, and gripping a chart in one hand. The other body was believed to be that of a Japanese – but possibly Bacho bin Usuf from Singapore – and was covered only with a shirt. Both wore lifebelts marked “S.S. Penarth”. Five bodies came ashore at Weybourne.

Much wreckage, also maize which the steamer was carrying, also came ashore. The *Penarth* later drifted on to the Sheringham Shoal, seven miles from the shore, and became a total wreck.

The Master of the *Penarth*, Captain Charles Dawson Pyves, was one of those who lost their lives although there had evidently been some awful uncertainty.

IS HE SAVED?

TELEPHONIC MESSAGE TO CAPTAIN’S WIFE

Captain Pyves was 54 years of age, and was a Scotsman by birth. His family have been resident at Kilmuir, Caerphilly, for the past nine years and are highly esteemed by all who know them. There are three sons, one of whom joined the Yeomanry since the outbreak of war, and is now at Porthcawl.

Mrs. Pyves had been to Porthcawl during the day, and it was not until a late hour in the evening when she returned that the sad news of the fate of the *Penarth* was made known to her.

A late telephonic message was conveyed to Mrs. Pyves, which, although not definite, justifies the belief that there is some hope that Captain Pyves has been saved.

Western Mail – Tuesday 19th January 1915

The loss of the *Penarth* was primarily of huge consequence to the families of those who lost their lives but also to the ship’s owners.

RECORD OF THE FLEET

FIRST DISASTER FOR TWENTY-TWO YEARS

Messrs. Morel (Limited) have ranked among the largest shipowners of Cardiff for many years past, and the present loss of their vessel *Penarth* is the first recorded for over 22 years. Moreover, no loss of life through accident has arisen in their many vessels over the same period. This fact alone testifies to the efficiency of their vessels and equipment, and also to the careful navigation of the officers, who have been selected for seamanlike ability.

The *Penarth* at the time of the disaster was in charge of a pilot taken on at Yarmouth, Isle of Wight, the navigation of the North Sea being at present strictly regulated by the Admiralty. Captain Pyves, the master, had been in the service of the firm for 30 years as a master and five years more in junior grades.

The Board of Trade inquiry will be held in Cardiff.

Western Mail – Wednesday 20th January 1915

First Hand Accounts

The Survivors

One of the survivors of the *Penarth* told of their terrible experience. For the last few days, the ship had run through very bad weather and on the Sunday it was blowing a violent gale from the north-north-east, and there were frequent blinding storms of snow and rain. At about half-past three in the afternoon they were off the Norfolk coast when the gale was at its worst.

The survivors reported that the *Penarth* had gone aground on the Sheringham Shoal at about half past three on Sunday afternoon and their fellow crew members had drowned. At this time, however, nothing was known of the *Penarth* in the North Norfolk coast towns and it was thought until the evening of the 18th January that the men were part of the crew of the *George Royle*, which had been wrecked on the Shoal earlier that day.

The *Penarth* struck on the Sheringham Shoal; she rolled heavily and "great seas dashed over her". The survivors surmised that the cargo had shifted and the ship was, therefore, soon thrown on her beam ends. The grain she was carrying came washing out through big holes in her side. Two of the ship's boats were stove in and the decks were literally swept. The steamer broke up fifteen minutes after striking.

The remaining lifeboat was launched, and the Captain and several men, in trying to get into her, were washed overboard. Others succeeded in getting into a boat but it overturned and only six remained, clinging for their lives to her keel. Now and again one or another of them would be washed off but they managed to get back on again. This went on for two hours and they were all exhausted. They were unable to say how they had managed it and two asserted that they had lost consciousness when taken off.

The men had given themselves up for lost when the steam trawler *Glenprosen* came in sight and, by skilful manoeuvring, reached them. A boat was launched and all the men were taken off; of these, the Chief Engineer died soon after being rescued and, due to the exposure, others were more or less helpless. The survivors stated that the steamer broke up in fifteen minutes after striking.

The Rescuer - Captain of the *Glenprosen*

On Monday 18th January, the day after the disaster, Stephen Nicoll, Master of the *Glenprosen* - described by one newspaper representative as "a fine specimen of the North Sea trawler man, now engaged in far more exacting and arduous and hazardous work than fish-catching" - gave an account of the rescue to a Press Association representative.

At about five o'clock on Sunday afternoon, the trawler's attention was attracted to the wreck of a steamer on the Sheringham Shoal. They bore up to see what they could do but the steamer, which appeared to have broken in two, then went down stern first. Before the *Glenprosen* reached the steamer, they came across an upturned lifeboat, with seven men clinging to the keel. It was very rough and the trawler's crew could not launch a boat. They gradually bore down to the *Penarth*'s lifeboat but the heavy sea made it very difficult.

Captain Nicoll stated that as they got closer to the lifeboat, one of the seven men jumped off it and tried to swim to the *Glenprosen* but he was exhausted and as he reached the ship he sank and the trawler was "right over him". The *Glenprosen*'s crew saw a number of dead bodies wearing lifebelts floating about in the water but the crew gave all their attention to the men on the boat.

Due to the heavy sea they had to slow down to the lifeboat, run alongside and get the men off one by one as the trawler rolled down in the sea. They recovered them all but three were "very far gone". They tried respiration and two recovered but the third man, the Chief Engineer Wallis Stephens, a heavy man, had been unable to grasp a rope and he fell backwards into the sea. "By clever work", the *Glenprosen*'s crew were able to get ropes around him as the trawler heeled down and he was brought onboard but died soon after from exposure.

The surviving crew members were stripped of their sodden clothing, laid in front of the cabin fire and given warm, dry clothes, hot drinks and food. They were in “a shockingly exhausted condition” and it was thought a wonder that, with the storm and extreme cold, they survived so long on the bottom of the upturned boat.

The survivors expressed deep gratitude to the Captain of the *Glenprosen* and his “gallant men”; all agreed that they owed them their lives saying, “Noone could have done more for us, not if they had been his own brothers”. Captain Nicoll responded, “It was our duty and we were glad to help”.

It was reported that the set of the tide from the Sheringham Shoal would carry wreckage and bodies eastward round to Mundesley and wreckage and two bodies of men bearing the name “Penarth” on their clothing were washed ashore there. Five bodies with lifebelts marked “s.s. *Penarth*” were washed up on the beach at Weybourne.

Loss of Life

Newspaper reports gave names and information about the men who lost their lives; these, however, vary from the official details in the “Register of Deaths of Seamen at Sea (1891-1922)” which shows that twenty-two crew-members of the *Penarth*, nineteen of whom were living in Cardiff, lost their lives.

Name	Position	Age	Birthplace
James BARRY	Fireman and Trimmer	47	Cardiff
Jose BERMUDOY	Fireman and Trimmer	34	Spain
Charles BOWEN	Fireman and Trimmer	30	Cardiff
Edward CURRAN	Able Seaman	49	Ireland
Joseph DAVIE	Ordinary Seaman	17	Glasgow
John EISENBERG	Fireman and Trimmer	37	Iceland
A. FENTON	Able Seaman	29	London
Nicholas JEFFERY	Steward	53	Fowey
Oskar LEON	Fireman and Trimmer	26	Russia
Andrew MANSON	Able Seaman	45	Shetland Islands
J.W.H. MEYERINK	Fireman and Trimmer	22	Amsterdam
August NULL	Fireman and Trimmer	31	Russia
K. OESTEIN	Able Seaman	29	Russia
F.E. POWELL	Carpenter	58	Caerphilly
Charles Dawson PYVES	Master	58	North Shields
George David RICHARDS	Second Mate	53	Wales
Wallis H. STEPHENS	First Engineer	47	Cardiff
George Robert STITFALL	Donkeyman	24	Cardiff
Charles STUART *	Third Engineer	47	Cumbria
John STUART *	Mess Room Steward	17	Cardiff
W.E. THOMAS	Second Engineer	30	London
Bacho bin USOF	Ordinary Seaman	23	Singapore

* Father and Son, both living at the same Cardiff address.

Three days after the disaster, “The Western Daily Press” reported on a very poignant tragedy.

FATHER’S TERRIBLE EXPERIENCE

Mr Charles Stewart, third engineer of the steamer *Penarth*, lost off Cromer, writing to his home from Lowestoft, states, when the vessel struck Sheringham Shoal, he managed to get into the water with his only son, Jack, and held him up for some time. Then he (the father) lost consciousness, and awoke on board a minesweeper, to the heartrending discovery that his son had been drowned.

The Inquest

The inquest into the body of Wallis Hemmington Stephens, the First Engineer, was held at Lowestoft Court House on Tuesday 19th January by the Suffolk Coroner. The five survivors were in court and it was noted that they all seemed to have made a full recovery from their ordeal.

Charles Stewart, the Third Engineer, confirmed that the *Penarth's* crew numbered twenty-seven. It was he who had identified the body of Wallis Hemmington Stephens, 45, the First Engineer.

The crew had been unable to launch the other boat due to the rough sea and all had got into one boat which quickly capsized and everyone was thrown into the sea. Most of the crew got on top of the upturned boat but, in the rough sea, drifted off one by one until only seven remained.

Charles Stewart said he was unconscious at the time of the rescue and was told, when he came round at about 9.00 p.m., that the First Engineer, Wallis Stephens, had died. Stephens had also been unconscious at the time of the rescue, he fell into the water, and died after being recovered and taken on board.

Able Seaman Archibald Black thought that Wallis Stephens was conscious at the time he was rescued and must have let go of the rope thrown to him and fallen back into the sea. Two crew members of the *Glenprosen* had got hold of the Stephens and lifted him on board.

INQUEST ON THE CHIEF ENGINEER

An inquest was held at Lowestoft, yesterday afternoon, on Wallis Stephens, chief engineer of the Cardiff steamer *Penarth*, which was wrecked off the Norfolk coast, with the loss of 22 lives, on Sunday. Stephens died soon after being hauled aboard a mine-sweeper, with five others of the crew.

A verdict of "Accidental drowning, death being accelerated by exposure" was returned.

The Western Daily Press – Wednesday 20th January 1915

The Coroner determined from evidence given that the *Penarth* carried sufficient life jackets and that the First Engineer's death was due to drowning accelerated by exposure.

A representative, on behalf of the ship's owners, said the loss of the ship and her crew was very much felt. The Captain and Third Engineer had been with the firm for thirty and twenty-one years respectively; the Second Engineer had served time in their ships and been with the company for ten years. They were all old and valued servants and their loss was very deeply felt.

The "Western Mail" reported subsequently:

WRECK OF THE PENARTH SYMPATHY OF RESIDENTS OF SHERINGHAM

Messrs' Morel (Limited), the owners of the Cardiff steamer *Penarth*, which was wrecked off the Norfolk Coast recently with the loss of 22 lives, have received a letter from the Rev. F.L. Page, United Methodist minister at Sheringham, conveying a resolution passed by the congregation of his church expressing sympathy with the relatives of the steamships *Penarth* and *George Royle*, "who lost their lives while at their post of duty on the night of January 17, 1915, off the Sheringham Coast". The resolution desires the minister of the church "in conveying this message to the widow of Captain Jack, of the *George Royle*, and to the other relatives, through the steamship company, to assure them that had their peril been known many willing hands would have gone to their rescue".

Western Mail – Thursday 28th January 1915

Postscript

In a tragic irony, the ship which came to the aid of the stricken *SS Penarth* was herself lost almost two years later.

The 224-ton fishing trawler *SS Glenprosen* – official number 124228 – was built in Aberdeen in 1907 and registered to the Port of Glasgow. She was requisitioned for wartime service and converted to a minesweeper (*HMT Glenprosen*, No. 315).

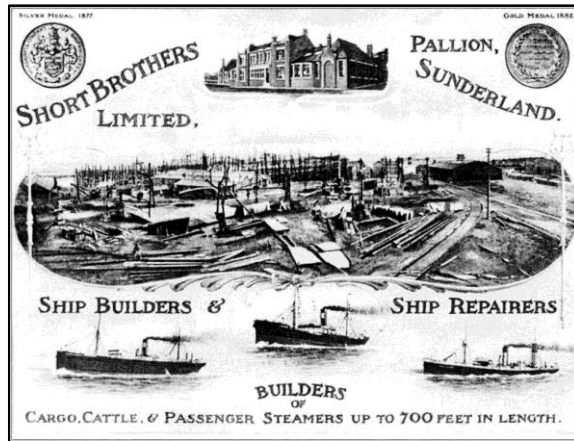
On 3rd November 1916, the *Glenprosen* was mined by a German submarine and sunk one mile north-north-east of the Cross Sand Light Vessel, off Yarmouth; five Royal Naval Reserve crew members, including the skipper Alexander Carroll of Aberdeen lost their lives.

SS GEORGE ROYLE

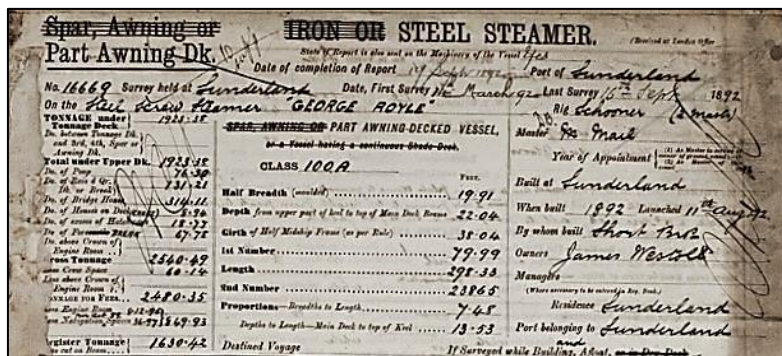
The Ship

The SS *George Royle* was a steel, screw steamship – official number 99613 – built by Short Brothers of Sunderland in 1892 at their yard number Pallion 217.

The ship’s dimensions were: Length 300’ 4” x Breadth 40’ 0” x Depth of Hold 18’ 8”; her gross registered tonnage was 2,540, net registered tonnage 1,630. She was fitted with a triple expansion engine built by George Clark Ltd.; her cylinder measurements were 22, 36, 59 x 39 inches, notional horse power 220, and speed 10 knots.



The *George Royle* was built at a cost of £26,168 – equivalent to £2,750,000 today – for James Westoll, of the James Westoll Line of Sunderland; she was registered to the Port of Sunderland in 1892 and launched on 8th November 1892. The ship’s first Captain was Douglass Burnop Mail, born in 1853 in Monkwearmouth, who had previously served on the *Mercator* as First Mate since 1876 and then Master since May 1882.



Steel Steamer Report for *George Royle* - 17th September 1892

The “Sunderland Daily Echo and Shipping Gazette” of Thursday 25th August 1892 reported that the *George Royle* was one of seven vessels – two sailing ships and five steamers – to be launched on the Wear. Her trial trip on 21st September 1892 took her from Shields to Sunderland.

GEORGE ROYLE – On Sept. 21 the new steel screw steamer *George Royle*, launched a few weeks ago by Messrs. Short Bros., of Sunderland, for local owners, left the Wear for her trial trip. Although the day was fine, a strong easterly wind had raised a nasty choppy sea. The vessel, however, behaved admirably, and although the propellor was only partly immersed a mean speed of a little over 10³/₄ knots was obtained. This vessel is constructed on the improved partial awning deck type, with web frames to the highest class in Lloyd’s Registry. The engines and boilers, which are of 200 nominal horse-power, are by Messrs. George Clark (Limited), of Sunderland, and during the trial gave entire satisfaction.

Lloyd’s List - Saturday 24th September 1892

A later report in the "Sunderland Daily Echo and Shipping Gazette" of Saturday 3rd December 1892 described that the *George Royle* and one other ship (the *Myrtledene*) built by Short Brothers at the same time were "model cargo boats, constructed of Siemens-Martin steel to the highest class at Lloyd's, and divided water-tight bulkheads, with cellular double bottom throughout".

The *George Royle* was owned subsequently by the Westoll, Adamson and Short families and her Managing Owner – for the entire twenty-three year period from her build to her loss – was James Westoll of John Street, Sunderland. The ship was noted for the carriage of coal on the East Coast of the United Kingdom and for her involvement in the Black Sea grain trade.

Shipping reports for the *George Royle* show that she was sailing between England and Egypt, to the ports of Alexandria and Port Said, carrying out coal for the Port Said and Suez Canal Company.

"The Liverpool Journal of Commerce" of Wednesday 27th July 1892 records that the Port Said and Suez Canal Company carried out business at Port Said and supplied coal under contract and otherwise to "a very large number of steamers passing through the Suez Canal, and act as agents at Port Said and Suez for steamship owners generally."

The Manager of the Port Said and Suez Canal Company was George Royle who, "The Westminster Gazette" of 27th February 1912 records, was one of five Directors of the company Sudd Fuel (Suddite) Ltd. Described as a Merchant, George Royle's address was Palace Gardens, Gezira, Cairo.

Two years after the launch of the *George Royle*, a larger, "sister" ship *Gladys Royle* – official number 104341 – was built in 1894; her Managing Owner was also James Westoll. The ship was captured and sunk on 9th January 1917 by the German raider SMS *Seeadler* and scuttled 120 nautical miles south by west of Santa Maria, Azores.

"Lloyd's List" in May and June 1900 reported that during a gale on 20th May, there had been a collision in Poti harbour between a steamer *Avondale* with the Genoese registered *Entella* and with the *George Royle*, whose Master was recorded as Captain G. Nicholson.

The *George Royle* which had sailed on 25th May 1900 from Poti, a port city in Georgia located on the eastern Black Sea, was ashore at Killia, a town in Odessa in the Danube Delta, but quickly refloated. The ship sustained only slight damage, with repairs costing £30 to £50, and was able to proceed to her destination with her full cargo and she arrived at her destination, Constantinople on 29th May.

Later in 1900, the *George Royle* was sailing to and from Port Said with coal, and to Black Sea ports; her Master was now a Captain Westcott, probably Henry Moore Westcott of Sunderland, born in 1872, whose Master's Certificate was awarded in November 1894.

The circumstances are not reported but in May 1910, Lloyd's List reported that the *George Royle* had suffered damage and divers at Kiel had temporarily stopped a leak. A survey had been made, the ship declared seaworthy, and she had proceeded.

The *George Royle* was sailing without further incident until December 1912; while on a voyage to Italy and when 110 miles from Algiers, she was disabled by a broken connecting shaft. Several vessels went out from the port of Algiers to look for the *George Royle* and it was the *Joseph Davis*, belonging to the same company, which found and fell in with her. She was towed back to port and was to be repaired after her cargo of coal had been unloaded.

The "London Evening News" of Wednesday 18th December 1912 reported that, after the accident, the *George Royle* had sent out a boat manned by several men and a mate to look for help. The men rowed the boat for thirty-five miles and then fell in with the steamship *City of York* which towed them to Algiers, another fifty miles.

The Final Sailing

What was to be the *George Royle's* penultimate sailing was on Wednesday 13th January 1915 when the ship arrived on the Tyne from London. She was on Government service and being utilised as a collier, transporting material between England and the continent during the war.

The *George Royle* then left the Tyne on Friday 15th January, bound for St. Nazaire, in the charge of Captain Andrew Jack of Sunderland and with a crew of twenty-seven. Shortly after leaving port, the *George Royle* ran into a blizzard in the early hours of Monday 18th January. Newspaper reports describe the steamer foundering on a shoal a mile to the east of the Sheringham Shoal and three to four miles due north of the Coastguard station at Weybourne. Weather conditions were extremely bad, the wind blowing with hurricane force, a heavy thunderstorm and a fall of snow and hail, and, with "tremendous seas" sweeping over her, the steamer was broken in two.

The Wreck

It was reported that nothing was known at Sheringham of the wreck of the *George Royle* until some time after the ship went aground. The steamer was three miles north-west of Cromer, in the direction of the Sheringham Shoal, when she was observed by the Cromer coastguard at 1.15 a.m. on Monday 18th January, burning flares and firing rockets; these distress signals, from the direction of the Sheringham Shoal, were seen from the north-west of the town.

The Cromer lifeboat, the *Louisa Heartwell*, was launched within half an hour, at 1.25 a.m. – although some reports put the launch time as 3.00 a.m. – to go to her assistance but this was only by "herculean efforts". Newspapers reported that the lifeboatmen from Cromer had a "trying task" to get their craft afloat in one of the most violent storms they had ever experienced; the tide was very low and it was in the "teeth of a perfect blizzard" that the crew put off. Not only was there a tremendous gale but also a blinding hailstorm.

The *Louisa Heartwell* was on station from 1902 to 1932, during which time she had only two coxswains, Matthew James Harrison until 1909, then the legendary Henry George Blogg.



Louisa Hartwell at Cromer – c1903

Spectators, including the Liberal MP for North Norfolk Mr Noel Buxton, joined in the effort to launch the lifeboat. The lifeboat had no sooner taken to the water than a huge wave swept her broadside towards the eastern breakwater. Even when afloat and making to the north-west, the lifeboat was in the midst of heavy seas and on several occasions was almost swamped. To those watching, only a dark speck was visible perilously near in, and it was reported that only very smart seamanship on the part of her Coxswain and crew saved them from being dashed against the breakwater. The crew again got the lifeboat head on to the strong seas and she was got safely off at this second attempt.

The lights of the *George Royle* were seen for about an hour after she went aground, when a very heavy squall obscured her. Nothing further was seen until daylight, when signs of the wreck could be seen from the shore. A mast was visible some fifteen feet above the water one mile to the north-east of the Sheringham Shoal east buoy and a length of ship's boom came ashore at Cromer.

Despite the huge effort, the Cromer lifeboat was apparently unable to get to the *George Royle* in time to give any help and it went immediately to the assistance of another distressed craft. Nothing more was heard of the lifeboat for over seven hours, when she passed Cromer, going east, in tow of a ketch. It was assumed that the lifeboatmen had arrived at the scene of the disaster too late to assist the *George Royle*, and that, finding the ketch in difficulties, some of them boarded her to assist her to reach Yarmouth.

It was reported subsequently that the Cromer lifeboat had returned from Yarmouth at four o'clock on Tuesday afternoon, after completing thirty-eight hours in service. On Monday morning she had picked up the ketch *Thomas Stratten*, of Maldon, bound from Hull to Grays. Nothing had been seen of any other ship in distress, but a (unnamed) steamer hailed by the lifeboat had seen flares (from the *George Royle*) as late as half-past two that morning.

The Cromer lifeboat's mizzen mast was broken in two while going out towards Weybourne. The lifeboat itself had almost been wrecked; coming through thick fog, she was nearly run down by a northern bound steamer in the vicinity of the Sheringham Shoal.

Loss of Life

By eight o'clock on Monday, wreckage washed ashore at Cromer reflected the extent of disaster along the coast. It was feared that the *George Royle's* crew, thought to be twenty-two but in fact twenty-four, were all lost.

Newspapers referred to "much wreckage" being washed ashore on the Norfolk coast. The Weybourne Coastguard Station reported that, at about eight o'clock on Monday morning, one small boat (a lifeboat) marked "George D. Royle, Sunderland" and containing provisions had come ashore at Weybourne and was undamaged. A second boat was smashed to pieces against the shingle and was washed ashore close to the Coastguard Station.

Between eight and ten o'clock, and within a distance of one and a half miles, six bodies - believed to be crew members of the *George Royle*, although they were not wearing lifebelts - were recovered from the sea at Weybourne. All showed signs of "a terrible struggle for life": some were very scantily clothed; one was naked; another had been decapitated. Repeated attempts were made to recover the body of a young boy - possibly one of the Deck Boys - but the backwash and the shifting shingle beach made the task impossible.

Other bodies were seen floating past, too far out to be recovered by the people on shore, who included Coastguards and Territorials. Reports that crew members were not wearing lifebelts suggests perhaps the suddenness of the wrecking and the urgency of them having to leave the ship.

The next morning (Tuesday) five more bodies were recovered from the sea at Weybourne, and nine at Sheringham, making in all, with the seven washed ashore on Monday, twenty-one within a space of three miles of coast. All were believed to be those of members of the crew of the *George Royle*.

By the side of a body on Weybourne beach was found a sovereign purse and a gold chain, inscribed "A. Jack", the name of the Master of the vessel. A First Class Engineer's Certificate in the name of John Liddle Gowdy was picked up on the beach at Sheringham.

Bodies were also reported as being washed ashore at Mundesley, taken by the wind and current well past Cromer, but whether these were men from the *George Royle* is not known.

Newspaper reports gave names and information about the men who lost their lives; these, however, vary from the official details in the "Register of Deaths of Seamen at Sea (1891-1922)" which shows that twenty-four crew-members from the *George Royle* lost their lives; all of them were living in either South Shields or Sunderland.

Name	Position	Age	Birthplace
E. BONE	Deck Boy	15	South Shields
A. CARLSEN	Able Seaman	51	Finland
A. DERMAND	Donkeyman	33	Sulina, Romania
A. DUNCAN	Able Seaman	45	Dunbar
William FOSTER	Able Seaman	32	Yarmouth, Nova Scotia
John GILROY	Able Seaman	54	Berwick
John Liddle GOWDY	First Engineer	57	Sunderland
Marco GUISEPPI	Ordinary Seaman	20	Lisbon, Portugal
Joseph HODGE	Boatswain and Lamp Trimmer	43	Portsmouth
D. ILLITSCH	Fireman and Trimmer	45	Serbia
Andrew JACK	Master	43	Sunderland
William LOFT	Sailor	20	West Hartlepool
Angelo LUPARELLO (also known as MYRALLA)	Cook and Steward	48	Palermo, Italy
Frank McNAMEE	Fireman and Trimmer	45	Newcastle-upon-Tyne
Benjamin MEARSE	Second Engineer	51	Aberdeen
Arthur NICHOLSON	Mess Room Steward	23	North Shields
J. PALMER	Fireman and Trimmer	54	South Shields
T. RAINE	Deck Boy	15	Blyth
Thomas SCHOFIELD	Fireman and Trimmer	50	Liverpool
George SMITH	Able Seaman	40	Sunderland
John TAIT	Fireman and Trimmer	46	South Shields
Norman TAYLOR	Third Engineer	21	Sunderland
John THOMAS	Second Mate	40	Aberystwyth
Harold ULLITHORNE	Mate	31	Sunderland

The headstone in the Weybourne churchyard names four of the six mariners buried there.



SACRED
 TO THE MEMORY
 OF SIX SAILORS WASHED
 ASHORE AT WEYBOURNE FROM
 THE WRECK OF
 S.S. GEORGE ROYLE JAN 17. 1915.
 JOHN L. COWDY CHIEF ENGINEER
 W. LOFT
 M. GUISSIPE
 A. LAPARLLO
 NAME UNKNOWN
 NAME UNKNOWN

Weybourne Churchyard

The Inquest

The Inquest into the deaths of twenty-two of the twenty-four crew members from the *George Royle* was held at Sheringham on Thursday 21st January; the bodies of two crew members had not yet been recovered. The Inquest was not without conflicting professional opinions.

Captain George Bennet Nicholson of Penarth, a Superintendent Engineer and Marine Surveyor for the ship's owners, confirmed that the crew numbered twenty-four. When the ship left South Shields for St. Nazaire laden with coal, everything was "in perfect condition". He wished to question subsequent witnesses about the Sheringham lifeboat which, he considered, could have made an effort to rescue the crew.

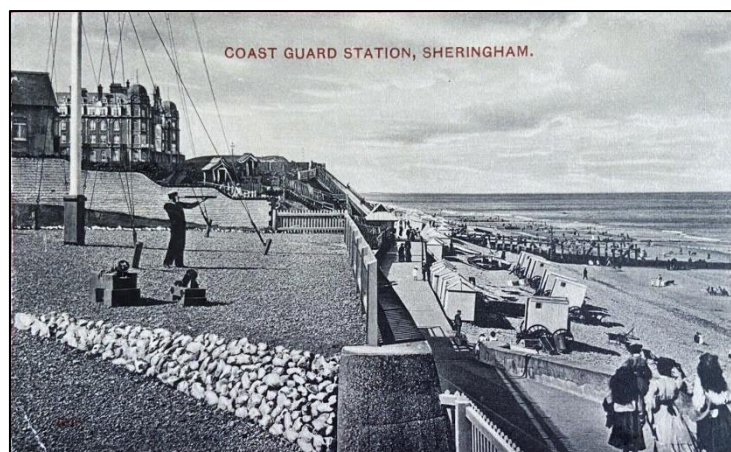
Henry Setterly, leading boatman of the Coastguard stationed at Weybourne, described finding the bodies and of wreckage on the beach. He saw the Cromer lifeboat going out to a small vessel at eight o'clock on Monday morning.

Answering questions put by the jury, Setterly said the rule of the Lifeboat Institution was that in case of assistance being needed, the lifeboat from the station to windward should go out. He would have expected the Sheringham lifeboat to go out on this occasion because it was four miles nearer to the scene of the wreck than Cromer.

In response to questions from Captain Nicholson, Henry Setterly agreed that one of the *George Royle's* boats had come ashore undamaged. Captain Nicholson concurred with this, noting that as one of the ship's boats from the *George Royle* had come ashore undamaged, it showed "that the Sheringham lifeboat ought to have gone out. If a small boat could live through it undamaged, surely there would be no risk for a lifeboat."

Obadiah Cooper, a Fisherman of Links View, Augusta Street, Sheringham, and the Coxswain of the Sheringham lifeboat, was called. He said there was only one coastguard officer at Sheringham, who called him out at about 1.55 a.m. on Monday morning and reported that the Cromer lifeboat had been launched in response to rockets and flares two miles north of Cromer. Cooper had been in the Watchhouse at three minutes past two and the officer told him he had not seen any lights.

Cooper was asked why his lifeboat did not go out to the rescue. He acknowledged that they were nearer to the scene of the wreck than the Cromer lifeboat, which had gone out in the wild weather in "a futile attempt to reach the *George Royle*", but said his men would have had to walk upwards of a mile across the golf links to the Sheringham lifeboat station and to awaken the crew and get the boat out would have taken an hour and a half. He considered that, by that time, the Cromer boat (the *Louisa Heartwell*), being already out, would have got to the scene quicker. He kept watch for two hours afterwards and did not see any lights. He added that he was not awakened by the Coastguard officer until after the Cromer boat had gone out.



Coastguard Station - Sheringham

Henry Blogg, of South Cottages, Cromer, a Longshore Fisherman and Coxswain of the Cromer lifeboat, said he was called at about 1.20 a.m. on Monday morning; after some difficulty in getting a crew together and launching, they left at 1.55 a.m. They had hard work getting to the place where lights had been seen. They found a steamer riding at anchor whose crew said they had seen flares and rockets east by south, which disappeared at about 2.30 a.m. The Cromer lifeboat went in that direction but could find nothing and, with their mizzenmast carried away, they had to wait until daylight.

Further evidence was given before the jury returned a verdict of "Accidental death by drowning". Following a long deliberation, the jury added the rider that they were "strongly of the opinion that: the R.N.L.I. should hold an inquiry into the whole circumstances connected with the wreck, and should also take into serious consideration the advisability of having the lifeboat at Sheringham placed in a more accessible position".

The jury were also of the strong opinion that there was not a sufficient Coastguard service in Sheringham and that "a strong representation be made to the Admiralty with a view to remedying the state of affairs". The jury also expressed sympathy with the relatives of the deceased mariners.

**WRECK OFF NORFOLK
LOSS OF THE GEORGE ROYLE STEAMSHIP
INQUIRY ASKED FOR**

An inquest was held at Sheringham yesterday on 22 members of the crew of 24 of the Sunderland steamship *George Royle*, which was wrecked on Sheringham Shoal on Monday morning with the loss of all hands. Two bodies have not yet been recovered, the Cromer lifeboat made a futile attempt to give aid.

The coxswain of the Sheringham lifeboat said that his men would have had to walk upwards of a mile to the lifeboat-house, and it would have required an hour and a-half to launch the boat. By that time he considered the Cromer boat could have got to the scene. He added that he was not awakened by the coastguard officer until after the Cromer boat was out.

Finding a verdict of accidental death, the jury added riders expressing the opinion that the Royal National Lifeboat Institution should hold an inquiry into the whole of the circumstances; that it was advisable to have the lifeboat at Sheringham in a more accessible position, and that strong representations should be made to the Admiralty to remedy what they considered the insufficient coastguard services at Sheringham.

The London Evening Standard – Friday 22nd January 1915

The Aftermath

Three days after the *George Royle* was lost, the "Sunderland Daily Echo and Shipping Gazette" of Thursday 21st January 1915 carried a short report about the condition of the wreck.

Members of the crew of the West Hartlepool steamer *Hildawell*, recently arrived at Shields, had seen when passing the Sheringham Sands the "ill-fated Sunderland steamer *George Royle* lying there a wreck". The foremast of the ship was still standing but the aftermast and funnel had disappeared. Only the framework of the bridge was visible, the rest of the structure having been carried away. Huge waves were breaking over the ship, which appeared to be going to pieces rapidly, and no sign of life could be seen on board.

Poignantly, the same newspaper, on the same date, carried a Death Notice for the Captain of the *George Royle*. Andrew Jack was one of the men recovered from the sea; he was buried on 23rd January 1915 at Bishopwearmouth Cemetery.

JACK. —Drowned off the coast of Norfolk, on the 18th inst., aged 45 years, Capt. Andrew Jack, of the s.s. *George Royle*, beloved husband of Mary Jack, also son of the late Andrew and Margaret Jack. R.I.P.

The "Shields Daily News" of Friday 22nd January 1915 reported that the bodies of the majority of the crew of the "ill-fated steamer" *George Royle* had been recovered from the sea. "The London Evening Standard" the following day reported. "The bodies of 22 of the 24 men on the *George Royle* have been recovered up to the present".

There were "many pitiable scenes" at the Seamen's and Firemen's Union Offices in South Shields as "wives, daughters, and sons" called to make arrangements for bringing their family members home to Shields for burial. It was reported that Captain Nicholson, the owners' representative, was then at the scene of the disaster with a view to do this. One of the first bodies to reach South Shields was that of Norman Taylor, the Third Engineer.

Correspondence to a London publication called "Truth" emphasised, as the Inquest Jury had called for, the need for a searching inquiry into the "failure of one of the local lifeboats to turn out" to the wreck of the *George Royle* and referred to another wreck (probably the *SS Penarth*) in the same vicinity in the same week.

"There was another wreck on Saturday week, but on that occasion the second lifeboat, which is stationed near the middle of the town, was promptly launched with the help of Territorials, and all the crew were saved, though the sea is said to have been rougher than when the *George Royle* foundered. It is strongly held in Sheringham that most, if not all, of the crew of the *George Royle* might have been saved if the other local lifeboat had gone to the rescue when its coxswain was informed of the disaster."

Truth - Wednesday 3rd February 1915

Mr Noel Buxton, M.P., who had assisted with the launch of the Cromer lifeboat, raised with the Secretary of the Admiralty the adequacy of the Coastguard provision in the Sheringham area.

**SHERINGHAM COASTGUARD AND THE WRECK
MR NOEL BUXTON'S QUESTION**

In the House of Commons on Monday, Mr. Noel Buxton asked the Secretary to the Admiralty if his attention had been directed to the report of the inquest held at Sheringham on 21st January last on the bodies washed ashore from the wreck of the *George Royle*, which foundered on the Sheringham Shoals on 18th January, and if, in view of the rider added to the verdict in which the jury expressed the opinion that there was not a sufficient Coastguard service in Sheringham, and that strong representations be made to the Admiralty with a view to remedying this state of affairs, he proposed to take any action in the matter whereby the Coastguard supervision in the Sheringham district may be improved.

Dr. Macnamara - The report in question has been received. The Coastguard in war are employed where their original training is of most value. It is not practicable for them to undertake general watching for weeks, and they are not responsible for this duty, though directions have been issued to stations to help whenever it is possible to do so without detriment to their naval duties.

The Lowestoft Journal - Saturday 13th February 1915

The two catastrophes - involving the *George Royle* and the *Penarth* - were apparently surrounded by some mystery. It was reported on Monday 18th January 1915 that a trawler had landed five survivors and the body of one dead man, members of the twenty-seven man crew of the *Penarth* which they stated had gone aground on Sheringham Shoal on Sunday afternoon, the remainder being drowned. Nothing was yet known about the loss of this vessel and it was thought until the previous evening that the men were part of the crew of the *George Royle*.

WRECKS UPON WRECKS

Less than a week after the *George Royle* and the *Penarth* were lost, the two wrecks of the two ships caused, in turn, the wreck of two further ships – the *SS Vauxhall* on Friday 22nd January and the *SS Empress* on Saturday 23rd January 1915.

SS VAUXHALL

The Ship

The first of the two subsequent wreckings involved the iron steamer *Vauxhall* of South Shields, reported as being “one of the best-known colliers trading between the North-East Coast and the Thames”.

The *Vauxhall* – official number 112414 – was built at Jarrow in 1878 by Palmer’s Shipbuilding & Iron Company Ltd. and registered to the Port of London in the same year; her gross and net registered tonnage were 764 and 458. She was owned by The River Steam Colliers Company Limited.

The Final Sailing

Captain Arthur Ramm of South Shields, who was born in Cley in 1868, was the Master of the *Vauxhall* when she left Seaham Harbour for London with a cargo of coal on Thursday 21st January 1915.

Shortly before midnight, with the wind north-north-west and in snow, sleet and hail, the *Vauxhall* struck a submerged object which they believed to be the wreck either of the steamer *George Royle* or of the steamer *Penarth*. Within ten minutes the ship was filled forward, the hull having been ripped off by the obstruction. The *Vauxhall* sounded her siren and at 12.40 a.m. on Friday 22nd January, the crew took to their lifeboat; they were fortunately not long in the heavy snow before being picked up.

The “Blyth News” and “The Newcastle Daily Chronicle” of Monday 25th January 1915 reported a first-hand account given by a member of the *Vauxhall’s* crew.

It had been a dark night, with heavy snow and drizzling rain and a fairly strong sea was running. Shortly before midnight, during a hail storm, at just about the time when the watch was to be changed, there was a “terrible impact”. The *Vauxhall’s* hull was ripped by the obstruction and she was damaged so seriously forward that she took in water almost immediately, the forepeak and boiler room filling in a very short time and the forecastle becoming flooded. One of the men in the forecastle shouted, “There’s something wrong” and called those below deck – two seamen and firemen – to come on deck for safety.

In the meantime, an inspection by torchlight showed that the *Vauxhall* had sustained extensive damage forward and was immediately beginning to settle down, water was rushing along the deck, and nothing further could be done. In a very short time, the stoke-hold was flooded, “the forepeak filling with water and the forecastle becoming flooded” and the ship was rapidly sinking. The crew members below were called on deck and all fourteen of them got into the ship’s lifeboat. The launch was difficult; the sea was choppy, a good deal of water had found its way into the lifeboat during the launch, but the men were able to keep it afloat with constant bailing.

It was reported that while there was a rough sea running, the crew were “never in very great danger” as the light of flares put up by the *Vauxhall* and the sound of her whistle were seen and heard by a patrol boat, the Yarmouth registered *Ocean Reward*, which arrived quickly on the scene in response to the *Vauxhall’s* signals and stood by to render assistance. The crew fortunately did not have far to pull before they reached the patrol vessel because, they said, the sea was running so heavily when they left the wreck that they might not have been able to survive the night in the intense cold. They quickly got on board the patrol ship, seeing as they did so the *Vauxhall* take her final plunge; within half an hour of her striking the wreck, the *Vauxhall* sank, going down head first. Within twenty minutes the *Vauxhall* was completely submerged.

No lives were lost and all fourteen crew members were landed at Lowestoft on Friday 22nd January and returned to their homes in South Shields the following day.

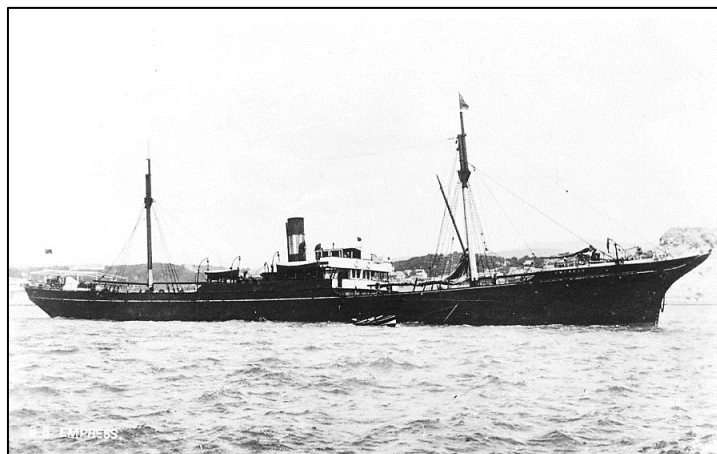
"The Sunderland Daily Echo" of Saturday 23rd January and "The Newcastle Daily Journal" of Monday 25th January 1915 described the *Vauxhall* as being one of the first steam colliers so built as to be able to pass under the London bridges and she traded regularly each week between the North of England and Lord Londonderry's coal wharf at Nine Elms. She was a familiar figure on the River Thames and the newspapers described her wrecking as the "loss of an old friend" to Londoners.

SS EMPRESS

The Ship

The second of the subsequent ships wrecked, the *Empress*, also a coal cargo ship, was lost one day after the *Vauxhall*, on Saturday 23rd January 1915.

The *Empress* – official number 85005 – was built at Sunderland in 1882 by Short Brothers Limited and registered to the Port of Sunderland in the same year; her gross and net registered tonnage were 2,025 and 1,286. Her sole owner in 1882 was John Sanderson of Sunderland, and subsequently, from 1902, The Taylor & Sanderson Steam Shipping Company Limited of Sunderland.



SS Empress

The Final Sailing

The *Empress* was in the charge of Captain Francis Allen Holder of Sunderland when she sailed from London for Sunderland in ballast on Thursday 21st January. Francis Holder, born in Sunderland in 1869, was awarded his Master's Certificate in 1897; his Statement of Service shows that he had previously served on the *Empress* as Mate for a short period in 1895.

The *Empress* encountered foggy weather and the passage was delayed. Lloyd's reported that at about half past five in the afternoon on 23rd January 1915, the ship struck the wrecked steamer *Penarth* on the Sheringham Shoal; another report stated the *Empress* had "struck between the masts of a sunken vessel". The *Empress* sustained extensive damage forward and immediately began to take in water and to settle forward.

Newspaper accounts vary in the detail of the *Empress's* rescue. Some report that the Captain and the twenty-one crew members of the *Empress* set off flares, launched their two lifeboats and, the sea being smooth, had no difficulty in making their escape from the sinking ship, rowing in the direction of the Newcastle steamer *Tullochmore* which they observed riding at anchor about three miles away. Other accounts suggest that it was the *Tullochmore*, which set off the flares. It seems perhaps more likely that the alarm was raised by the ship in distress.

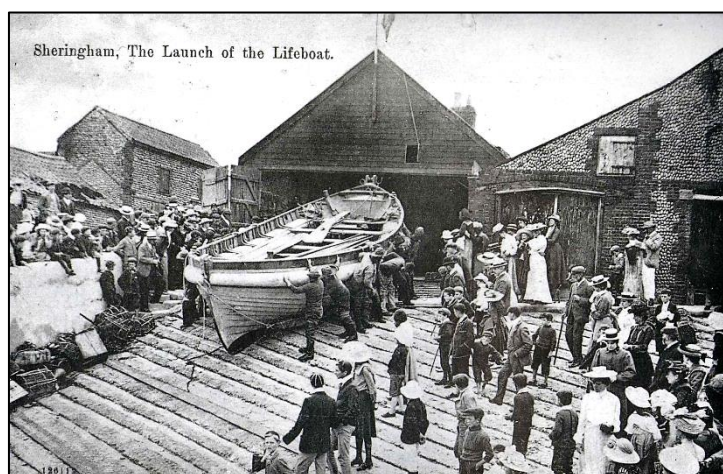
However the alarm was raised, the distress flares put up from the Sheringham Shoal were seen at Sheringham and Cromer and, in a choppy sea, three lifeboats were immediately launched, two from Sheringham, one the Institution boat the *Joan Madge* (Coxswain, Obadiah Cooper), the other the private lifeboat *Henry Ramey Upcher*. The institution lifeboat *Lousia Heartwell* (Coxswain, Henry Blogg) from Cromer, with double the distance to go, was the third.

"The Evening Star and Daily Herald (Ipswich)" of Monday 25th January 1915 described a "pretty sailing match" between the *Henry Ramey Upcher* and the *Lousia Heartwell*, with the *Henry Ramey Upcher* from Sheringham reaching the scene first and taking off the men from the *Tullochmore*.

It was reported that the Captain and the twenty crew members of the *Empress* were on board the lifeboat for some two hours and that there were "great rejoicings" when they were put ashore at Sheringham on Saturday night, 23rd January.

The *Empress* remained fast on the wreck of the *Penarth* for some time but on Sunday morning it was seen that her position had shifted, she had slipped off and foundered about 2½ miles north-east of Sheringham. Both her masts were showing above water and could be plainly seen from shore. The wreck was by now lying in a dangerous position for shipping inside the Shoal.

Newspapers described an "animated picture on the front" at Sheringham on the Sunday morning. The private lifeboat *Henry Ramey Upcher*, with Captain Holder on board, was going out to make a closer inspection of the wreck. Meanwhile, the crew were housed temporarily at the Lobster Inn, where "everything for their welfare and comfort was having the best of attention".



Henry Ramey Upcher at Sheringham

Lloyd's stated that the *Empress* had struck the wrecked steamer *Penarth* on the Sheringham Shoal. She had subsequently, on Monday 25th January, floated off and was lying submerged in the fairway, midway between the shore and the wrecked steamer *Penarth*, and was a danger to navigation.

"The Newcastle Journal" of Tuesday 26th January 1915 reported that "all the officers and most of the crew of the steamer *Empress* were Sunderland men" and named them as: Captain Holder, and the other officers: C.E. Lind, Chief Mate; C. Watson, Second Mate; J.C. Erskine, Chief Engineer; A. Reed, Second Engineer; and T. Gatt, Third Engineer. The newspaper confirmed that the officers and crew were all saved.

Mr Noel Buxton, M.P., who had assisted with the launch of the Cromer lifeboat, raised with the Secretary of the Admiralty the adequacy of the Coastguard provision in the Sheringham area.

ACKNOWLEDGEMENTS

I would like to thank:

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REFERENCE SOURCES

- British Newspaper Archive (The British Library Board)
- CLIP - Crew List Index Project
- Dictionary of Disasters at Sea during the Age of Steam – Charles Hocking
- Genealogical records – Ancestry, Family Search, The Church of Jesus Christ of Latter Day Saints
- Lloyd's Register of Ships
- Lloyds Register Foundation
- The Ship-Wrecks off North Norfolk – Ayer Tikus

NOTE

- Extracts from newspapers which appear in this research are transcribed from records held by the British Library Board.