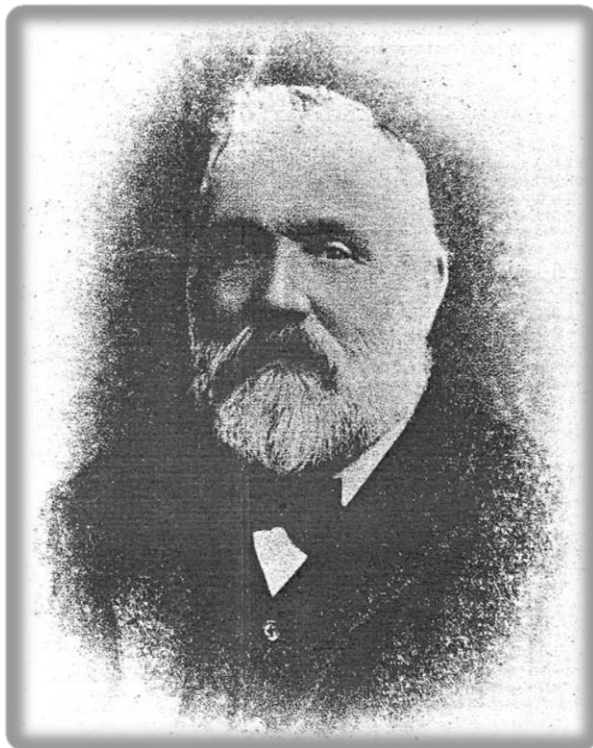




CAPTAIN GROUT OF GREENCROFT
Charles William Grout



Sue Gresham
Research Volunteer

Researched

March 2021

FOREWORD

Newspaper archive searches for the terms “Blakeney” and “shipwreck” yield numerous results and, once again, this fairly random selection process came up with an item - an Obituary, hence the introduction “From End to Beginning” – that set me on a maritime research trail, this time of Captain Charles William Grout.

It is evident from shipping records that Captain Grout and his crews made very many successful sailings during a long maritime career to a large number and variety of ports, in coastal and foreign waters, very many of them in connection with the Baltic trade, and which took him as far as Newfoundland.

Voyages which passed without incident go unrecorded in any detail but Charles Grout, while being instrumental in a significant rescue at sea, had a number of maritime mishaps which are well documented. He was, between 1861 and 1896, the Master of nine ships – *Sea Flower*, *Wave*, *Charlotte*, *Queen*, *Emma*, *Cognac*, *Crest*, *Creole* and *Crane* – six of which were lost while under his command.

My intention was to focus on this man, who was born in Salthouse, migrated to South Shields and who, towards the end of his life, returned to Blakeney, but it soon became apparent that he was a part of a larger seafaring family and was related to and had connections with other local families and to familiar local ships.

In addition, a son and grandson - both also named Charles William Grout - also became mariners. The brief became bigger and I drifted into “uncharted waters”!

The elements of maritime and social history are much intertwined and it is difficult to favour or focus on one story at the expense of another. I have, therefore, tried to discover as much as possible about Charles Grout in particular and also about members of his seafaring family and their – sometimes hard and sometimes tragic – lives.

NOTES

Censuses

Reference is made in this report to the UK Censuses, which were taken on the following nights, each a Sunday:

1841	6th June
1851	30th March
1861	7th April
1871	2nd April
1881	3rd April
1891	5th April
1901	31st March
1911	2nd April

1911 Census

The 1911 Census gives more detailed information about each household than the preceding ones and, unlike those in the 19th Century, was completed “by, or on behalf of , the Head of Family or other person in occupation, or in charge, of this dwelling” rather than by an Enumerator.

The Census requested information about the property and the person completing it had to state “the Number of Rooms in this dwelling (House, Tenement or Apartment) and to count the kitchen as a room but not “the scullery, landing, lobby, closet, bathroom; nor warehouse, office, shop”; throughout this report, references to the 1911 Census reflect this.

Like earlier Censuses, people’s professions or occupations had to be stated but , in addition, the “Industry or Service with which worker is connected” and whether each person was an “Employer, Worker or Working on Own Account” and whether or not someone was working “carrying on Trade or Industry” at home”.

Similarly, Birthplaces had to be given but also now the nationality of anyone born in a “Foreign Country”.

Two very significant changes were to ask – in a section “Particulars as to Marriage” - for each married woman the number of years the marriage had lasted, the total number of children born alive, the number still living, and the number who had died.

A section titled “Infirmary” asked that if anyone shown on the Census was “Totally Deaf” or “Deaf and Dumb”, “Totally Blind”, “Lunatic “, “Imbecile” or “Feeble-minded”, the infirmity should be stated against the person’s name and “the age at which he or she became afflicted” .

DISSEMINATION

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CONTENTS

Captain Charles William Grout	
From End to Beginning	1
Early Years	
Parents, Grandparents, Family	2
Mate – Thomas Chalmers	4
Marriage and Family	4
Master – Sea Flower	5
Master – Wave	5
Master – Charlotte	5
Master – Queen	7
Middle Years	
Move to South Shields	8
Master – Emma	8
Master – Cognac	9
Master – Crest	11
Later Years	
In South Shields	13
Master – Creole	14
Master – Crane	15
Final Years	
Return to Norfolk	20
Anne Grout	22
The Command That Might Have Been	
Crewe	23
Grout's Lane, Salthouse	25
A Seafaring Family	
William Otty Grout - Uncle	26
A Family Tragedy	27
Samuel Rainbow Grout - Uncle	30
Sons and Daughters	
Peter John Grout – Elder Son	36
Anne Elizabeth Grout – Elder Daughter	38
Charlotte Elizabeth Grout – Younger Daughter	40
Charles William Grout – Younger Son	41
Grandsons	
Charles William Grout – Grandson	43
Peter John Grout – Grandson	46

CAPTAIN CHARLES WILLIAM GROUT

From End to Beginning

BLAKENEY.

THE LATE CAPTAIN GROUT.—On Monday afternoon the mortal remains of the late Captain Charles William Grout were laid to rest in St. Nicholas' churchyard. The deceased gentleman had a most interesting career. Born at Salthouse in 1837, he early turned his attention to a seafaring life, and after eight years' service he attained the position of captain. His first command was a Blakeney vessel, as was also the Wave, his second ship, in which he was wrecked in a collision after leaving Cley Beach, when singularly enough he was rescued by another Blakeney vessel. Soon afterwards he entered the employ of Messrs. Dent, Hodgson, & Co. of Newcastle and Blyth, where he remained until he retired. Captain Grout had command of the Crest, a magnificent steamer employed in the South American and Continental trade; and while in Bilbao he had the misfortune to run upon the harbour bar, the magnificent ship sinking in Castro Bay, from whence eleven months later she was raised by a Danish salvage company and, under Captain Grout, returned to Sunderland, from which port she was purchased by another firm. The command of the Creole succeeded, after which he was transferred to the Crane steamship, a grand vessel. He had a most eventful time while in command of the Crane, making rapid and successful voyages to New York and New Orleans. At the outbreak of hostilities between China and Japan he performed a service which was rendered the more daring and adventurous from the fact that Captain Grout had never before been in Chinese waters, and the belligerents had removed the beacons and landmarks to mislead the enemy. He loaded at New Orleans for Genoa, after which he was ordered to proceed to Trieste to embark munitions of war for the Chinese Government. Without hesitation he accepted the dangerous charge, left Trieste at Christmas, and after one of the quickest passages on record he arrived at Shanghai, it being left to his discretion to get as near the seat of war as he thought fit. In Shanghai was a Chinese man-of-war, the commander of which allowed Captain Grout a pilot, who on reaching the Crane felt unable to take the responsibility of the ship upon his shoulders, and Captain Grout was left to navigate her alone, which he did in safety, returning with a cargo of rice. After this deceased was chiefly employed in the Mediterranean Sea, and in July of last year he experienced the great misfortune of his ship striking upon an unknown rock on the Algerian coast while prosecuting a voyage from Barisof to Middlesbrough with iron ore. She sunk in five minutes; amongst those on board being a returned missionary, his wife and family. The deceased was shipwrecked on four occasions while in command, but no life was ever lost. After the loss of the Crane deceased retired from sea and returned to Blakeney, where, at the time of his death he was completing a fine residence. A few days ago deceased caught a chill, upon which pneumonia and pleurisy supervened, his death occurring on February 23rd after two or three days illness. By his death a life long adherent to the Primitive Methodist cause has passed away, also an enthusiastic Freemason and a prominent Oddfellow. The funeral was attended by the representatives of these bodies together with a large circle of private friends, who mourn his loss. The members of the Sailors' Home Lodge, M.U.I.O.F., were present in large numbers. The oak coffin was covered with choice floral emblems. The service was conducted with great impressiveness by the rector, Rev. R. H. Tiliard, M.A., after which Mr. J. C. Parker read the Funeral Office of the Order of Oddfellows, and the Rev. T. Woodall, Primitive Methodist minister of Holt, delivered a most solemn address at the graveside. In addition to the great sympathy shown throughout the entire district for the bereaved relatives, it is worthy of note that deceased's late owners, Messrs. Dent & Co., forwarded the widow a touching letter of condolence, in which, after expressing their great regret at the loss of an old and valued servant, they stated they were building a new steamboat of about 6000 tons, of which they had hoped to be able to prevail upon the deceased to take charge.

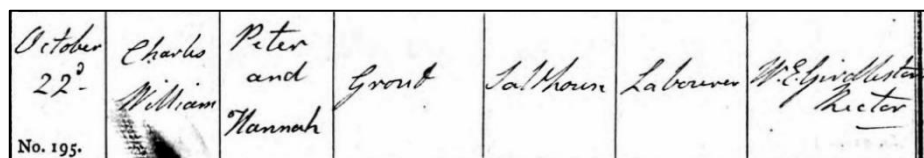
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EARLY YEARS

Parents, Grandparents, Family

Charles William Grout was baptised at Salthouse on 22nd October 1837, the son of Hannah (née Skipper) and Peter Grout, who were married on 26th January 1836 at Aylmerton.



Charles Grout's father, Peter was born and baptised at Salthouse on 14th November 1813, the fourth of eight children of Christiana (née Otty) and Peter Grout who were married in Bodham on 25th October 1806.

Hannah Skipper was a year younger than Peter Grout, born on 20th September and baptised on 2nd October 1814 in Aylmerton. The Marriage Register shows that Peter Grout, a Labourer from Salthouse, was able to sign his name; Hannah Skipper, of East Beckham, made her mark. Both their fathers were Labourers.

Of Christiana and Peter Grout's children - Peter Grout junior's siblings - two were born in Bodham: Marianne on 21st February 1807; and Charlotte on 23rd November 1808, who died on 7th December 1808. The other children were born at Salthouse: Charlotte on 30th March 1811; John on 4th June 1815; Maria Otty on 8th June 1817, who was buried on 21st September 1817; Samuel Rainbow on 5th October 1818; and William Otty on 10th August 1822. Short time periods between the children's births and baptisms, and in some cases private baptisms, suggest that they were fragile at birth and possibly thought unlikely to live.

Charles William Grout's grandmother died before he was born; Christiana Grout was buried at Salthouse on 25th May 1829, aged 48.

Hannah and Peter Grout's second child, Charlotte Elizabeth, was baptised on 17th April 1840. Parish records show that her baptism was private, suggesting that she was not expected to survive, but a subsequent entry shows that she was received into the Church on 2nd August that year.

In his survey of Salthouse in 1838, Edward Houghton, a surveyor of Wells, classified the village by four roads then called Church Lane (now Grout's Lane), Cley Road, Holt Road, and Kelling Road; the survey showed that Peter Grout - assumed to be Charles's widowed grandfather - was one of eight people living in Church Lane. In 1841, the Census shows him living in Purdy's Street, Salthouse; Peter Grout, 65, a Groom, was living in a mixed household, possibly a lodging house, with three other apparently unrelated people.

In 1841 the Census shows Peter, Hannah, Charles and Charlotte Grout living at The Green, Salthouse.

Name	Age	Rank, Profession or Occupation	Whether Born in same County
Peter Grout	25	Agricultural Labourer	Yes
Hannah Grout	25		Yes
Charles Grout	3		Yes
Charlotte Grout	1		Yes

1841 Census

Ten years later, Hannah and Peter Grout and their children Charles and Charlotte, both Scholars, were living in Church Lane, Salthouse in 1851, together with Peter's ten year old nephew, William Charles Lawrence, 10, and four unmarried male lodgers. William Lawrence was the son of Hannah Grout's sister, Mary Ann (née Skipper) and William Lawrence.

In the same year, 1851, Charles Grout's grandfather Peter Grout, 77, a General Servant, was living in High Street West, Blakeney with his married daughter, Charlotte Bensley, 38, and Charlotte's widowed mother-in-law, Sarah Bensley, who was aged 80 and described as a Pauper. Charlotte Grout was married to William Isaac Bensley, son of William and Sarah (née Isaac) Bensley, on 21st November 1834.

William Bensley, born on 25th September 1811, was also a Mariner (later Master Mariner). His Master's Certificate of Service issued from the Port of Cley on 14th January 1851 records that he had been employed in the capacities of Apprentice, Mate and Master in the Merchant for twenty-six years in the Coasting and Foreign Trade.

Twenty-six years after his wife's death, Charles Grout's grandfather, Peter Grout was buried at Salthouse on 12th July 1855, aged 81.

The 1861 Census shows Charlotte Bensley, now 49, a Master Mariner's Wife, living at Temple's Court, High Street, Blakeney; her husband was not with her, assumed to be at sea.

The Parish Register for Blakeney shows that Charlotte Bensley was buried on 28th January 1869, aged 57. The widowed William Bensley, 58, described as a Master Mariner, was married on 26th September the same year to Susannah Boyce, 51, a Spinster.

Shortly after their marriage and by 1871, Susannah and William Bensley had moved - as other seafaring families from Blakeney and Cley had done - to Westoe, South Shields where the Census shows them sharing a property at 26 Eleanor Street with another local couple, William Beavis, born in Blakeney, and his wife Martha, born in Cley.

Charlotte Elizabeth Grout, Charles William Grout's sister, was married on 20th January 1860 at Salthouse to John Lewis Spence, also a Mariner. John, baptised on 1st March 1835, was the son of Mary and Robert Spence, a Labourer, of Salthouse.

Peter and Hannah Grout were still living in Church Lane, Salthouse at the time of the 1861 Census; their now married daughter, Charlotte Spence, was with them, presumably because her husband was at sea.

Name	Relation to Head of Family	Condition	Age	Rank, Profession or Occupation	Where Born
Peter Grout	Head	Married	47	Agricultural Labourer	Salthouse, Norfolk
Hannah Grout	Wife	Married	46		East Beckham, Norfolk
Charlotte Spence	Daughter	Married	20		Salthouse, Norfolk

1861 Census

The Census shows that John Spence, 26, an Able Seaman, was one of nine mariners on the ship *West of Wells* moored in Hamburg.

Name	Condition	Age	Rank, Profession or Occupation	Where Born
Jeremiah Moon	Married	51	Master	Thornage, Norfolk
Jasper L. Mathews	Unmarried	25	Mate	Gorleston, Suffolk
John Spence	Married	26	Able Seaman	Salthouse, Norfolk
John Dew	Unmarried	22	Able Seaman	Salthouse, Norfolk
Robert Hall	Married	26	Able Seaman	Cley, Norfolk
Henry Ives	Married	32	Able Seaman	Salthouse, Norfolk
Walter Stewart	Unmarried	20	Apprentice	Loddon, Suffolk
David More	Unmarried	16	Apprentice	Cley, Norfolk
Elijah Plane	Unmarried	15	Apprentice	Briston, Norfolk

1861 Census

The Register of Electors for the years from 1868 to 1878 show Peter Grout living in a "Copyhold house and land in Church Lane, Salthouse", although it is clear from the earlier Censuses that he and his wife were living in Church Lane well before that, since 1851 at least.

Copyhold was one of three main forms of land ownership and similar to leasehold, for the property and/or land was owned by the Lord or Lady of the Manor in which it was located and those who lived on and who farmed manorial lands were tenants; Peter Grout's tenancy seems consistent with him being an Agricultural Labourer.

Most copyhold land could - like freehold estates - be bought and sold, inherited by descendants, left in a Will, mortgaged, and settled. Many landholdings were held by members of the same family for generations, although every transfer of land had to go through the Lord or Lady of the Manor, being surrendered back to them before a new tenant was admitted.

Mate - Thomas Chalmers

The earliest record found of Charles William Grout's maritime career is in the 1861 Census which shows that he was not at home with his family but at sea on the night of 7th April 1861 and one of eight mariners on board the *Thomas Chalmers*, moored off Whitby.

Name	Condition	Age	Rank, Profession or Occupation	Where Born
Edmund Lewis	Married	55	Master	Clay, Norfolk
Charles Grout	Unmarried	23	Mate	Salthouse, Norfolk
Nevison Newbegin	Unmarried	40	Cook and Seaman	Clay, Norfolk
Benjamin Booty	Unmarried	20	Seaman	Horsford, Norfolk
Joseph Lee	Married	37	Seaman	Hindringham, Norfolk
John Gibbs	Unmarried	33	Seaman	Barnstaple, Devon
Robert Lewis	Unmarried	19	Half Mariner	Clay, Norfolk
John Loads	Unmarried	15	Apprentice	Blakeney, Norfolk

1861 Census

The *Thomas Chalmers* - official number 7238 - was a 138-ton wooden sailing ship built at St Martins, New Brunswick, Canada; her Certificate was presented at Dundee on 10th August 1847.

The ship was registered to Wells in 1860 and in 1870 her registered owner was William Bensley, Master Mariner of Blakeney, Charles Grout's uncle (by marriage to his aunt, Charlotte Grout).

As referenced later, the *Thomas Chalmers* was wrecked on 17th January 1872, when her Captain was Alfred Sturgess Digman; in a further, local family connection, he and Nevison Newbegin, the Cook and Seaman shown on the 1861 Census, were cousins. Arthur Digman's mother, Maria Newbegin, and Nevison Newbegin's father, Thomas, were siblings.

Marriage and Family

Charles William Grout was married at Blakeney on 25th September 1861 to Anne Elizabeth Daniel, eldest daughter of Ann (née Jary) and Samuel Daniel, a Master Mariner, of Temple's Court, Blakeney. Anne's father and her sister, Phoebe, were Witnesses.

No.	When Married.	Name and Surname.	Age.	Condition.	Rank or Profession.	Residence at the Time of Marriage.	Father's Name and Surname.	Rank or Profession of Father.
191	Sept. 25 th	Charles William Grout Anne Elizabeth Daniel	24 23	Bachelor Spinster	Master —	Salthouse Blakeney	Peter Grout Samuel Daniel	Labourer Master Mariner

Married in the Parish Church according to the Rites and Ceremonies of the Sacramental Church of England by me, J. A. Wood

This Marriage was solemnized between us, Chas. Wm. Grout and Anne Elizabeth Daniel in the Presence of us, Saml. Daniel and Phoebe Daniel

Marriage Certificate

Charles Grout had evidently been employed by his father-in-law, for Samuel Daniel - in a testimonial to accompany Charles's application for a Master's Certificate - wrote that he had known Charles from a boy and that he had always been very attentive and steady in his employment and had given satisfaction.

The 1861 Census shows Anne Elizabeth Daniel, aged 22 and the eldest of seven children of Ann (née Jary), 43, who was born in Morston, and Samuel Daniel, 45, a Master Mariner born in Bircham. The family was living in Temple Court, in the High Street, Blakeney.

Charles and Anne Grout had four children: Peter John was born on 17th August 1862; Anne Elizabeth was born on 2nd May and baptised on 21st May 1865 in Aylsham; Charlotte Elizabeth was baptised on 20th February 1867 in Aylsham; and Charles William Grout was baptised on 21st July 1869 in Aylsham.

The year 1861 was a significant one for Charles Grout: he had recently married and, shortly afterwards, became Master of his first vessel.

Master – Sea Flower

Charles Grout's Obituary, published in the "Eastern Daily Press", described that he attained the position of Captain after eight years' service and that his first command was a Blakeney vessel. This was the *Sea Flower*, of which he became Master two months after his marriage.

There were two vessels of this name registered to the Port of Wells but the most likely to have been Charles Grout's ship was the *Sea Flower* – official number 17650 – a 106 ton schooner built in 1840 in Ipswich and registered to Wells on 21st February 1854.

Charles Grout was Master of the ship from November 1861 to March 1862, and from November 1862 to May 1865; at the time the ship's Managing Owner was Daniel, Mann & Co. of Blakeney but, later in 1865, it was William Bensley, Charles Grout's uncle.

Not all Mercantile Navy Lists give the detail of a ship's owner or managing owner but those for 1865 and 1866 show that John Daniel of Stiffkey was the *Sea Flower's* owner and that, from 1866 to 1872, she was owned by Charles Grout's father-in-law, Samuel Daniel - S. Daniel & Co. of Blakeney - and subsequently, until the last entry for the ship in 1879, by Isaac Mann of Blakeney.

Master –Wave

Charles Grout's second command, from November 1865 to May 1866, was the *Wave* of Wells – official number 10244 - whose registered owner in 1866 was Samuel Daniel of Blakeney, his father-in-law.

Charles Grout's Obituary referred to the *Wave* as a Blakeney vessel "in which he was wrecked in a collision after leaving Cley Beach, when singularly enough he was rescued by another Blakeney vessel". A contemporary newspaper report – under a listing of news for Wells – suggests that this was not an entirely accurate account of the collision.

Collision.—On Saturday afternoon the schooner *Wave*, of this port, and the schooner *Daring*, of Jersey, when about three miles north of Flamborough Head, came in collision, bow to bow, and so violent was the concussion that the schooner *Wave* went down in an instant, the crew having barely time to jump on board the *Daring*. A boy in doing so had his foot severely crushed. The *Daring* gradually sank, and in three minutes totally disappeared. In the meantime the boat was got out, in which both crews took refuge, and shortly after landed at Filey. The poor fellows had lost nearly everything belonging to them, and were in a most destitute condition, some without shoes and having on very little upper clothing. Mr. White, agent to the Shipwrecked Mariners' Society, at once provided the whole with comfortable lodgings and board, gave them shoes and clothing, and a pass home to both crews the one to London, the other to Blakeney and Jersey.

WELLS

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Norfolk Chronicle - Saturday 26th May 1866

Master – Charlotte

Charles Grout was engaged on a number of ships in the Baltic and coasting trades between 1867 and 1876 and a listing in the Blakeney and Cley Ship News of 9th February 1867 suggests that what appears to have been Charles Grout's next ship, following the *Sea Flower* and the *Wave*, was the *Charlotte*.

BLAKENEY & CLEY SHIP NEWS.
ARRIVED.—Pearl, Moull; Gem, Summons; and London Packet, Waller; from London.—Hull Packet, Daniel; John Lee, Bell; and John and Rebecca, Moy; from Hull. Union, Holliday; and Mary, Fox; from Goole. Ann, Dew; Lavinia, Holmes; Charlotte, Grout; and Mary Ann, Parker; from Newcastle. Newcastle Packet, Parker; from Seaham.

Norfolk Chronicle – Saturday 9th February 1867

There were three ships named *Charlotte* whose ports of registry were Cley (two ships) and Wells (one ship) but reports in the Shipping and Mercantile Gazette of March 1876 confirm that Charles Grout's ship was the *Charlotte* of Wells - official number 21229 - a 13 ton schooner first registered in 1854, which, in 1870, was registered to William Loads Junior of Blakeney.

Newspapers record numerous voyages made by the *Charlotte* from 1867 with Captain Grout in command but the ship was stranded and sunk on Monday 13th March 1876.

BRIGHTLINGSEA – March 13 : The *Charlotte*, of Wells (bottles), is reported to be stranded on the Buxey Sand; crew (five hands) landed at Clacton-on-Sea.

COLCHESTER – March 13 : The *Charlotte*, of Wells, Grout, from Seaham for London, struck on the Spitway on Sunday at noon, and afterward sunk in 6½ fathoms of water. The crew took to their boat, and when a mile and a-half from Clacton-on-sea the wind suddenly veered round off the land, and had not the coastguard put off in their boat the crew would have perished, as they were much exhausted and benumbed with cold and could not have reached the shore. The crew will be forwarded to-morrow morning (Tuesday) by the agent to the Shipwrecked Mariners' Society.

Shipping and Mercantile Gazette – Tuesday 14th March 1876

LOSS OF A SHIP OFF CLACTON

On Saturday the *Charlotte*, of Wells, sank in six fathoms of water off Clacton-on-Sea. The crew were saved by the lifeboat, and forwarded home by the Shipwrecked Mariners' Society. One of the crew, a lad, was unable to walk, when landed, from exhaustion.

**East Anglian Daily Times
Tuesday 14th March 1876**

A Colchester report says:- The *Charlotte*, Grout, from Seaham for London, struck on the Spitway on Sunday at noon, and afterwards sunk in 6½ fathoms of water. The crew took to their boat, and when a mile and a half from Clacton-on-sea the wind suddenly veered round off the land, and had not the coastguard put off in their boat the crew would have perished, as they were much exhausted and benumbed with cold and could not have reached the shore

**Sunderland Daily Echo and Shipping Gazette
Wednesday 15th March 1876**

Charles Grout made a Deposition to the Receivers of Wrecks giving an account of the circumstances of the loss of the *Charlotte*.

CHARLOTTE – Report of Charles William Grout, Master of the Schooner *Charlotte*, of Wells, 85 tons, from Seaham on March 7, at 1 P.M., for London (90 tons of glass bottles in bulk): -

Proceeded, and brought up in the Wold on Wednesday night. On Thursday morning weighed anchor. At 6 A.M., the wind being W. by S., worked ship up into Corton Roads and came to anchor at 11 A.M., being then high water, and remained until Saturday morning. At 6 A.M. weighed anchor again, and worked ship to Orfordness, and anchored for the ebb tide.

At 5 P.M. weighed and worked ship to the Wallet, and anchored at 1 A.M. Sunday, the weather then being then very fine but hazy. At 7 A.M., tide young flood, weather thick, with rain, wind S.E. to E. by S., a moderate gale, with a smooth sea from E., the schooner was under double-reefed sailjib, furled, steering S., until near the Gunfleet; then put ship about and steered N.E. by E., keeping that course until the tide made.

At 9.20, weather clear for a short time, deponent sighted Gunship Lighthouse, bearing N.W., about two miles distant. Hove ship about, scandalised main sail, and bore up, steering W. by S. ½ S. At 10.15 sighted North Spitway buoy, bearing S.W. by W. Then set the mainsail and trimmed sails to the wind, and passed North Spitway Buoy about a cable's length on starboard hand, steering S. ½ E.; wind increasing and squally, ship sailing full. When about a quarter of a mile from South Spitway Buoy, bearing S., the vessel struck a supposed wreck. Tried then to put ship about, but missed stays and settled fast to leeward on the Buxey, striking heavily for about two hours, making no water for about 1¾ hour, but when nearly over the sand commenced making water fast.

At noon cleared the sand water then on cabin deck. Let go anchor in 6½ fathoms water, and tried to pump ship, but found pumps useless and ship fast settling down. Got boat out to save Crew, and vessel sank in 10 or 15 minutes. Wind having veered south, deponent steered before wind and sea for the land, but when about a mile and a half from the shore wind suddenly veered to the N., blowing a gale, with snow. The Coastguard at Clacton-on-Sea seeing them, put off in their boat and brought them in much exhausted. - Colchester, March 13.

Shipping and Mercantile Gazette - Monday 20th March 1876

In the same month and year that the *Charlotte* was lost, Charles Grout received his "Certificate of Competency as a Master, issued for Fore and Aft rigged Vessels only"; dated 31st March 1876, it was issued from the Port of Wells on 3rd April.

At the time of the 1871 Census and his captaincy of the *Charlotte*, Charles and Anne Grout were living with their young family at Greencroft, Blakeney.

Name	Relation to Head of Family	Condition	Age	Rank, Profession or Occupation	Where Born
Charles W. Grout	Head	Married	33	Master Mariner	Salthouse, Norfolk
Anna E. Grout	Wife	Married	32		Blakeney, Norfolk
Peter J. Grout	Son	Unmarried	8	Scholar	Salthouse, Norfolk
Anna E. Grout	Daughter	Unmarried	5	Scholar	Salthouse, Norfolk
Charlotte E. Grout	Daughter		3		Salthouse, Norfolk
Charles W. Grout	Son		1		Salthouse, Norfolk

1871 Census

The four children were educated locally; the Admission Register for Blakeney School shows that they were all admitted from Dame Schools: Peter John in January 1871, Anne Elizabeth in September 1873, Charlotte and Charles both in April 1874.

The 1871 Census shows that Charles Grout's parents, Peter, still an Agricultural Labourer, and Hannah Grout, aged 57 and 56 respectively, were still living in Church Lane, Salthouse, three houses away from their daughter Charlotte, 31, and John Spence, 36, a Master Mariner.

Master - Queen

Information from "Lloyd's List" and the "Shipping and Mercantile Gazette" shows that from April 1876 to September 1876 Charles Grout was Master of the *Queen* – official number 8876 – a 210 ton sailing ship built in Rye in 1847 and registered to the Port of Lynn.

SKEGNESS, Feb. 10, 8 50 A.M.—QUEEN.—The three-masted schooner Queen, of Lynn, from Rouen for Newcastle (chalk), short (? ashore), waterlogged, likely to become a wreck; crew saved. Fine weather.

Lloyd's List - Tuesday 11th February 1879

Her registered owner, and sometime Master, from 1869 until 1879, when the ship was apparently deregistered, was J. William Watson of Lynn.

It was Watson who had, in support of Charles Grout's application to the Board of Trade in 1877 for a Certificate of Competency as an Ordinary Master, detailed his previous service and who added to his endorsement the comment that he was "truly sorry when he left me for a larger ship".

MIDDLE YEARS

Move to South Shields

Charles and Anne Grout and their family were living in Blakeney at the time of the 1871 Census but - like other seafaring families who, with the decline in importance of Blakeney as a port, migrated to the North of England – they had moved away from Norfolk by the late 1870s. The 1881 Census shows them living in South Shields, where members of their extended family had either accompanied them or joined them subsequently.

Several references suggest that this would have occurred at some time during or after 1878: Charles Grout was Master of the *Queen* until September 1876; Harrod & Co's Directory of Norfolk and Lowestoft for 1877 lists Charles Grout as one of two Master Mariners - the other being William (Otty) Grout - living in the High Street, Blakeney; a year later, Parish records show that Charles Grout's mother, Hannah was buried at Salthouse on 18th February 1878, aged 63.

Master – Emma

In the years 1878 to 1880, South Shields newspapers refer to Charles Grout as being Captain of the *Emma* of Blyth. The *Emma* - official number 7340 - was a 249 ton ship, built in Sunderland in 1850, registered to the Port of North Shields, and owned by The Phoenix Shipping Company Limited of Blyth, Northumberland.

Shipping reports record voyages made by the *Emma* between Blyth and the Tyne and Carlsrona, Sweden, on 5th March and 19th May 1880 respectively, and between the Tyne and Lisbon on 7th June that year. The ship went ashore in June 1880 but was evidently refloated.

A BLYTH VESSEL ASHORE

A telegram was received at Berwick Custom House this morning, stating that last night, during thick weather, the Emma of Blyth. 249 tons register, laden with coal, went ashore at Boulmer, on the Northumberland coast. The vessel belongs to the Phoenix Shipping Company, of Blyth.

Sunderland Daily Echo - Tuesday 22nd June 1880

What was possibly her next voyage – when she was bound from Lisbon for Vlaardingen, South Holland - became her final one when she was wrecked off the Dutch coast.

WRECK OF A BLYTH VESSEL.

A telegram reached Blyth on Friday evening, stating that the brig Emma, of Blyth, which got ashore on the outside of Goeree bar, Helvoet, had become a total wreck. The crew were saved. The vessel was under the command of Captain Grout, and was from Lisbon, bound for Vlaardingen.

Shields Daily News - Monday 26th July 1880

At the time of the 1881 Census, Anne Grout, her two daughters and one son, her sister, brother-in-law and niece, and her father-in-law were all living at 100 Eldon Street, South Shields.

Name	Relation to Head of Family	Condition	Age	Rank, Profession or Occupation	Where Born
Annie E. Grout	Wife	Married	42		Blakeney, Norfolk
Annie Grout	Daughter	Unmarried	16	Apprentice	Salthouse, Norfolk
Charlotte E. Grout	Daughter	Unmarried	14	Scholar	Salthouse, Norfolk
Charles W. Grout	Son	Unmarried	11	Scholar	Salthouse, Norfolk
William Starling	Brother-in-Law		22	Mariner	South Shields, Durham
Lucy Starling	Sister		22		Blakeney, Norfolk
Ethel Starling	Niece		5 ^{mo}		South Shields, Durham
Peter Grout	Father-in-Law	Widowed	67	Labourer	Salthouse, Norfolk

1881 Census

Charles William Grout was not at home but one of eight mariners on board the *Cognac*, off Northumberland. Also serving on the *Cognac* was his son, Peter John Grout.

Name	Condition	Age	Rank, Profession or Occupation	Where Born
James Spence	Married	30	Master	Cley, Norfolk
Charles William Grout	Married	43	Mate	Salthouse, Norfolk
Peter John Grout	Single	18	Cook and Seaman	Salthouse, Norfolk
Richard Mitten	Unmarried	32	Boatswain	Salthouse, Norfolk
William Roper	Unmarried	19	Boatswain	Heligoland
Victor Mussten	Unmarried	24	Able Seaman	Antwerp
Jeremiah Kennedy	Unmarried	21	Able Seaman	Ireland
George Knowles	Unmarried	16	Apprentice	North Shields

1881 Census

Master – Cognac



The 1881 Census suggests that, after the loss of the *Emma*, Charles Grout had perhaps taken a “demotion” from Captain of one ship to Mate of another. However, subsequent newspaper reports refer to Captain Grout as being Master of the *Cognac* and details of shipping movements show him as Master from 1880 onwards. The *Cognac* – official number 51160 – was a 299 ton brig registered at Sunderland on 2nd January 1865 to William Healey of Blyth.

Charles Grout’s “Certificate of Competency as a Master” dated 10th September 1881 was issued from the port of South Shields.

Charles Grout’s sister and brother-in-law were also living in South Shields by 1881. The Census shows Charlotte, 40, and John Lewis Spence, 46, living at 69 Palmerston Street, Westoe; John Spence was no longer at sea but described as a Grocer and a note on the Census states that the address was a shop.

“The Blyth News” of Saturday 30th October 1886 reported that the *Cognac*, Captain Grout, had arrived at Yarmouth from Söderhamn on 22nd October. It was on that day, Friday 22nd October, when the ship was near port, that Captain Grout and his crew made “a plucky rescue” of a Danish ship and her crew of eight.

The *Cognac’s* rescue of the ship *Activ* was very widely reported in national and regional newspapers.

A communication was received at Shields yesterday from Captain Grout, of the brig *Cognac*, of Newcastle, stating that he had picked up in the North Sea a boat containing eight men, belonging to a Danish vessel which had foundered during the late gale. The men had been in the boat for some days and were greatly exhausted. The name of the Danish vessel is not stated. Captain Grout landed the men at Yarmouth.

LOSS OF A BRIGANTINE.—On Friday afternoon the brig *Cognac*, of Sunderland, brought in the crew of the Danish brigantine *Activ*, of Veile, from Bonnes for Veile, with a cargo of coals. The *Activ* sprung a leak on Tuesday last while in heavy weather in the North Sea, and her crew were unable to keep her afloat. The crew of the *Cognac* made a plucky rescue.

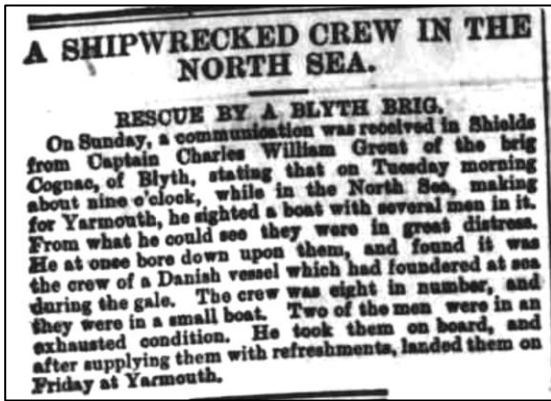
London Evening Standard - Monday 25th October 1886

Norwich Mercury - Wednesday 27th October 1886

SHIPPING DISASTER IN THE NORTH SEA RESCUE BY A NEWCASTLE VESSEL

The brig *Cognac*, of Newcastle, arrived at Yarmouth on Friday from Soderhamn, and landed the crew of a Danish brig, eight in number, who had been picked up in an open boat off the Naze, on the coast of Norway. They stated that their vessel had foundered during a heavy gale at two o’clock on Tuesday morning. When picked up, at 9 a.m. the same day, they were in a very exhausted condition, and two of them were unconscious for some time afterwards. Captain Grout, of the *Cognac*, kindly supplied the men with dry clothing and stimulants, and they shortly afterward recovered from the effects of their exposure. On the arrival of the vessel at Yarmouth, the shipwrecked crew were taken to the Sailors’ Home. Capt. Grout, who resides at 37. Derby Terrace, South Shields, reports having experienced very stormy weather on the voyage, and that he passed a large quantity of wreckage in the North Sea.

Newcastle Daily Chronicle - Monday 25th October 1886



Blyth Weekly News - Saturday 30th October 1886

**A SHIPWRECKED CREW IN THE NORTH SEA
RESCUE BY A BLYTH BRIG**

On Sunday, a communication was received in Shields from Captain Charles William Grout of the brig Cognac, of Blyth, stating that on Tuesday morning about nine o'clock, while in the North Sea, making for Yarmouth, he sighted a boat with several men in it. From what he could see they were in great distress. He at once bore down upon them, and found it was the crew of a Danish vessel which had foundered at sea during the gale. The crew was eight in number, and they were in a small boat. Two of the men were in an exhausted condition. He took them on board, and after supplying them with refreshments, landed them on Friday at Yarmouth.

**THE RESCUE OF A SHIPWRECKED CREW
BY A NEWCASTLE BRIG
SUFFERINGS OF THE CREW**

In reference to the rescue of nine shipwrecked men in an open boat in the North Sea, by the brig, Cognac, of Newcastle, Captain Grout, further particulars have just been obtained, from which it appears that the vessel to which the men belonged was the three-masted schooner Active of Denmark, laden with coal, for Burntisland from Denmark. It appears that a heavy sea struck the vessel, and she sprang a leak. The crew took to the pumps, at which they worked two days and nights, suffering greatly from cold and exposure. The water continued to gain upon the vessel which, giving indications of sinking, the crew gathered together some provisions and took to the long boat. Shortly after leaving the Active heeled over on her broadside and foundered. The crew pulled out to sea, and after knocking about for a considerable time they were observed by the Cognac, which bore down upon them and rescued them, taking them on board, they being in a very exhausted condition. After being supplied with refreshments they were landed at Yarmouth and taken to the Sailors' Home, whence they were sent to their homes. They lost the whole of their clothes and effects, being unable to save anything except what they had on.

Yorkshire Post - Wednesday 3rd November 1886

**THE RESCUE BY THE COGNAC
FORTY-EIGHT HOURS AT THE PUMPS**

Additional information concerning the rescue of a shipwrecked crew in the North Sea by the brig Cognac has been received. The vessel which foundered appears to have been the three masted schooner Activ, of Marstal. The Activ was coal laden, bound for Burntisland to a Danish port. In the course of the voyage some very severe weather was experienced. After the vessel had been struck by several heavy seas she sprung a leak. The water gained rapidly, and the crew took to the pumps. The seas at times swept over the deck, and this state of things continued for two days and two nights, the men suffering greatly from exposure. At last the water gained so much that the crew were compelled to abandon the vessel. The largest boat the ship possessed was launched, and such provisions as could be got without difficulty were taken into the boat. The schooner was at this time sinking fast, and the crew had rowed only a short distance from her when she heeled over on to her broadside and went down. The crew were knocking about in the open boat for about seven hours, when the Cognac, Captain Grout, hove to and took the poor fellows on board. Two of the men were unconscious when picked up. The crew, eight in number, were kindly treated by Captain Grout, who landed them at Yarmouth, from whence they were subsequently forwarded to their homes. The Activ was a vessel of 105 tons net register. She was built in 1865 at Nakskov, and was owned by F.P. Riffbjerg, Marstal.

Blyth Weekly News - Saturday 6th November 1886

The reports show that, at the time of the rescue of the *Aktiv* in 1886, Charles William Grout was living at 37 Derby Terrace, South Shields, an address very close to the port.



Derby Terrace, South Shields

Master - Crest

Captain Grout's Obituary in the "Eastern Daily Press" refers to him having command of the *Crest*, which it described as "a magnificent steamer employed in the South American and Continental trade".

Appropriation Books and the Mercantile Navy List 1890 show that the steel screw steamer *Crest* - official number 95247 - was built in Sunderland in 1888 and registered to the Port of Newcastle on 14th June 1888. Her Manager was John Dent Junior of The "Crest" Shipping Company Ltd., Custom House Chambers, Newcastle.

The new screw steamer *Crest* of Newcastle, recently built at Sunderland, and which, after her trial trip, proceeded direct to Cronstadt under the command of Captain C. W. Grout, of South Shields, has arrived at that place after a passage of six days and a half.

Blyth Weekly News - Saturday 30th June 1888

Shipping reports in local newspapers record the numerous voyages that Captain Charles Grout was making in the new ship *Crest*, between Blyth and Cronstadt, London and Cronstadt, Grimsby and Memel, London and Memel, Grimsby and Riga, London and Antwerp, London and Bilbao, London and Rouen, London and St. Petersburg.

However, it was just six months after her launch that "The Shields Daily News" of 4th December 1888 reported: "The steamer *Crest*, of Newcastle, is stranded near Faxoe. A salvage boat has gone to her assistance."

The following day, the same newspaper reported that the *Crest* of Newcastle had been floated with assistance, examined and found to be undamaged, and had proceeded to Copenhagen. Reports of the loss of the *Crest* refer to the death of her Captain but, although he had commanded many of her early journeys, it was not Charles Grout who lost his life on the voyage.

ACCIDENT TO A TYNE STEAMER THE CAPTAIN REPORTED DEAD

A Lloyd's Copenhagen telegram states that the British steamer *Crest*, previously reported ashore, has been floated with assistance from the steamer *Svitzer* and brought to Copenhagen. The captain was dead. The vessel, having been examined by divers and found undamaged, will proceed.

BAIRD - Died at sea on board the s.s. *Crest*, on the 3rd. inst., aged 40 years, Captain Thomas Baird, the dearly beloved husband of Mina Baird, late of 113 Lee Street, Garden Walks, South Shields. Interred at Copenhagen.

Shields Daily News - Monday 31st December 1888

Shields Daily News - Wednesday 5th December 1888

The *Crest* suffered further, more significant damage the following year.

"Lloyds List" of 14th October 1889 carried a report dated 13th October at 8.30 pm that the *Crest* which had sailed that morning from Bilbao for Antwerp had put into Castro Bay that afternoon with damage to her fore compartment and had sunk there. Castro Urdiales, a seaport of northern Spain situated on the Bay of Biscay, was located at a crossroads in the trade between northern Europe and Castile.

On 15th October, the day after the grounding, salvage arrangements were in hand and it was reported that a diver was examining the damaged forehold and the condition of the ship's bottom and the hope was that, with good weather, it would be possible to save the ship

CREST (s) - Bilbao, Oct. 14. - The steamer *Crest*, which sailed hence for Antwerp yesterday morning, put into Castro in the afternoon with damage to fore compartment, and sunk there. It is stated that the cause of this accident is her having struck the rocks when leaving hence. A tug left this morning for Castro with pumps and gear for salvage operations. The vessel's engine-room and after holds are free of water.

Lloyd's List - Thursday 17th October 1889

A BLYTH STEAMER SUNK

On Sunday last, while the steamer "Crest", Capt. Grout, was leaving Bilbao for Antwerp, with a cargo of iron ore, she sank in Castro Bay. Her fore compartment is damaged and she lies in a critical position. She is owned by Messrs. Dent and Co., Blyth.

Blyth Weekly News - Saturday 19th October 1889

SINKING OF A BLYTH STEAMER

Information has been received to the effect that the screw-steamer *Crest*, belonging to Messrs. Dent & Co., of Blyth and Newcastle, has been damaged and sunk on the Spanish coast. The vessel, after loading about 3,000 tons of iron ore at Bilbao, was leaving that port for Antwerp, when she struck the ground. On getting out to sea it was found that she was leaking, and she ultimately sank while being run into Castro Bay. The crew all got ashore in safety. With moderate weather, it is hoped the vessel may be raised. The *Crest*, which was under the command of Captain Grout, was a new steamer, having been built at Sunderland only last year.

Blyth Weekly News – Saturday 26th October 1889

Despite optimism that the new steamer *Crest* might be raised, “Lloyds List” of Friday 18th October reported that the ship had sunk completely on the afternoon of 14th October “before the pumps could get to work” and that “she now lies in about six fathoms at high water, and her position might become serious if the sea should come on rough”.

Very soon after the *Crest* went aground, arrangements were being made to salvage her.

CREST (S) – London, Oct. 29. – Crest (s) sunk at Bilbao. A letter has been received from the owners stating that the North of England Insurance Association and the Newcastle Insurance Association have contracted on behalf of underwriters with Messrs. Tozer, Hewitt, and Co., to raise the above steamer for the sum of 9,000/., no cure no pay, and the salvage boat *Brethilda* is now working with full power. – [Memo: Messrs. Tozer, Hewitt and Co. (see above) act as agents for the International Salvage Union.]

Shipping Gazette and Lloyd's List - Tuesday 29th October 1889

The “Eastern Daily Press” – in its Obituary for Charles Grout - reported that, eleven months after she was wrecked, she was raised by a Danish salvage company and, under Captain Grout, returned to Sunderland, “from which port she was purchased by another firm. However, the Mercantile Navy List (Closures) 1891 records the Newcastle steam ship as “Stranded”.

LATER YEARS

In South Shields



Erskine Road, South Shields - 1886

Charles Grout had moved from his address at 37 Derby Terrace, South Shields by 1890, when the Kelly's Directory for Durham, South Shields for that year lists him, a Master Mariner, living in Erskine Road, Westoe.

He had also, at some time after the loss of the *Crest*, taken command of the *Creole*, another ship owned by Dent & Co., Newcastle.

Charles Grout had been prepared to move away from Norfolk when trade in Blakeney was in decline and he evidently prospered in South Shields and acquired wealth.

In February 1891, he bought at auction "two freehold tenemented houses - numbers 71, 73, 75 and 77 Henry Street".

PROPERTY SALE IN SOUTH SHIELDS.—Last night, at the Royal Hotel, Ocean Road, South Shields, a number of properties, a coble, and trawler shares were offered for sale by auction by Mr T. Vasey. Lot 1, the freehold dwelling house 8 and 10 Gardner Street, rent £19 10s, was sold to Mr Hendry for £185; lot 2, two freehold dwelling houses, 57, 59, and 61 Brunswick Street, rent £40, was knocked down to Mr H. Potts at £320; Mr W. Brown became the owner of lot 3, a freehold house and shop, 32 Bedford Street, with beer off license, at £300; at £390 Capt. Grout secured lot 4, two freehold tenemented houses, Nos. 71, 73, 75 and 77 Henry Street; lot 5, the coble "Gleaner" was purchased by Mr Anthony Hogg for £18 10s; lot 6 consisted of four shares in the steam trawler "John George" and Mr Dryden became the possessor at £22 10s per share. Mr T. D. Marshall was solicitor for the vendor of the first three lots; Messrs Young and Green of lot 4; and Mr W. E. O. Scott of lots 5 and 6. There was a large attendance, and bidding was very spirited.

Shields Daily Gazette - Wednesday 18th February 1891

The 1891 Census shows Charles Grout and his extended family still living in Erskine Road. His brother-in-law John Lewis Spence died in 1890, aged 55, in South Shields, hence his widow shown living with her brother and family the following year.

Name	Relation to Head of Family	Condition	Age	Rank, Profession or Occupation	Where Born
Charles W ^m . Grout	Head	Married	55	Mariner	Salthouse, Norfolk
Charlotte E ^{liz} . Grout	Daughter	Single	24		Salthouse, Norfolk
Charles W ^m . Grout	Son	Single	22	Mariner	Salthouse, Norfolk
Charles W ^m . Grout	Grandson		5	Scholar	Howden, Northumberland
Peter Grout	Father	Widowed	77	Labourer	Salthouse, Norfolk
Charlotte E ^{liz} . Spence	Sister	Widowed	50		Salthouse, Norfolk
John Arthur	Visitor	Single	29	Marine Engineer	Scotland

1891 Census

Charlotte Elizabeth Grout was married later in 1891 to John Arthur, the visitor shown in the Census.

Anne Elizabeth Grout was not with her family and the 1891 Census shows her visiting her parents, who were living in the High Street, Blakeney.

Name	Relation to Head of Family	Condition	Age	Rank, Profession or Occupation	Where Born
Samuel Daniel	Head	Married	76	Retired Master Mariner	Bircham, Norfolk
Ann Daniel	Wife	Married	73		Morston, Norfolk
Ann Grout	Daughter	Married	52	Visitor	Blakeney, Norfolk

1891 Census

Charles Grout's father, Peter Grout, died in South Shields in 1892, aged 78.

Master – Creole

Charles Grout's Obituary refers to his next captaincy after the *Crest* being the *Creole*. Appropriation Books and the Mercantile Navy List show that the iron steamship *Creole*, official number 83904, was built in Sunderland in 1881 and first registered to the Port of Newcastle on 17th June 1881 with net tonnage of 890. Like Charles Grout's other ships, she was owned by Messrs. Dent & Co.; her Manager was Thomas Scrutton of The "Creole" Shipping Company Limited of 7 Sea View.

The *Creole* was on passage from Leith to Iceland when she ran ashore at 11.58 a.m. on 13th September 1892.

The event was very widely reported and newspapers on the same and subsequent days described that, two hours past high water, the *Creole* was stranded during dense fog, with visibility less than fifty yards ahead, but that the sea was smooth, the vessel was laying on a sandy bottom, and although weather was threatening from the North, there was every possibility of getting her off at high water.

STEAMER ASHORE NEAR RATTRAY HEAD

This morning about six o'clock the steamer *Creole* ran ashore during a heavy fog about a mile from Rattray Head. She belongs to Dent & Co., Newcastle, Captain Grout, and was bound from Leith to Iceland for cattle. She carried part cargo of paraffin. She is 1639 gross tonnage, and carried a crew and cattlemen numbering about 30. She came ashore at high water, and lies well up on the sand.

Aberdeen Evening Express - Tuesday 13th September 1892

STEAMER ASHORE NEAR RATTRAY HEAD

Yesterday morning about six o'clock the steamer *Creole* ran ashore during a heavy fog about a mile from Rattray Head. She belongs to Dent & Co., Newcastle. The vessel, which has a registered tonnage of 1639 gross and 1070 net, was bound from Leith to Iceland to receive a cargo of cattle and ponies. She passed Peterhead about a quarter past nine o'clock in the morning, the weather at the time being so thick that the look-out could not see 50 yards before him. The sea was quite smooth, and it would appear that when the captain (Grout) passed Scotson Head he thought he was passing Rattray Point. She was on the sands during high water, about 300 yards from the shore. There were 30 persons on board, including crew and cattlemen, but, as there seemed to be no immediate or even ultimate danger, they did not leave the vessel. A fishing boat first brought the news to port, and the rocket apparatus crew were at once summoned. It was seen, however, by aid of the glass, that the vessel was too near the land to be in any great danger, and it was not thought necessary to despatch the apparatus. The tug *Pride of Scotland* went out and stood by the *Creole* all day. The vessel was certainly in a very awkward position, and at first it was thought that great difficulty would be experienced in getting her off. However, when the tide made in the afternoon, strenuous efforts were made, with the result that she soon slipped into deep water and proceeded on her voyage.

Aberdeen Press and Journal - Wednesday 14th September 1892

"The Shields Daily Gazette" reported further on 14th September that "the *Creole* had got off unassisted and undamaged, and has proceeded". "Lloyd's List", also on Wednesday 14th September, reported that the *Creole* floated (off) at 4 p.m. "without assistance, not damaged, proceeded north".

STRANDING OF A STEAMER AT RATTRAY HEAD

On Tuesday morning about six o'clock the steamer *Creole* ran ashore during a heavy fog about a mile south of Rattray Head. She belongs to Dent & Co., Newcastle. The vessel, which has a registered tonnage of 1639 gross and 1070 net, was bound from Leith for Iceland to receive a cargo of cattle and ponies. The sea was quite smooth. And it would appear that when the captain (Grout) passed Scotson Head he thought he was passing Rattray Point. She ran on the sands during high water, about 300 yards from the shore. There were 30 persons on board, including crew and cattlemen, but, as there seemed to be no immediate or ultimate danger, they did not leave the vessel. A fishing boat first brought the news to port, and the rocket apparatus crew were at once summoned. It was soon seen, however, by aid of the glass, that the vessel was too near the land to be in any great danger, and it was not thought necessary to despatch the apparatus. The tug *Pride of Scotland* went out and stood by the *Creole* all day. The vessel was in a very awkward position, and at first it was thought that great difficulty would be experienced in getting her off. However, when the tide rose in the afternoon, strenuous efforts were made, with the result that she slipped into deep water, after which she proceeded on her voyage.

Buchan Observer and East Aberdeenshire Advertiser – Thursday 15th September 1892

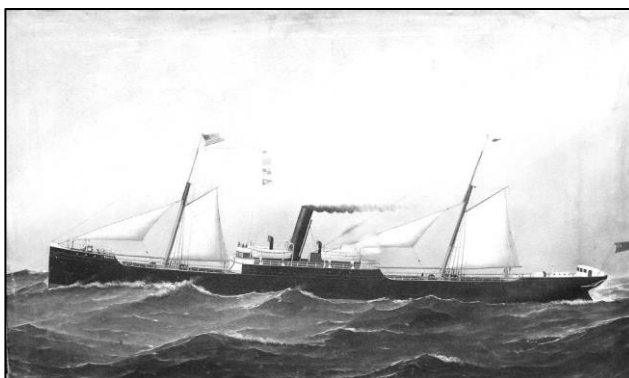
The *Creole's* Registry closed in 1898.

Master – Crane

Charles Grout's last command was the steamship *Crane*, which was owned by The "Crane" Shipping Company Ltd. of 7 Sea View, Blyth, Mr John Dent, junior, of Newcastle being her Manager.

Described in the Captain's Obituary as "a grand vessel", the *Crane* – official number 80551 – was a 1,860 ton iron-screw steamship, built at Sunderland in 1879 by Messrs. Joseph L. Thompson & Sons and registered on 2nd September that year in Newcastle.

Her dimensions were: length 275.5 ft., breadth 35 ft, and depth of hold 24 ft. She was schooner-rigged and fitted with two compound direct-acting surface engines of 180 horse power (combined).



SS Crane

On 14th February 1896, the *Crane* was involved in a collision with the *Hugh Taylor* – official number 62311 - a 626 ton iron steam ship registered on 25th February 1869 to the Port of Newcastle. The circumstances were described in a Maritime Deposition made by Charles Grout.

MARITIME DEPOSITIONS

CRANE - Report of Charles William Grout, master of the schooner-rigged screw steamer *Crane*, of Newcastle, 1,208 tons, from Benisaf, Feb. 6, for Jarrow-on-Tyne, with 2560 tons of iron ore :-

On the 14th, at 3 p.m., weather light fog, wind W., blowing a light breeze, with a slight sea from the N.E., the vessel was proceeding under her own steam, no sails set, going from 8 to 8 1/2 knots per hour, in charge of the chief officer, who was on the upper bridge, vessel then about S.E. by S. 1/2 S. from Flamborough Head, distant about 17 to 18 miles.

I was down in the cabin below, which is situated aft, till within four or five minutes to 3 p.m. At that time I was asleep and was aroused by the steam whistle blowing two short blasts; soon afterwards it was again sounding three short blasts. I at once went on deck to ascertain the cause. I went along deck on the starboard side towards the bridge, observed a steamer approaching; she was then from three to four points on the starboard bow, about four to five cables off.

When I got to the bridge our engines were going full speed astern. I then saw that a collision was inevitable, and ordered men that were standing by to clear the starboard boats, which was done. We came into collision with our stern with the other vessel's port amidship, nearly at right angles. Our starboard jollyboat was lowered immediately: some of the crew of the *Hugh Taylor* (s) scrambled on board our vessel; two of her crew jumped overboard, but were rescued through my exertion and that of my crew.

As the collision occurred our engines were stopped; the crew of the older vessel were hailing for us to keep ahead to save life. The vessels parted, and the other went down in 25 minutes, all hands being saved. My vessel has received slight damage to her bows, some plates cracked, and other damage. A little water got into the forepeak, and we put a sailor's bed against hole in inside and two sails over the bows. We are proceeding N. by W. 3/4 W, pole compass, which is N.N.W. magnetic. We had an A.B. on the forecastle head on the look-out. – Newcastle, Feb. 18th.

Shipping Gazette and Lloyds List – Thursday 5th March 1896

This was not the only incident involving the *Crane*; the second occurred four months later.

In its Obituary for Charles Grout, the "Eastern Daily Press" reported that, "he had a most eventful time while in command of the *Crane*", which was, in some ways, a generous understatement.

The Obituary also reported that, in the year before his death, "he experienced the great misfortune of his ship striking upon an unknown rock on the Algerian coast while prosecuting a voyage from Benisof to Middlesbrough with iron ore". This seems to cast Charles Grout in a more favourable light than was concluded by a Board of Trade enquiry.

The *Crane* foundered off Ceuta, on the North coast of Africa, on 17th July 1896 and sank in five minutes; amongst those on board was a returning missionary, his wife and family. Captain Grout, some of his crew members, and the missionary and his family arrived back at South Shields on 28th July.

WRECK OF A BLYTH STEAMER.

A Gibraltar telegram says the British Steamer *Crane*, Benisaf for Middlesbro, went ashore at Ceuta through a boiler bursting, and became a total wreck. The crew and passengers were saved. The *Crane* was built at Sunderland in 1879, registered at Newcastle, and owned by the Crane Shipping Co., Limited, Blyth.

Our Blyth correspondent writes:—On Sunday information reached Blyth which differed somewhat materially from the details printed through Lloyd's with regard to the wreck of the steamer *Crane*, Captain Grout, of Blyth. It states that the vessel struck some submerged substance off Ceuta, near Gibraltar. The vessel sank almost immediately after the crew got into the boats.

Shields Daily Gazette - Monday 20th July 1896

THE LOSS OF THE CRANE (S)

Amongst the passengers by the steamship *Parramatta*, which arrived at Plymouth last evening, were the Rev. R. Brown, Wesleyan minister, Mrs. Brown, and three children, who were rescued from the steamship *Crane*, belonging to the Crane Shipping Company, of Blyth, which was recently lost near Ceuta. On board the *Parramatta* were also Captain Grout, the first mate, two engineers, two firemen, and two seamen belonging to the vessel. The *Crane* was bound to Middlesbrough, and at 8 p.m. on the 17th inst. struck some submerged substance and sank within half an hour. Fine weather prevailed, and the five passengers and the crew, numbering 20, were taken ashore in the ship's boats and subsequently sent on to Gibraltar. The ship's papers were saved, but the crew lost most of their effects. Captain Grout denies that the cause of the disaster was a boiler explosion, as was telegraphed home.

Lloyd's List - Monday 27th July 1896

THE LOSS OF THE S.S. CRANE.

Captain Grout of the Tyne steamer *Crane*, already reported wrecked in the vicinity of Ceuta arrived at his home in South Shields yesterday from London, where he was landed by the steamer *Paramatta*. The *Crane*, it will be remembered, was proceeding from Benisaf bound for Middlesbrough, when she foundered, and had on board as passengers, a minister and his wife and family. The particulars regarding the casualty have been given. The crew, it may be stated, lost all their clothes and effects, and a number of them were expected at Shields last night.

Shields Daily Gazette - Wednesday 29th July 1896

THE LOSS OF THE CRANE.

WESLEYAN MINISTER'S FAMILY PASSENGERS.

ARRIVAL OF THE CREW.

STORY OF THE DISASTER.

Eight of the crew and five passengers of the steamer *Crane*, of Newcastle, arrived at Plymouth last evening in the mail steamer *Parramatta*. The *Crane*, commanded by Captain Grout, was bound from Benisaf to Middlesbrough with a cargo of iron ore. On the 17th inst., about 8 o'clock in the evening, when off Ceuta, the vessel struck a submerged substance, considerably damaging the bottom of the fore part of the vessel. No. 1 hold rapidly filled with water, and it was soon apparent that the *Crane* was doomed, and within half an hour she foundered. The crew, numbering twenty all told, had been working at the pumps, but their efforts were unavailing. The captain, seeing the desperate position of the vessel, ordered the boats to be prepared, and shortly before the vessel went down the passengers took their places in the boats. There were five passengers on board—the Rev. Mr. Brown, a Wesleyan minister, his wife, and three small children. Two of the children were in bed when the vessel struck, and the third was just being put to bed. There was no time to dress the children, who were placed in a boat with garments and rugs wrapped around them. The Browns, who came from Barcelona, lost all their luggage, and the crew lost all their effects, nothing whatever being saved except what they stood in. The shore was about one mile distant, and was reached in the boats without difficulty. From Ceuta the shipwrecked mariners and passengers were conveyed to Gibraltar, whence the passengers, the captain, mate, chief engineer, second engineer, two seamen, and two firemen took passage home in the *Parramatta*. The remainder will follow in the steamer *Malta*, due at Plymouth tomorrow. In the course of an interview, Captain Grout stated that he did not think the vessel struck a rock; he could not surmise what it was. He denied that there had been any boiler explosion, as previously telegraphed home.

Shields Daily Gazette - Monday 27th July 1896

A formal Board of Trade investigation under the terms of The Merchant Shipping Act 1894 was held at the Moot Hall in Newcastle on 13th and 14th August 1896 to investigate the circumstances of the *Crane's* loss.

The "Annex" gave details of the ship's specifications, of her owners, and the navigational equipment and life-saving equipment on board and described that, on the voyage in question, the ship was "in good condition and well-found and was fully equipped with life-boats and life-saving apparatus". There were three compasses on board and the vessel had four boats, two of which were life-boats.

It went on to describe that the *Crane* left Benisaf in the Mediterranean at 9.00 pm on 16th July with a cargo of 2,500 tons of iron ore consigned to Middlesbrough. She was under the command of Charles William Grout, who held a Certificate of Competency as Master, and carried a crew of twenty hands and also five passengers (a returned missionary, his wife and family) who had been taken on board at Barcelona at the request of the British Consul. On leaving Benisaf, her draught of water was 21 ft. 7 in. even keel.

From Benisaf to Almina Lighthouse a course was steered W.N.W. (magnetic) and this brought the lighthouse two points on the starboard bow when it came into sight about 5 pm on the 17th July, 12 or 13 miles distant.

The course was then altered to N.W. to round the lighthouse, of which a four-point bearing was taken by the Chief Officer, placing the vessel about one and half miles N.E. $\frac{1}{2}$ N. of the light. From this point, Captain Grout was now on the bridge. He was confident that if he passed outside Leona Point, he was clear of all danger and, without going below to consult the chart, he put the vessel on the W.N.W. (magnetic) course again.

The *Crane* continued on this course until 7.45 pm, steaming at about 9 knots an hour and, at this time, Captain Grout, seeing that it was beginning to get dark, took the ship out half a point northward.

At 7.55 pm, the vessel was still going at full speed when she suddenly struck something on the port side, before the foremast, apparently under her bottom, heeling her slightly to starboard and making a grating noise like the running out of the cable chain.

Captain Grout immediately altered the helm hard-a-starboard in order to beach the ship if necessary. The tanks were sounded and no water found in them. Captain Grout then altered the course to about N. but immediately after, the Chief Officer, who in the meantime had taken a forehatch off, reported water in the forehold gaining rapidly.

THE FOUNDERING OF THE STEAMER CRANE.

BOARD OF TRADE INQUIRY AT NEWCASTLE.

A MYSTERIOUS ROCK.

At the Moot Hall, Newcastle, yesterday, before Messrs Hugh Morton and J. Beckingham, assisted by Captains Hore and Ernskin (nautical assessors), a Board of Trade inquiry was opened into the loss of the s.s. *Crane* (of Newcastle), on July 17th on the coast of Morocco, through striking some unknown substance. Mr F. W. Dendy appeared for the Board of Trade, and the master and owners were defended by Mr Dixon Jacks (Botterell, Roche, and Temperley).

Mr Dendy, in opening the inquiry, said the *Crane* was an iron steamer, built at Sunderland in 1879, and her gross tonnage was 1860.09, and she had two engines of 120 h.p. combined. She belonged to the Crane Steam Shipping Company, Limited, of Newcastle, and Mr John Dent was the managing owner. On the 16th July last she left Benisaf with a crew of twenty hands, five passengers, and a cargo of iron ore for Middlesbrough. On the 17th the vessel grounded in the neighbourhood of Sueka Point, or rather by Almeria. He described the courses steered, and said that with a night fine and clear and a smooth sea, at 7.55 p.m., the vessel's port side hit something forward. It was found that the vessel began to make water rapidly in No. 1 hold. She settled down rapidly forward, and the boats were swung out, and the crew and passengers left the ship. The vessel foundered with all effects on board about half an hour after striking, and ten minutes after abandonment. The crew and passengers eventually got to Gibraltar, and from thence were brought home. The master would state that the vessel was going from $4\frac{1}{2}$ to 5 knots when she struck, and they were a mile from shore. There was no rock marked on the chart at the point indicated. The Court would see, however, that there were rocks indicated about a quarter of a mile from shore, viz, the Benjus Bank and the Susan Rock. The coast line was a bold headland. He then intimated the nature of the questions that would be put by the Board of Trade, the leading one of course would be as to the existence of a rock or not, and the position of the vessel.

Captain Chas. W. Grout, master, was first called, and detailed the incidents of the voyage up to and after the mishap. His certificate and effects went down with the vessel. The cargo was 2,500 tons, and the passengers (Mr Brown, his wife and child), were being brought home at the request of the Consul at Barcelona. The vessel drew 21 feet on an even keel. The facts of the disaster were as described, and they were fully a mile from shore.

Mr Jonas C. Claxton, and Mr Walter Johnson, the second officer, also gave evidence.

The hearing was adjourned until to-day.

The ship immediately began to settle by the head, the engines were stopped and the boats ordered out.

The two lifeboats were put over and the five passengers placed in the starboard boat, and the crew, with the exception of the Master and Chief Engineer, took to the two boats. The Chief Engineer went below, stopped the pumps and opened the safety valves. Both men then left the ship, which went down head-first about ten minutes afterwards.

The boats then headed for the shore and eventually pulled into Ceuta Bay, where the passengers and crew landed, crossing to Gibraltar the next morning. No lives were lost but the ship's papers and all effects went down with the vessel.

Captain Grout attributed the casualty to the ship striking either a rock not marked on the chart or some submerged wreckage about a mile off the shore.

The investigation heard, however, that "from the bearing of Point Leona when the vessel struck, viz., a point on the port bow, it is clear that she was much nearer to the shore than the master imagined, and that the course from Ceuta was not made good. Had she been in the position assumed by the master, then Leona Point would have borne $2\frac{1}{2}$ points on the port bow when she struck."

Further, "if on the run from off Ceuta the master had referred to the chart, he would have at once seen by the bearing of Leona Point that he was not making good the course he steered, and that the vessel was in fact running on to the dangerous shoals upon which she eventually struck."

At the conclusion of the evidence and in response to questions raised by a representative of the Board of Trade, the following points were confirmed.

There were three compasses (pole, standard and binnacle) on board the *Crane* and all were in good order and sufficient for the safe navigation of the vessel. A good and proper look-out appeared to have been kept.

Captain Grout stated that he ascertained the deviation of his compasses by observation from time to time, and that from observations taken by the Chief Officer and himself on the day of the casualty and the previous day a half-a-point westerly deviation on N.W. by W. and W.N.W. courses had been found and that he properly applied these corrections to the courses steered.

The log and note books had been lost with the ship and there was, therefore, no documentary evidence before the Court to confirm the Master's account and to show how the calculations had been made.

The *Crane* passed Almina Point Light at 7.20 pm on 17th July at a distance of about one and a half miles, as ascertained by a four-point bearing taken by the chief officer. At this time, Captain Grout had – without consulting the chart – set a W.N.W. magnetic course which, if made good and assuming the position given by the four-point off Almina Point to be absolutely correct, would have carried the vessel clear of the Susan and Benzus rocks, off the coast of Morocco.

No allowance was made for tide and currents and it was clear that from the bearing of Leona Point before and when the vessel struck, as given by the Master and the man at the wheel, that this course was not made good.

The alteration made in the course at 7.45 pm was in the right direction but not sufficient; no allowance was made for tide and currents.

From the bearing given of Leona Point where the casualty occurred, the Court's opinion was that the vessel struck on the outer edge of either the Susan or Benzus Rock, both of which were marked on the Admiralty chart.

The vessel was navigated with "proper and seaman-like care up to passing Almina Point, but not subsequently". Prompt and proper measures were taken to save her after the casualty but the damage sustained was so great that she sank within 15 to 20 minutes after striking.

The inquiry deemed that the loss of the vessel was caused by her striking on the outer edge of either the Susan or Benzus Rock and found that the loss of the vessel was caused by the master, Charles William Grout "neglecting to consult his chart and set his course thereby and satisfy himself that the W.N.W. (magnetic) course steered was made good".

**THE FOUNDERING OF THE S.S.
CRANE,
JUDGEMENT OF THE COURT.**

The Board delivered judgment at half-past four yesterday, and found that the cause of the casualty was the vessel being steered too close in shore, that she struck one of the rocks laid down in the chart, and that the captain in supposing he was fully a mile from shore was in error. He alone was responsible, but the Court, taking into consideration his long service in the mercantile marine, and the fact that he bore a splendid character, and had previously never met with an accident, thought the justice of the case would be met by a simple reprimand.

The transcript of the Board of Trade Inquiry records its findings that Captain Charles William Grout was in default and that he alone was responsible for the loss of his ship.

However, in consideration of his age, long service, "splendid character" and his previous immunity from casualty, the Board did not deal with his Certificate but - contrary to the "Eastern Daily Press" report of "a simple reprimand" - severely reprimanded him for his neglect.

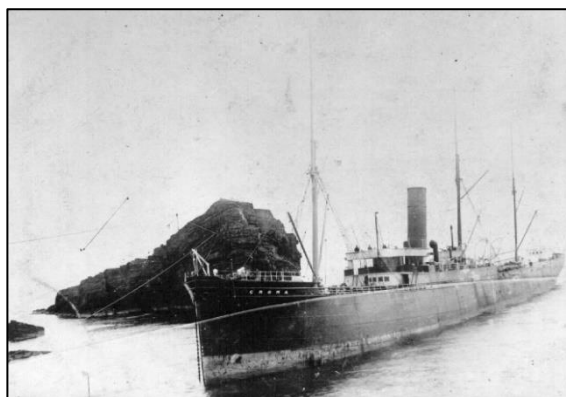
Shields Daily Gazette - Saturday 15th August 1896

Of the two people who gave evidence to the Inquiry, Jonas Cleveland Claxton was a Norfolk man, born in 1849 in Mundesley and the son of a Master Mariner.

Jonas Claxton was fifteen when he was apprenticed on 14th March 1864, bound for four years to John Barry of Amble to serve on the *White Rose* of Shields. He was awarded his Certificate of Competency as a Master on 19th October 1872. The 1891 Census shows Jonas Claxton and his family living at 40 Salisbury Street, Westoe, South Shields; in the next house, number 38, was Charles John Jary, a Sailor, and his family, who were all born in Blakeney.

Claxton had himself made Depositions to the Receivers of Wrecks about the loss of two ships of which he was Master, the *Chilton* of West Hartlepool in June 1884 and the *Croma* of Newcastle in September 1899.

Coincidentally, the *Croma* was owned by the Croma Shipping Company Ltd. of 7 Sea View, Blyth, and managed by John Dent junior, of Custom House Chambers, Newcastle and in the same ownership as Charles William Grout's ships.



SS Croma

FINAL YEARS

Return to Norfolk

The loss of the *Crane* - after a long and otherwise untoward maritime career - was perhaps a factor in Charles Grout leaving the Merchant Service, leaving South Shields and returning to his home county and where, as the newspaper also reported, "he was completing a fine residence".



Greencroft during restoration

The residence was "Greencroft", a late Victorian villa close to Morston Road; built of red brick, with its gabled windows and imposing front entrance, the house was different in appearance from any other property in the vicinity.

It was accessed from a drive leading from Morston Road and had a tradesman's entrance from Greencroft Road at the rear.

The 1911 Census shows that "Greencroft" was a substantial property, on a large site, comprising ten rooms including the kitchen, but excluding the "scullery, landing, lobby, closet, bathroom ... and office".

Charles Grout's house was built by his brother-in-law, William Starling, a former Mariner who had left the sea and established himself as a Carpenter and Builder in Blakeney. He was born in South Shields, the eldest child of William Hammond Starling, also a Master Mariner from Blakeney, who, like Charles Grout, had also moved to South Shields.

William Starling married Lucy Daniel (Anne Grout's sister) in 1880 in Blakeney. As referenced earlier, the 1881 Census shows the couple living in South Shields with Anne Grout and her family but they had moved back to Norfolk circa 1883 and the 1891 Census shows them and their young family, all born in Blakeney, living in the High Street.

The time Charles William Grout spent in his retirement from the sea was sadly short. His last ship, the *Crane*, was lost on 17th July 1896 and he died six months later - apparently at his new home in Blakeney - on 23rd February 1897, aged 59, and was buried in the churchyard.

Charles Grout's headstone, his Obituary and record of Probate all give the date of his death as Tuesday 23rd February 1897 whereas the Shields Daily Gazette gives it as Wednesday 24th.

At Blakeney, Norfolk, on the 24th inst., after a short illness, Capt. Chas. W. Grout, late master of the s.s. Crane, of Newcastle, late of Erskine Road, South Shields. Deeply lamented by his sorrowing wife and family.

At Blakeney, Norfolk, on the 24th inst., after a short illness, Capt. Chas. W. Grout, late master of the s.s. Crane, of Newcastle, late of Erskine Road, South Shields. Deeply lamented by his sorrowing wife and family.

Shields Daily Gazette - Friday 26th February 1897

"The Norfolk News" advertised on 26th August 1899, the auction "by direction of the late W. Baker's Trustees" of "Five substantial (freehold) cottages and gardens, and piece of Land in Greencroft"

The house "Greencroft" was restored and converted in 2019 when other properties were built on the surrounding land on which it stands. The new courtyard setting was named "The Chase" after the house's last owners, the Chase family.

Charles Grout was the last Master Mariner to be buried in Blakeney churchyard at the close of the nineteenth century.

WE SHALL MEET AGAIN
IN LOVING MEMORY
OF
CHARLES WILLIAM GROUT
MASTER MARINER
WHO DEPARTED THIS LIFE
23RD FEBRUARY 1897
AGED 59 YEARS

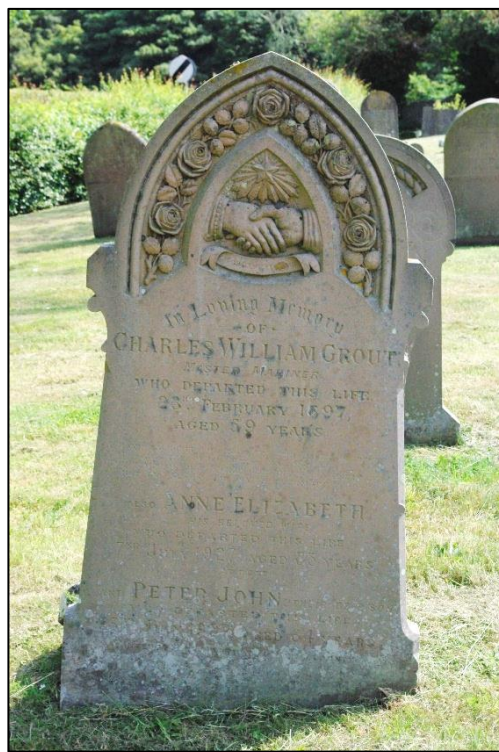
I HAVE ANCHORED MY SOUL IN THE HAVEN OF REST
I SAIL THE WILD SEAS NO MORE
THE TEMPESTS MAY SWEEP OVER THE DEEP STORMY DEEP
BUT IN JESUS I'M SAFE EVERMORE

ALSO ANNE ELIZABETH
HIS BELOVED WIFE
WHO DEPARTED THIS LIFE
7TH JULY 1927 AGED 88 YEARS

AT REST

AND PETER JOHN, THEIR DEAR SON
WHO DEPARTED THIS LIFE
23RD JULY 1927 AGED 64 YEARS

INTERRED AT MARTHAM IN THIS COUNTY



The inscription on his headstone is taken from the refrain of a hymn written in 1885 by Henry L. Gilmour and based on Psalm 107, 29-30: "He maketh the storm a calm, so that the waves thereof are still. Then are they glad because they be quiet; so he bringeth them to their desired haven".

Probate was granted to his widow, Anne Elizabeth Grout, and to his son, Peter John Grout.

GROUT Charles William of "Greencroft" Blakeney Norfolk master-mariner died 23 February 1897 Probate **London** 19 May to Anne Elizabeth Grout widow and Peter John Grout river-policeman Effects £279 2s. 9d.

Charles William Grout, Deceased.
PERSONS having any Claims against the Estate of
CHARLES WILLIAM GROUT, Deceased, late
of Greencroft, Blakeney, in the County of Norfolk,
but formerly of Erskine Road, South Shields, Master
Mariner, are requested to send forthwith Particulars
thereof to the undersigned.
WILLIAM S. YOUNG,
Salem Street, South Shields,
Solicitor to the Executors.

Eastern Daily Press - Tuesday 30th March 1897

Charles Grout's widow and son were later buried with him.

THE COMMAND THAT MIGHT HAVE BEEN

The "Eastern Daily Press" reported in its Obituary for Charles Grout that the shipowners, Messrs. Dent & Co., for whom he had worked for so long, regarded him as an "an old and valued servant" and, at the time of his death, had hoped that he would take charge of a new 6,000 ton steam ship then being built.

Shipbuilding and Appropriation records suggest that this ship was very probably the *Crewe*.

Crewe



The *Crewe* – official number 110334 – a single screw steel cargo ship steamer was built by Wood, Skinner & Co. for The "Crewe" Shipping Company Ltd", Custom House Chambers, Newcastle; her Manager was J. Dent of the same address.

The *Crewe* was launched on 9th May 1899 and completed in the following month.

Launch at Bill Quay

Yesterday Messrs Wood, Skinner & Co., Limited, successfully launched from their shipbuilding yard at Bill Quay, Newcastle-on-Tyne, a handsome new steel screw steamer which they have built to the order of Messrs Dent & Co., Quayside, Newcastle. The vessel is a very fine specimen of a modern cargo boat, of the improved single-deck type, with poop, long bridge, and topgallant forecastle, and is of the following dimensions, viz., Length overall, 338 ft.; breadth 48 ft; depth moulded, 24ft. She is constructed to carry 5,100 tons deadweight on about 20ft. 6ins. draught of water, and has been built under the special survey of Lloyds for their 100 A1 classification, and has also been superintended during construction by Mr J. Baxter, of Newcastle, the owner's surveyor. The vessel is rigged as a fore-and-aft schooner with fidded top masts, and is fitted with all the most modern description of deck machinery and other appliance for the efficient working of the vessel generally and for facilitating the rapid loading and discharging of cargo. The saloon, captain's accommodation, and spare berths are in a large house on the bridge deck amidships; chart room on flying bridge above; the officers' accommodation being in side houses; while the crew are berthed in the topgallant forecastle. The vessel is provided with water ballast in the cellular double bottom, all fore and aft. She will be fitted with a set of triple expansion engines of the improved type, having cylinders 23½, 39, and 64 inches diameter, respectively, with a stroke of 43 inches, steam being supplied by two large steel multitubular boilers working at 160 lbs pressure per square inch. The machinery has been constructed, and will be fitted by the North Eastern Marine Engineering Company, Limited, at the Northumberland Engine Works, Wallsend-on-Tyne. The ceremony of christening the vessel was gracefully performed by Miss Cissy Dent, of Newcastle, who named the steamer *Crewe*.

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The *Crewe* was in ballast and on passage from Sydney, Cape Breton island in Nova Scotia to Wabana, Newfoundland and under the command of Captain John Palmer Sharp when the ship was wrecked in heavy fog at Cape Pine, St. Schotts Bay, Newfoundland on 16th May 1901.

It was John Sharp's fourth voyage and he had been in the vessel for about nine months trading between Sydney, Cape Breton, and Bell Island, Concepcion Bay.

A formal investigation held - under The Merchant Shipping Act 1894 - on 1st and 2nd July 1901 found that the loss of the vessel was, among a number of considerations, caused by "the wrongful act and default of the master, John Palmer Sharp, and that no blame attaches to the chief and second officers".

The Court suspended Captain Sharp's Certificate for a period of six months but agreed to recommend that he be granted a Chief Officer's certificate during the period of suspension.

The *Crewe's* Register was closed in 1901.

GROUT'S LANE, SALTHOUSE



As referenced earlier, what is now Grout's Lane in Salthouse was originally known as Church Lane.

Charles William Grout's widowed grandfather was living in Church Lane in 1838, if not earlier, but was living in Blakeney in 1841 and 1851.

Censuses show that in 1851, 1861 and 1871 Charles Grout's parents were living in Church Lane and the Register of Electors from 1868 to 1878 shows Peter Grout living in a "Copyhold house and land in Church Lane, Salthouse".

In 1871, Charles Grout's parents were living three houses away from their daughter Charlotte and her husband John Spence.

Two images of Church Lane show the likely cottages where Peter and Hannah Grout and also their daughter – among others - were living. The tall building on the right is sizeable and was possibly a multiple dwelling and in multiple occupation before being adapted subsequently to two houses. The dark central building was the Methodist chapel.



**Drawing by James William Walker (1831-1898)
Dated 10th April 1882**



Watercolour by Bosworth W. Harcourt (1836-1914)

The building occupied a dominant position in the lane; if it was indeed the one occupied by the Grouts, it is quite possible that the villagers might have called the lane Grouts Lane to differentiate it from two other lanes leading to the church, the one from Purdy Street being known as "Long Church Lane".

Commander Frank Noel Stagg, writing in the 1930s in his book "Salthouse – The Story of a Norfolk Village", wrote that, "Nowadays, Church Lane refers to the approach to the church from Cross Street".

No explanation has been found for the renaming of Church Lane or when it was done. There is also a conundrum in the position of the apostrophe for, as it appears on the street nameplate, it refers to one person named Grout not several.



(Assumed) Grouts' Cottages

The surmise that the Lane was named for the Grout family who lived there and to differentiate it from the other lanes to the church suggests that the apostrophe is incorrectly placed and the name should be Grouts' Lane. Alternatively, if the naming was intended as it is shown, Grout's Lane was perhaps named for Charles William Grout, the boy who grew up in Salthouse, was successful in his maritime career, and who became a Master Mariner.

A SEAFARING FAMILY

While Charles Grout's father was not a seafarer, two of his uncles were: William Otty Grout became a Master Mariner; Samuel Rainbow Grout was a Seaman and after his death his widow married a Canadian seafarer who became a Master Mariner. One of Charles Grout's aunts, Charlotte Elizabeth Grout, married a Master Mariner and ship owner.

William Otty Grout - Uncle

William Otty Grout was born at Salthouse on 10th August and baptised on 11th August 1822, the youngest surviving child of Christiana (née Otty) and Peter Grout who were married in Bodham on 25th October 1806. His mother died on 25th May 1829, aged 48, when William Otty was seven years old.

Records of British Merchant Seamen (1835-1857) show that William Grout, born in Salthouse, first went to sea as an Apprentice in the Spring of 1837 and was 23 when he was "ticketed". His record gives his birthyear as 1821, a year earlier than the Baptismal record, and his age in 1845 as 24.

William Grout's height was 5' 5", hair light, eyes grey, and his complexion fair. He was able to write.

No. of <i>05 432</i>	Register Ticket. <i>21</i>	Age when Ticketed <i>23</i>	Capacity <i>Seaman</i>	Height <i>5 ft 5 in</i>	Hair <i>Light</i>	Eyes <i>Grey</i>	Complexion <i>Fair</i>	When unemployed, resides at <i>Salthouse</i>	Issued at <i>Cley</i>	Date <i>Dec 1844</i>
Born at <i>Salthouse</i> in the County of <i>Northfolk</i> on the <i>10</i> day of <i>Aug</i> 1821		First went to Sea as <i>Apprentice</i> in the Year <i>1837</i>	Has served in the Royal Navy <i>No</i>	Has been in Foreign Service <i>No</i>	When unemployed, resides at <i>Salthouse</i>	Issued at <i>Cley</i>	Date <i>Dec 1844</i>			

William Grout and Sarah Ann Storey were married by Licence at Blakeney on 4th March 1852.

Sarah Ann Storey was – the 1841 Census shows – the eldest of four children (three daughters and one son) of Ann Storey, a widow aged 35, who was a Publican in the High Street, Blakeney. Sarah Ann's father, William Thompson Storey was buried at Blakeney on 26th April 1840, aged 36.

No.	When Married.	Name and Surname.	Age.	Condition.	Rank or Profession.	Residence at the Time of Marriage.	Father's Name and Surname.	Rank or Profession of Father.
131	March 4 th 1852	William Grout	30 yrs	Bachelor	Sailor	Blakeney	Peter Grout	Farmer
		Sarah Ann Storey	20 yrs	Spinster		Blakeney	William Storey	Iron Worker

Married in the *Danish Church* according to the Rites and Ceremonies of the *Established Church* by me *J. B. Cliff Curate*

This Marriage was solemnized between us, *William Grout* and *Sarah Ann Storey* in the Presence of us, *Henry B. Marchant* and *Thomas Will Storey*

Marriage Certificate

Sarah Ann Storey's mother married again, to Charles Cooper Sunman, and the 1851 Census shows Charles, 36, an Inn Keeper, and Ann, 43, and Ann's four children living in Sheringham, with two Lodgers.

William and Sarah Ann Grout had four children: William Storey was born in 1853; Ann Sophia in 1854; John Henry was baptised at Blakeney on 30th June 1856 and buried on 27th July the same year; and Christiana (named for her grandmother) was born in 1869.

MATE'S CERTIFICATE OF SERVICE.
(Issued pursuant to the Act 1855 and 1856, Part, cap. 92.)

No. 59,9 *408*

Number Fifty-Nine Thousand Nine Hundred and *forty eight*

William Grout

Born at *Salthouse*, County of *Northfolk* on the *10* day of *Aug* 1822

Has been employed in the Capacity of *Able Seaman and Mate* *13* years in the British Merchant Service *wholly in the coasting & foreign trades*

Boater's Signature *William Grout*

Granted by the REGISTRAR GENERAL OF SEAMEN, LONDON. By order of the BOARD OF TRADE.

W. W. Registrar.

Issued at *Salthouse* on the *14* day of *Jan* 1857

No. OF REGISTER TICKET *65432*

William Grout's "Mate's Certificate of Service", issued from the Port of Cley on 14th January 1857, stated that he had been employed in the capacity of "Able Seaman and Mate" for thirteen years in the Merchant Service in the Coasting and Foreign Trades.

The 1861 Census shows Sarah Ann Grout and her children living in the High Street, Blakeney; her husband was presumably at sea.

Name	Relation to Head of Family	Condition	Age	Rank, Profession or Occupation	Where Born
Sarah Ann Grout	Head	Married	30	Mariner's Wife	Blakeney, Norfolk
William Grout	Son	Single	8	Scholar	Blakeney, Norfolk
Ann Sophia Grout	Daughter	Single	7		Blakeney, Norfolk
Christiana Grout	Daughter	Single	2		Blakeney, Norfolk

1861 Census

At the time of the 1871 Census, only Sarah Ann Grout, 42, and her daughters Ann Sophia, 16, and Christiana, 12, were at home in Blakeney, still living in the High Street. No trace has been found of William Storey Grout in 1871 and the surmise is that he was at sea.

William Otty Grout, as Master of the Wells registered Billy Boy sailing ketch *Blue Jacket*, was onboard the vessel at the Royal Dock, Grimsby. The 57 ton *Blue Jacket* - official number 27793 - was built in 1860; she was owned by Benjamin Henry Nichols of Blakeney and traded out of Blakeney Harbour.

LIST OF OFFICERS, CREW, and OTHERS on BOARD of the SHIP or VESSEL named the <i>Blue Jacket</i> on the NIGHT of SUNDAY, APRIL 2nd, 1871.						
NAME and SURNAME <small>Write, after the Name of the Master, the Name of the Officer and Crew, and then the Names of Passengers and of all other Persons.</small>	CONDITION <small>Write "Married" or "Unmarried," "Widower" or "Widow" against the Names of all Persons except Young Children.</small>	AGE [Last Birthday] of		RANK or OCCUPATION <small>State here the rank of the Officers, and the rating of the Men and Boys of the Crew. The rank or occupation of Passengers and of all other Persons should be stated as fully and clearly as possible.</small>	WHERE BORN <small>Opposite the Name of those born in England, write the County and Town, or Parish. If born in Scotland, Ireland, the British Colonies, or the East Indies, state the Country or Colony. If born in Foreign parts, write the particular State or Country, and if also a British Subject, add "British Subject," or "Naturalized British Subject," as the case may be.</small>	If (1) Deaf-and-Dumb, (2) Blind, (3) Imbecile or Idiot, or (4) Lunatic
		Male	Female			
<i>William Grout</i>	<i>Married</i>	<i>42</i>		<i>Master</i>	<i>Spethouse Norfolk</i>	
<i>Richard Houldiday</i>	<i>Married</i>	<i>36</i>		<i>Mate</i>	<i>Blakeney Norfolk</i>	
<i>John Walker</i>	<i>unmarried</i>	<i>21</i>		<i>A.B. Seaman</i>	<i>Blakeney Norfolk</i>	
<i>Charles Johnston</i>	<i>unmarried</i>	<i>14</i>		<i>C. Seaman</i>	<i>Blakeney Norfolk</i>	

I declare the foregoing to be a true Return, according to the best of my knowledge and belief.

Witness my Hand, (Signature) *William Grout*

1871 Census

A Family Tragedy

As referenced earlier, Charles William Grout, William Otty Grout's nephew, was a Mate on the *Thomas Chalmers*, a Wells registered wooden sailing ship whose owner in 1870 was William Bensley of Blakeney. William Isaac Bensley was born in Blakeney on 26th September 1811, the son of William and Sarah (née Isaac) Bensley.

William Bensley and Charlotte Grout, daughter of Peter and Christiana Grout, were married on 12th October 1834; he was, therefore, William Otty Grout's brother-in-law.

William Bensley was a Master Mariner and his Certificate issued in 1851 (which gives his birthdate a day earlier than the Baptismal record) shows that he had been an Apprentice, Mate and Master in the Coasting and Foreign trader for twenty-six years.

MASTER'S CERTIFICATE OF SERVICE. <small>(Issued pursuant to the Act 18th and 14th Vict., cap. 93.)</small>	
N ^o 35597	
Number Thirty-Five Thousand Five Hundred and Ninety-seven.	
<i>William Isaac Bensley</i>	
Born at <i>Blakeney</i> County of <i>Norfolk</i> on the <i>25</i> day of <i>Sept</i> 1811	
Has been employed in the Capacities of <i>Apprentice, Mate & Master</i> - <i>26</i> years in the British Merchant Service - principally in <i>the Coasting & Foreign Trade</i>	
Master's Signature <i>William Bensley</i>	
Granted by the REGISTRAR GENERAL OF SEAMEN, LONDON. By order of the BOARD OF TRADE.	
M ^r <i>Wm</i> Registrar.	
Issued at <i>Blakeney</i> this <i>21</i> day of <i>Sept</i> 1851	
<small>* Any Person Forgery, Altering, or Fraudulently using this Certificate, will be subject to a penalty of FIVE POUNDS, or THREE MONTHS' IMPRISONMENT with or without HARD LABOUR; and any other than the Person to whom the Permit is issued to become possessed of this Certificate, is required to transmit it forthwith to the REGISTRAR GENERAL OF SEAMEN, LONDON.</small>	

In early 1872, the "Shipping and Mercantile Gazette" of Monday 15th January recorded that the *Thomas Chalmers* was at anchor at Great Yarmouth; two days later, the ship was wrecked while on passage from South Shields to Trouville, a port in the Normandy region of France. William Grout, the Mate, William Otty Grout's son, was one of the two men who lost their lives, the other crew members survived.

BLAKENEY, 23rd Jan.—The THOMAS CHALMERS, of Wells, from Shields to Trouville, was wrecked on the Kentish Knock, 17th Jan.; the mate and one man perished; remainder of crew picked up and landed in London on the 19th by the *Diana* (s), Streatfield.

Lloyd's List - Thursday 25th January 1872

The location of the Kentish Knock is described in a footnote to a diary entry in the 1883 edited edition of Samuel Pepys' diary: "The Kentish Knock is a shoal in the North Sea, off the Thames mouth, outside the Long Sand, fifteen miles N.N.E. of the North Foreland. It measures seven miles north-eastward and about two miles in breadth. It is partly dry at low water. A revolving light was set up in 1840."

The Master, Alfred Sturges Digman, submitted a report to the Receivers of Wrecks on 22nd January.

Blakeney, 22nd Jan.
THOMAS CHALMERS (brig), of Wells, from Shields to Trouville : deposition of A. Digman, master (Cert. of Competency). [43,532]

Lloyd's List - Friday 26th January 1872

Reports of the wrecking and loss of life were published in regional and national newspapers; the dates and, in particular, the wording of reports in Norfolk newspapers suggest that it was some time before the disaster was known about.

BLAKENEY—Jan. 23: The Thomas Chalmers, of Wells, from Shields for Trouville, was lost on the Kentish Knock on Jan. 17. One man, named Robert Hurn, was crushed to death by the boat falling on him; and the mate, named William Grout, was washed overboard and drowned; both men belonged to Blakeney. The master and rest of the crew were picked up by the Diana (s s), Streatfield, and taken to London on 19th inst., after being in the boat 17 hours off Corton Lightvessel, distant three miles.

BLAKENEY – Jan. 23: The Thomas Chalmers of Wells, from Shields for Trouville, was lost on the Kentish Knock on Jan. 17. One man, named Robert Hurn, was crushed to death by the boat falling on him; and the mate, named William Grout, was washed overboard and drowned; both men belonged to Blakeney. The master and rest of the crew were picked up by the Diana (s.s.), Streatfield, and taken to London on 19th inst., after being in the boat 17 hours off Corton Lightvessel, distant three miles.

Shipping and Mercantile Gazette - Wednesday 24th January 1872

WRECK OF A TYNE-LADEN VESSEL AND LOSS OF LIFE.
 The Thomas Chalmers, of Wells, from Shields for Trouville, was lost on the Kentish Knock on the 17th inst. One man, named Robert Hurn, was crushed to death by the boat falling on him; and the mate, named William Grout, was washed overboard and drowned; both men belonged to Blakeney. The master and rest of the crew were picked up by the Diana (s), Streatfield, and taken to London on the 19th inst., after being in the boat 17 hours, Corton Lightvessel distant three miles.

LOSS OF A VESSEL AND TWO HANDS – Intelligence has just been received of the loss of the Thomas Chalmers, of Wells, on a voyage from Shields to Trouville. It appears that the vessel was lost on the Kentish Knock on the night of 17th inst. during very bad weather. One of the crew named Robert Hurn was crushed to death by the ship's boat falling upon him when the vessel struck on the sand, and the mate, Wm. Grout, was washed overboard and drowned. Both these men belong to Blakeney. The master and rest of the crew managed to escape in their boat, and after drifting about for seventeen hours were picked up about three miles off Corton Light by the s.s. Diana and were taken on to London, whence they were forwarded to their home.

Shields Daily Gazette - Thursday 25th January

Eastern Daily Press – Friday 26th January 1872

Alfred Digman wrote a letter to the "Shipping and Mercantile Gazette".

THE THOMAS CHALMERS.—BLAKENEY, Jan. 23.—
 To the Editor.—Sir,—Will you allow myself and Crew, through your valuable Paper, to return our most sincere thanks to Captain Streatfield, of the Diana (s s), of London, for rescuing us from the boat of the Thomas Chalmers, lost on Kentish Knock, after 17 hours exposure in her, and for his very kind treatment, in providing us with dry clothing and food, also a good bed, and landing us safe in London; also, at same time, to express our thanks to Officers of Sailors' Home, Wells-street, for kind treatment after we got there.—
 Yours, &c., A. DIGMAN, late Master of Thomas Chalmers.

THE THOMAS CHALMERS – BLAKENEY, Jan. 23. –
 To the Editor. – Sir, - Will you allow myself and Crew, through your valuable Paper, to return our most sincere thanks to Captain Streatfield, of the Diana (SS), of London, for rescuing us from the boat of the Thomas Chalmers, lost on Kentish Knock, after 17 hours exposure in her, and for his very kind treatment, in providing us with dry clothing and food, also a good bed, and landing us safe in London; also, at the same time, to express our thanks to Officer of Sailors' Home, Wells-street, for kind treatment after we got there. –
 Yours, &c, A. DIGMAN, late Master of Thomas Chalmers.

Shipping and Mercantile Gazette - Wednesday 24th January 1872

The last and poignant reference to the loss of the *Thomas Chalmers* appeared about six weeks after it was first reported.

Southampton.
COLCHESTER—March 2: The ship's longboat which was picked up some time since by a smack of this port, and landed at Brightlingsea, has this day been claimed from the Receiver of Wreck here on behalf of the owners of the *Thomas Chalmers*, and has been forwarded to London.

Shipping and Mercantile Gazette – Monday 4th March 1872

The newspaper report dates, and the date of Captain Digman's letter, suggest that information about the loss of the *Thomas Chalmers* on 17th January was not immediately received and disseminated, the earliest - on 22nd January and five days after the wrecking - being Alfred Digman's deposition to the Receivers of Wrecks.

BLAKENEY.
 Arrived [Jan. 21] from
 Union, Cushing, Goole
 Kate, Wells, Newcastle
 Sailed for
 Charlotte, Grout, Newcastle
 Camellia, Lee, do
 Lavinia, Holmes, do
 John Lee, Moy, do
 London Packet, Waller, London
 Sarah Rebecca, Hurn, Sndriand
 Blue Jacket, Grout, Northport
 Huntsman, Smith, Sunderland
 2 Friends, Parlett, Northport
 John & Rebecca, Kitwood, Goole
 ESE, light, cloudy, and rain
 at intervals.

It, therefore, seems quite possible that neither William Grout's father nor his uncle knew of his death when they themselves set off from Blakeney on Sunday 21st January, four days after the *Thomas Chalmers* was wrecked.

The "Shipping and Mercantile Gazette" reported that his father, William Otty Grout, had sailed from Blakeney for Northport on the *Bluejacket* and Charles William Grout, his uncle, had left Blakeney for Newcastle on the *Charlotte*.

Shipping and Mercantile Gazette – Monday 22nd January 1872

In 1881, the Census shows William Otty and Sarah Ann Grout living in the High Street, Blakeney, with their daughters Ann Sophia and Christiana.

William Grout	Head	Mar	66	Master, Business	North of Suffolk
Sarah Ann Grout	Wife	Mar	50	To Wife	North of Blakeney
Ann Sophia Grout	Daughter	Unm	25	To Daughter	North of Blakeney
Christiana Grout	Daughter	Unm	21	To Daughter	North of Blakeney

1881 Census

William Otty Grout died in 1887, aged 62. The 1891 Census shows his widow, Sarah Ann, 60, and two unmarried daughters, Ann Sophia, 30, and Christiana, 26, a Dressmaker, living at Ferne House in Lower Sheringham occupying four rooms in a house shared with one other family also living in four rooms.

The 1901 Census shows Sarah Ann Grout, 67, described as "Living on Own Means", and her unmarried daughters Sophia, 39, of no occupation, and Christiana, 35, a Dressmaker, living in a property with four rooms in Church Street, Sheringham.

Sarah Ann Grout died in 1910, at Reed House in Sheringham; she was buried on 31st March at All Saints' Church, Sheringham.

Ann Sophia Grout died in 1916, her sister Christiana in 1941, both in Norfolk.

Samuel Rainbow Grout - Uncle

Samuel Rainbow Grout was born at Salthouse on 5th October and baptised on 6th October 1818, the son of Christiana (née Otty) and Peter Grout who were married in Bodham on 25th October 1806. He was eleven years old when his mother died on 25th May 1829, aged 48.

Born Oct 5 th 1818	Oct 6 th 1818	Samuel Rainbow Grout	Peter Christian Grout	Salthouse	Labourer	J. Girdlestone Rec
No. 51.						

Records of Apprentices indentured in the Merchant Navy show that a Samuel Grout, aged 16, was indentured at the Port of Sunderland on 11th April 1836 for a period of four years to a James Collingwood on the ship *Brandy and Wine*.

INDENTURES OF APPRENTICES.							183
No.	Port of Registry	Date of Indentures	Names and Ages of the Apprentices	Term for which bound	Names and Residences of the Masters	Names and Burthen of the Vessels	
11	Sunderland	11th Apr 36	Grout Saml.	4	James Collingwood	Brandy Wine	

Records of British Merchant Seamen (1835-1857) show that Samuel Grout, born in Salthouse, first went to sea as an Apprentice in 1833. His height was 5' 7 1/2", hair and eyes were brown, his complexion fair, and his initials S.G. were tattooed on his left arm.

NAME AND DESCRIPTION	Age in 1845	1845		1846		1847		1848		1849		1850		1851		1852		1853		1854		Remarks
		Reported Voyages	Out Home	Reported Voyages	Out Home	Reported Voyages	Out Home	Reported Voyages	Out Home	Reported Voyages	Out Home	Reported Voyages	Out Home	Reported Voyages	Out Home	Reported Voyages	Out Home	Reported Voyages	Out Home			
No. of <i>129.857</i> Register Ticket.	25																				234	
Born at <i>Salthouse</i> in the County of <i>Northampton</i>	Age when Ticketed <i>18</i>	<i>1833</i>	<i>1833</i>	<i>1834</i>	<i>1834</i>	<i>1835</i>	<i>1835</i>	<i>1836</i>	<i>1836</i>	<i>1837</i>	<i>1837</i>	<i>1838</i>	<i>1838</i>	<i>1839</i>	<i>1839</i>	<i>1840</i>	<i>1840</i>	<i>1841</i>	<i>1841</i>	<i>1842</i>	<i>1842</i>	
Capacity <i>Seaman</i>	24																					
Height <i>5' 7 1/2" in</i> Hair <i>Brown</i>																						
Complexion <i>Fair</i> Eyes <i>Brown</i>																						
Marks <i>S.G. on left arm</i>	Can Write																					
First went to Sea as <i>Apprentice</i> in the Year <i>1833</i>																						
Has served in the Royal Navy <i>No</i>																						
Has been in Foreign Service <i>No</i>																						
When unemployed, resides at <i>Wharfedale (W.L.)</i>																						
Issued at <i>Leith</i> 31 day of Decr. 1844																						
No. of <i>129.858</i> Register Ticket.																						

Some details in the mercantile records differ but Samuel Grout was the only man of that name born in Salthouse; he was unable to write, which might explain the different birth dates given in parish records and in his mercantile service record.

Towards what was the end of his four year apprenticeship, Samuel Grout was admitted to The Dreadnought Seamen's Hospital (for civilian seafarers) on 3rd April 1840, the "Nature of Complaint" gonorrhoea, and discharged on 16th April. Hospital records – which bear out details in other records - show that he was an Able Seaman, aged 20, height 5' 7 1/2", and had spent five years at sea with the Merchant Service. He had last sailed from the Port of London; details of his last service and of the vessel are difficult to read but suggest that he was a passenger rather than a crew member.

At this time and until April 1870, the hospital was based on a number of converted floating wooden ships moored on the Thames off Greenwich, including *HMS Dreadnought*, a name which was retained when the hospital relocated to the vacant infirmary building of the Royal Hospital at Greenwich as the Dreadnought Seamen's Hospital in 1870.

Samuel Grout has not been found in the 1841 Census but on 21st November 1843 he was married in Tynemouth, Northumberland to Jane Nelson. The couple had two children, both born in South Shields, Mary Ann, baptised on 1st December 1844, and William, baptised on 5th September 1849.

The 1851 Census shows Jane Grout and her children at 114 Wapping Street, South Shields, sharing a house with a widow and her four children. Samuel Grout was presumably at sea at the time of the Census.

Name	Relation to Head of Family	Condition	Age	Rank, Profession or Occupation	Where Born
Jane Grout	Wife	Married	25	Seaman's Wife	Durham, South Shields
Mary Ann Grout	Daughter	Single	5	Scholar	Durham, South Shields
William Grout	Son	Single	1		Durham, South Shields

1851 Census

Three years later, the "Register of Wages and Effects of Deceased Seamen" shows that Samuel Grout, engaged as a sailor on the *Despatch* of London on 21st August 1854, died at sea of cholera on 14th September 1854. The *Despatch* – official number 48653 – was a 562 ton steam ship.

After her husband's death, Jane Grout was married again in 1857, in Tynemouth, to Wyndham Muncey, a Mariner, who was born in 1830 in Halifax, Nova Scotia.

Records of British Merchant Seamen (1835-1857) show that, in 1853 and 1856, Wyndham Muncey, aged 23, was serving on the *Harmony* of Shields. Of the three ships of this name registered to South Shields, the most likely one – given the dates of his engagements – was a 176 ton sailing ship, official number 12217, first registered to the port in 1853.

Jane and Wyndham Muncey had five children, all baptised at St Hilda's Church, South Shields: John Francis, was baptised on 16th May 1858; Robert Alexander, was born on 11th February 1860 and baptised on 1st April 1860; Joseph Wyndham was born on 19th December 1861 and baptised on 28th March 1866; Jane Anne was born on 3rd March 1864 and baptised on 3rd April 1864; she died in 1866, aged 2; Matilda was born on 28th February 1866 and baptised on 28th March 1866 but died later the same year.

Both Matilda and Joseph were baptised on the same day, although Joseph was then over four years old.

1866 March 28 th No. 116	Matilda	3	Muncey	South Shields	Mariner	Baptised 28 th Born Feb 28 th
1866 March 28 th No. 117	Joseph	4	Muncey	South Shields	Mariner	Baptised 28 th Born 19 th Dec 1861

Their father's name is noticeably absent from the record although his occupation is stated.

In 1861, Jane and Wyndham Muncey were living at 13 Ivy Street, in Westoe, South Shields with their two sons and were sharing the property with two other families, one with ten adults and children, the other with eight.

Wyndham Muncey's name is shown incorrectly on the Census as Abraham, the Enumerator perhaps mistook his Canadian pronunciation.

Name	Relation to Head of Family	Condition	Age	Rank, Profession or Occupation	Where Born
Abraham Muncey	Head	Married	29	Mariner	Halifax, Nova Scotia
Jane Muncey	Wife	Married	35		Durham, South Shields
Marianna Grout	Daughter		15		Durham, South Shields
William Grout	Son		13		Durham, South Shields
John Grout	Son		9		Durham, South Shields
Charlotte Grout	Daughter		7		Durham, South Shields
John F. Muncey	Son		3		Durham, South Shields
Robert A. Muncey	Son		1		Durham, South Shields

1861 Census

The Census shows that two further children were born before Samuel Grout's death, John Henry in 1851 and Charlotte in 1854.

Wyndham Muncey was granted his "Certificate of Competency as Only Mate" on 16th April 1863 from the Port of South Shields, his Certificate number 28177.

Merchant Navy Crew Lists for Ireland (1863-1921) show that Wyndham Muncey was serving as the Only Mate on the Dublin registered *Devonshire* – official number 45838 – in 1866. The *Devonshire*, a 1,327 ton sailing ship, was first registered on 24th April 1863; she was condemned on 12th June 1872.

Jane and Wyndham Muncey were living at 13 Ivy Street in 1861 but had moved to number 22 by 1866 when the death of their daughter Jane was announced.

SOUTH SHIELDS.—At 22 Ivy Street, on the 29th
Jane Muncey, daughter of Mr W. Muncey,
aged 2 years and nine months.

Shields Daily Gazette - Friday 30th November 1866

Two years after receiving his “Certificate of Competency as Only Mate”, Wyndham Muncey passed his Marine Board examinations on 1st and 3rd February 1868 and was granted his “Certificate of Competency as a Master” by the Port of South Shields on 4th February 1868.

LOCAL MARINE BOARD.

The following candidates have passed their examinations at Newcastle, on the 1st and 3rd February, 1868:—

Masters.—Francis Cook, Wyndham Muncey, Wm. Rowcliffe, and Charles Morgan.

Only Mates.—Joshua S. Rogers, James Enoch Halder, William Toss, John Morrison, and Jacob Johnston.

Second Mates.—Henry John Youldan.

Shields Daily News – Wednesday 5th February 1868



Jane Muncey and six of her children were still living in Ivy Street in 1871, this time at number 2, and with two lodgers. Jane Muncey had evidently told the Census Enumerator that her husband was away.

Address	House No.	Name	Sex	Age	Occupation	Where born
2 Ivy St	1	Jane Muncey	Head	43	Husband away	South Shields
		William Great	Law	21	Shipwright	Do
		John H	Law	19	Moulder	Do
		Charlotte	Daughter	16	Servant	Do
		John F Muncey	Law	12	Farmer's Boy	Do
		Robert	Law	11	Scholar	Do
		Joseph	Law	9	Do	Do
		George Barrett	Lodger	23	Comedian	N. H.
		Ellen	Wife	21	Do	St. H.

1871 Census

Admission Records for the South Shields Union British School show Robert Alexander and Joseph Wyndham Muncey, still living at 2 Ivy Street, attending the school in 1872. All of the entries for children attending the school record the occupation of the child’s father, with the exception of Robert and Joseph whose father is not shown.

The inference from available records and from the absence of others is that Wyndham Muncey had left his wife: Jane Muncey used the expression “Husband away” but Wyndham Muncey does not appear elsewhere in the 1871 Census, nor in those for 1881 and 1891; his name was not given in the school admission records; Jane Muncey had taken in lodgers; and there is no record of Wyndham Muncey’s death.

It was indeed the case that Wyndham Muncey had left his wife and young family. His “Certificate of Competency” places him in England in 1868 but by 1872 he was recorded as being in San Francisco.

The San Francisco City Directories show him as an Evening Post carrier living at 636 Commercial in 1872 and as a paper carrier living at 710 Kearney in 1873; both addresses are assumed to have been lodging houses.

In the same year, that Wyndham Muncey probably arrived in California, the Ivy Street property in which Jane Muncey was a tenant was being advertised for sale. She occupied three rooms above a butcher's shop which had its own rooms.

VALUABLE FREEHOLD AND OTHER PROPERTY FOR SALE BY AUCTION, ON WEDNESDAY, MAY 29, 1872, AT SEVEN O'CLOCK IN THE EVENING, AT THE BOROUGH AUCTION ROOMS, 8 KING STREET, SOUTH SHIELDS.

MR J. E. CARNABY has been instructed to Sell, as above, the following **VALUABLE PROPERTIES** :-

Lot 1.—All that extensive **BLOCK**, being and situated at the Corner of Ivy and Catherine Streets, South Shields, comprising Butcher's Shop and Rooms, in the occupation of Mr G. R. Bennett; also, Three Rooms above, in the occupation of Mrs Muncey; SeM-contained House, Three Rooms, in the occupation of Mr Cummings. Yard and Outbuildings. Annual Rental, £34.

Shields Daily Gazette – Wednesday 22nd May 1872

The Third Ward (Voter) Register shows that Wyndham Muncey – aged 42, born in Nova Scotia, a Clerk, living in the Pacific Lodge House in 2nd Precinct - had “naturalized” on 29th August 1877 in California, at the 4th District Court. He was still at this address in 1878, when the City Directory shows the Lodge House address as 209 Leidesdorff.

Third Ward Register, of the City and County of San Francisco.											15
Voter No.	Name	Age	NATIVITY	OCCUPATION	LOCAL RESIDENCE	Floor	Room	Precinct	NATURALIZED DATE, PLACE AND COURT	From What Country Transferred	Date of Registration
572	Muncey, Wyndham	42	Nova Scotia	Clerk	Pacific Lodge House	2	2	2	Aug 29, 1877, Cal., 4th Dist		Oct 11, 1876
573	Munby, Christopher	52	Ireland	Baker	209 Leidesdorff	2	2	2	Aug 29, 1877, Cal., 4th Dist		Aug 30, 1877

The 1880 Census for San Francisco shows that Wyndham Muncey, aged 44, a Cigar Dealer, was a Lodger in a large boarding house in a street named Bush. The Voters Register for the same year - for the 2nd Precinct, 5th Ward, San Francisco County - shows him, occupation “Cigars”, living in one first floor room at 324 Bush, presumably the same lodging house.

Muncey Frank, cigars and tobacco, 316 Bush, r. 314 Bush
 Muncey William G., fruits, NE cor Shotwell and Twenty-second
 Muncey Wyndham, cigars and tobacco, 545 California, r. 314 Bush

The San Francisco City Directory for 1881 lists Wyndham Muncey as a dealer of cigars and tobacco, living at 318 Bush, California 545; in 1882 the same Directory shows him in business with, presumably, family members.

In 1881, Jane Muncey and two sons were living at 9 Wouldhave Street, South Shields.

The Census form shows the Enumerator's handwritten annotation before “Nurse” to say “Sub Med Serv”, assumed to mean “Sub or Secondary Medical Service” or similar.



Wouldhave Street, South Shields

Name	Relation to Head of Family	Condition	Age	Rank, Profession or Occupation	Where Born
Jane Muncey	Wife	Married	54	Nurse	Durham, South Shields
John H. Grout	Son	Single	29	Custom House Officer	Durham, South Shields
Joseph W. Muncey	Son	Single	19	Plasterer, Unemployed	Durham, South Shields

1881 Census

The 1886 Great Register for Alameda County, in the State of California, records that Wyndham Muncey, now 56 and a Bartender, had registered as a voter on 6th March 1886, presumably at or shortly after he had moved from San Francisco. The document lists the (later) date when he “naturalized” as 2nd August 1879.

It was at the 9 Woudhave Street address that John Francis Muncey died on 21st November 1890, when the Notice of his death referred to him as the son of Jane Muncey, with no mention of his father.

DEATHS.
At 9 Woodhave Street, South Shields, on the 21st inst.,
in his 31st year, John Francis, the beloved son of
Jane Muncey. Interment on Monday at St. Step-
hens. Friends are cordially invited.

Shields Daily Gazette - Saturday 22nd November 1890

In 1891, the Census shows, Jane Muncey, 65 - recorded now as "Widowed" - was visiting a retired Mariner, William John Goodman and his wife in Longbenton, Northumberland.

William Goodman was born in Great Yarmouth in 1819; he was granted his Master's Certificate on 21st June 1854 at the Port of Shields.

William Goodman	Head	M	74	✓	Retired Mariner			Norfolk, Gt Yarmouth
Mary Do	Wife	W	46	✓				Durham South Shields
Mary A Alexander	Granddaughter		8	8				Do Do
Jane Muncey	Visitor	Wid	66	✓				Do Do

1891 Census

Jane Muncey died on 29th May 1894, her address the same as in 1881. Probate was granted – unusually perhaps - not to her children but to her solicitor.

MUNCEY Jane of 9 Wouldhave-street South Shields widow died 29 May 1894 Probate **Durham** 28 June to William Emiley Octavius Scott solicitor Effects £46 3s. 4d.

A sale of her effects was held shortly after her death; the list of household contents and effects suggests that Jane Muncey enjoyed a comfortable and well-furnished home.

Thomas Dawkins, referred to in the Notice of Auction, was an importer of musical instruments, whose address was Holborn Circus, London.

Sales by Public Auction.
SHORT NOTICE.
No. 9 WOULDHAVE STREET, SOUTH SHIELDS.
FRIDAY, JUNE 8TH, 1894.
THOMAS VASEY,
Auctioneer,
Has been favoured with instructions from the representatives of the late Mrs Jane Muncey, to **SELL BY AUCTION** on the premises as above, the **HOUSEHOLD FURNITURE and EFFECTS.**
Consisting of Mahogany Cheffioneer, Mahogany Chest of Drawers, Mahogany Centre Table, Mahogany Easy Chairs, Mahogany Washstand with marble top, Whatnot, Gilt Mantel Mirror, Painted Chest of Drawers, Dresser and Dressing Table, Engravings, Pictures, Night Commode, Iron Bedsteads, Metal Umbrella Stand, Kitchen Tables, Chairs, Carpets, Fender and Fireirons, Kitchen Utensils, &c.
Cottage Piano by Thomas Dawkins and Co., London.
Sale to commence at 1.30 o'clock prompt.
The Piano will be sold at 2.30 o'clock.
On view morning of sale.
Auction Offices :- 25 King Street, South Shields.

Shields Daily Gazette - Wednesday 6th June 1894

JANE MUNCEY, Deceased

Pursuant to the Act of Parliament, 22nd and 23rd Victoria, Cap. 33, instituted "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE IS HEREBY GIVEN that all creditors and other persons having any claims or demands against the estate of Jane Muncey, deceased, late of 9 Wouldhave Street, South Shields, in the County of Durham, widow, formerly of 11 Wouldhave Street, South Shields, aforesaid, deceased (who died on the 29th day of May, 1894, and whose will was proved in the District Registry at Durham of the Probate Division of her Majesty's High Court of Justice, on the day of 28th June 1894, by me, the undersigned, the executor therein named), are hereby required to send the particulars in writing of their claims or demands to me, the undersigned, on or before the 4th day of August, 1894, and NOTICE IS HEREBY ALSO GIVEN that after that day I will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which I shall then have notice, and I will not be liable for the assets of the said deceased or any part thereof so distributed to any person or persons of whose claims or demands I shall not then have had notice.

Dated this 5th July, 1894.

W.E.O. SCOTT, Solicitor
53 King Street, South Shields

Shields Daily Gazette - Thursday 5th July 1894

The timeline for Wyndham Muncey's departure for America is suggested by a number of events: the couple's last child was born in 1866; Joseph Muncey did not appear on the 1871 Census and, by 1872, he was recorded as being in America.

No information is available to suggest at what stage Jane Muncey either knew that her husband was intending to or had deserted his wife and his family, or whether she and her sons knew of his whereabouts after he did so.

Passenger Lists show Jane Muncey's son, Joseph Wyndham Muncey, 42, a Plasterer, sailing from Liverpool on the *Umbria* on 2nd June 1906 and arriving in New York eight days later; he was staying with a friend, rather than a relative, called Robert Hobson whose address was 8th Street in New York City. The same Passenger record also shows that Joseph Muncey had been to the United States before, in Philadelphia in 1893.

The three sons appear all to have remained in England, where their deaths are recorded: John Francis in 1890 in South Shields; Robert Alexander in 1931 in Aylesbury, Buckinghamshire; Joseph Wyndham in 1934 in South Shields.

SON AND DAUGHTERS

Peter John Grout – Elder Son

Of Charles and Anne Grout's four children, only Peter John Grout - the oldest, born on 17th August 1862 – is commemorated on his parents' headstone in Blakeney churchyard, perhaps because only he left South Shields to return to his home county of Norfolk.

In 1871 Peter Grout was living with his parents and siblings at Greencroft, Blakeney but, ten years later, the 1881 Census shows him, aged 18, described as "Cook and Seaman", with his father and six other seamen on board the *Cognac*, off Northumberland.

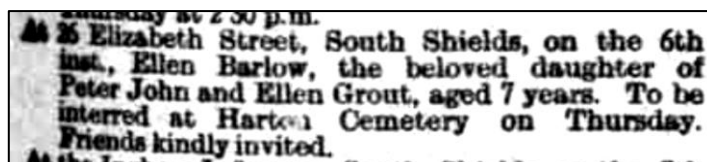
Peter Grout moved - presumably with his parents - to the North East of England and in 1885 he was married to Ellen Barlow, daughter of an iron moulder. Three children were born: John Stanley in 1886; Ann Elizabeth in 1887; and Ellen Barlow in 1889, who died in 1896, aged 7.

The 1891 Census shows the family living at 26 Elizabeth Road, Westoe, South Shields together with Ellen's widowed mother.

Name	Relation to Head of Family	Condition	Age	Rank, Profession or Occupation	Where Born
Peter John Grout	Head	Married	28	River Tyne Police Constable	Salthouse, Norfolk
Ellen Grout	Wife	Married	27		Oldham, Lancashire
Annie E. Grout	Daughter	Single	3		South Shields, Durham
Nellie B. Grout	Daughter	Single	1		South Shields, Durham
Isabella Barlow	Mother-in-Law	Widowed	70		Tweedmouth, Northumberland

1891 Census

The births of five children followed: Isabel Barlow in 1891; Peter John in 1894; Charlotte Elizabeth in 1896; and Sarah Ellen in 1899, who died in 1913 aged 14.



Shields Daily Gazette - Tuesday 8th December 1896

At the time of the 1901 Census, Peter Grout, his wife, children and his mother were living in his parents' house, 60 Erskine Road, South Shields, together with a Boarder, Joseph Abraham.

Peter J. Grout	Head	M	38	S. Insp. of River Police	Norfolk	Salthouse
Ellen Do	Wife	M	37		Lancashire	Oldham
Annie E Do	Daughter	S	13		Durham	So Shields
Isabella Do	Daughter	S	9		Do	Do
Peter J Do	Son	S	6		Do	Do
Charlotte E Do	Daughter	S	4		Do	Do
Ellen Do	Daughter	S	2		Do	Do
Ann E. Do	Mother-in-law	Wid	62		Norfolk	Blakeney
Joseph Abraham	Boarder	S	26	Furniture Dealer	Durham	Sunderland

1901 Census

A daughter Phoebe Marion was born in 1903.

Unlike his father and uncles, Peter Grout did not pursue a career at sea but joined the River Tyne Police and newspaper reports indicate his progress through the Force: he was described as a Police or River Constable in the years 1887 to 1896, a Sub Inspector and Warrant Officer in 1901 and 1902, and in 1904 as holding the rank of Inspector.

Peter Grout had evidently joined the Ancient Order of Forrester's Friendly Society on his move to South Shields and was a long-time member, being Secretary of the South Shields District.

Peter Grout and his family were still living at 60 Erskine Road in 1911, a property which, the Census shows, comprised six rooms including the kitchen as a room but not “the scullery, landing, lobby, closet, bathroom”.

The Census also shows that Peter and Ellen Grout had been married for twenty-five years and eight children had been born alive, of which six were still living.

Name	Relation to Head of Family	Condition	Age	Rank, Profession or Occupation	Where Born
Peter John Grout	Head	Married	48	Inspector, River Tyne Police	Salthouse, Norfolk
Ellen Grout	Wife	Married	47		Oldham, Lancashire
Annie E. Grout	Daughter	Single	23	Assistant, Boot Trade	South Shields, Durham
Isabella B. Grout	Daughter	Single	19	Assistant, Millinary	South Shields, Durham
Peter John Grout	Son	Single	16	Apprentice Fitter	South Shields, Durham
Charlotte E. Grout	Daughter	Single	14		South Shields, Durham
Ellen Barlow Grout	Daughter	Single	12	School	South Shields, Durham
Phoebe Marion Grout	Daughter	Single	7	School	South Shields, Durham

1911 Census

Ellen Barlow Grout died in 1913, aged 14.

Ellen Grout died in South Shields in 1922, aged 59, and later in the same year, Peter Grout married Mary Lydia Gunn (née Newman), the widow of Frederick James Gunn, a Mariner, and mother of eight children; both Mary and Frederick Gunn were born in Great Yarmouth.

FOR LATEST NEWS.

The death occurred at the Hartlepool Hospital to-day of Frederick James Gunn, skipper of the lighter Lofthouse. Deceased was going aboard the vessel last night when he stumbled and fell into the water. He was rescued and removed to the hospital, where he was found to be suffering from injuries to the head. Gunn resided at Grange-road, Jarrow.

Hartlepool Northern Daily Mail - Tuesday 10th April 1917

Frederick James Gunn (56), of Grange Road, Jarrow, who was admitted the previous night suffering from injuries to the head and body, died in Hartlepool Hospital yesterday. Deceased was skipper of a lighter, and was going aboard the vessel when he stumbled and fell into the water)

Shields Daily News - Wednesday 11th April 1917

Peter Grout evidently retired from the River Tyne Police in about 1920 and he and his wife moved back to Norfolk, settling in Great Yarmouth.

DEATH OF MR PETER GROUT

Information has been received of the death of Mr Peter John Grout, formerly of the River Tyne Police. He died in Norwich Hospital. He retired on pension seven years ago and spent his remaining years at Markham, near Great Yarmouth, where his widow, who survives him, lives. He was a member of St. Hilda Lodge of Freemasonry and an active figure in local friendly society work.

Shields Daily News - Monday 1st August 1927

Probate was granted to his widow, Mary Lydia Grout.

GROUT Peter John of Repps-road Martham **Great Yarmouth** died 25 July 1927 at the Norfolk and Norwich Hospital Norwich Probate **Durham** 17 October to Mary Lydia Grout widow. Effects £145.

Anne Elizabeth Grout – Elder Daughter

Charles and Anne Grout's daughter Anne Elizabeth was baptised on 21st May 1865 in Aylsham and, in 1871, the Census shows her living with her parents and younger siblings at Greencroft, Blakeney.

Anne Grout's parents and their family had moved to South Shields by 1881 and it was in Tynemouth, in 1885, that Anne married Esau Frost Massingham.

Esau Massingham was baptised on 30th August 1863 at Langham, the son of John, a Labourer, and Harriet (née Page, formerly Withers) Massingham.

Harriet Page and James Withers were married in November 1850 and in 1851 were living in Langham, adjacent to James's brother Robert; they had an infant son, George, and also with them was Robert Allison Page, Harriet's illegitimate son, who was baptised at Langham in June 1845.

Name	Relation to Head of Family	Condition	Age	Rank, Profession or Occupation	Where Born
Robert Withers	Head	Married	26	Agricultural Labourer	Langham, Norfolk
Millanie Withers	Wife	Married	24		Ostend, Belgium
Parmentier Withers	Son		5 mo		Langham, Norfolk
James Withers	Brother	Married	25	Agricultural Labourer	Langham, Norfolk
Harriet Withers	Wife	Married	26		Langham, Norfolk
George Withers	Son		3 wks		Langham, Norfolk
Robert Page	Son		5	Scholar	Field Dalling, Norfolk

1851 Census

A year after his marriage, James Withers died in November 1851. His widow, Harriet, married John Massingham on 14th September 1858 at Langham.

In 1861, John and Harriet Massingham, aged 37 and 35 respectively, were living in North Street, Binham, with Harriet's sons George Withers, 9, and James Withers, 6, and a daughter Amelia Catherine Massingham, 1.

The next Census shows Esau Massingham, 7, a Scholar, living in Langham with his parents and, now, four siblings in 1871.

Ten years later, Esau Massingham, 17, a Rivetter at a shipyard, was living at 27 Nelson Street, Wallsend with his widowed mother, two half-brothers and a sister.

Harriet Massingham	Head	W		55		North St Langham
George Withers	son	W		30	Carl John WTR	"
James do	"	"		27	do Coppen	"
Heli Massingham	Daughter	"		21	Home Serv	"
Esau do	son	"		17	Rivetter Shipyard	"

1881 Census

Anne Elizabeth Grout and Esau Frost Massingham were married in Northumberland 1885; eleven children were born between 1885 and 1903, of which three died in infancy.

Esau Massingham was still in Nelson Street in 1891, now with his wife and their one year-old son, and living with their extended family. Sarah Elvina (née Massingham) Cheeseman was Esau Massingham's sister.

Name	Relation to Head of Family	Condition	Age	Rank, Profession or Occupation	Where Born
William Cheeseman	Head	Married	29	Steam Engine Fitter	Deptford, Kent
Sarah E. Cheeseman	Wife	Married	26		Langham, Norfolk
Peter Massingham	Nephew	Single	3		South Shields, Durham
Esau Massingham	Brother-in-law	Married	26	Ship Rivetter	Langham, Norfolk
Annie Massingham	Wife	Married	25		Salthouse, Norfolk
James Alfred Massingham	Son	Single	1		Willington Quay, Northumberland

1891 Census

Although having settled in Northumberland, it seems that Anne and Esau Massingham maintained their links with family members in Blakeney.

Their youngest child, James Alfred Massingham was buried at Blakeney on 9th August 1891, aged 16 months. Two years later, the Admission Register for Blakeney School shows that Charles (William) Grout Massingham, born on 12th June 1885, was admitted on 1st September 1893; his previous school was in the South Shields West Board.

The Cheeseman and Massingham families were still living in Nelson Street, Wallsend in 1901, in two neighbouring properties, each family living in two rooms.

Name	Relation to Head of Family	Condition	Age	Rank, Profession or Occupation	Where Born
W.F. Cheeseman	Head	Married	39	Marine Engine Fitter	London, Middlesex
S. Cheeseman	Wife	Married	39		Langham, Norfolk
H.M. Cheeseman	Niece	Single	3		Willington Quay, Northumberland
E.E. Massingham	Niece	Single	12		Willington Quay
H. Massingham	Mother-in-law	Widowed	75		Langham, Norfolk
K.A. Massingham	Sister-in-law	Single	41		Langham, Norfolk

1901 Census

Name	Relation to Head of Family	Condition	Age	Rank, Profession or Occupation	Where Born
James Withers	Head	Single	46	General Labourer	Langham, Norfolk
Esau Massingham	Brother-in-law	Married	47	Boiler Maker	Langham, Norfolk
Annie Massingham	Sister	Married	35		Langham, Norfolk
Charles Massingham	Nephew	Single	16	Boiler Maker's Apprentice	Willington Quay, Northumberland
Willie Massingham	Nephew	Single	7		Willington Quay
Peter Massingham	Nephew	Single	5		Willington Quay
Agnes Massingham	Niece	Single	3		Willington Quay

1901 Census

Ward's Directory of Newcastle-on-Tyne for 1910 lists Esau Massingham at 24 Palmer's Terrace, Willington Quay.

Name	Relation to Head of Family	Condition	Age	Rank, Profession or Occupation	Where Born
Esau F. Massingham	Head	Married	47	Rivetter (Ill Health)	Langham, Norfolk
Anne Massingham	Wife	Married	45		Salthouse, Norfolk
James A. Withers	Step Brother	Single	23	Labourer	Langham, Norfolk
Eva E. Massingham	Daughter	Single	22		Willington Quay, Northumberland
Agnes M. Massingham	Daughter	Single	14	School	Willington Quay
William F. Massingham	Son	Single	17	Moulder (Iron)	Willington Quay
Peter J. Massingham	Son	Single	12	Labourer	Willington Quay
John S. Massingham	Son	Single	8	School	Willington Quay

1911 Census

A year later, the 1911 Census shows Esau and Anne Massingham at 14 Palmers Terrace, Willington Quay, living in a house with five rooms; he completed more information than was actually requested on the Census form including that the children listed were born in Nelson Street, Northumberland. Esau also recorded on the Census return that his health was "Feeble".

Esau Massingham stated that he and Anne had been married for twenty-six years and eleven children had been born of which seven were still living and three had died. This was amended – erroneously - by the Enumerator to ten children born, seven still living, and three died.

Esau Massingham died in 1923, aged 59, in Northumberland.

Anne Elizabeth Massingham died in 1935, aged 69, in Essex,

Charlotte Elizabeth Grout – Younger Daughter

Charlotte Elizabeth Grout was born on 18th February and baptised on 20th February 1867 in Aylsham. The Censuses show her living with her parents and siblings in 1871 in Blakeney and in 1881 and 1891 in South Shields.

Name	Relation to Head of Family	Condition	Age	Rank, Profession or Occupation	Where Born
Charles W ^m . Grout	Head	Married	55	Mariner	Salthouse, Norfolk
Charlotte E^{liz}. Grout	Daughter	Single	24		Salthouse, Norfolk
Charles W ^m . Grout	Son	Single	22	Mariner	Salthouse, Norfolk
Charles W ^m . Grout	Grandson		5	Scholar	Howden, Northumberland
Peter Grout	Father	Widowed	77	Labourer	Salthouse, Norfolk
Charlotte E ^{liz} . Spence	Sister	Widowed	50		Salthouse, Norfolk
John Arthur	Visitor	Single	29	Marine Engineer	Scotland

1891 Census

Charlotte Elizabeth Grout and John Arthur, the visitor shown in the Census, were married in South Shields later in 1891.

The 1901 Census shows Charlotte Arthur, 34, living at Morston Road, Blakeney, together with an Ann Grout, 6. Ann was said on the Census form to be Charlotte's granddaughter but she was actually her niece, daughter of Charlotte's brother Charles William Grout. Although Ann's parents were living in South Shields, Ann was attending the school at Blakeney hence, probably, her living with her aunt.

No trace has been found of John Arthur in the 1901 Census - taken on 31st March - but a son, James Edward Arthur, was born in Blakeney on 8th December 1902.

In 1911 Charlotte Elizabeth Arthur, 44, stated to be "Married and separated", and her son James Edward Arthur, 8, were living with her widowed mother, Ann Grout, in Blakeney.

Name	Relation to Head of Family	Condition	Age	Rank, Profession or Occupation	Where Born
A.E. Grout	Head	Widowed	72		Blakeney, Norfolk
C.E. Arthur	Daughter	Married & Separated	44		Salthouse, Norfolk
J.E. Arthur	Grandson		8		Langham, Norfolk

1911 Census

Anne Grout died in Blakeney on 7th July 1927 and Probate was granted to her daughter, Charlotte.

James Edward Arthur was married in December 1935 to Eleanor, daughter of Ann and William Long, a Blakeney Fisherman.

The 1939 Register shows Charlotte Arthur living with her son and daughter-in-law at Wye House, High Street, Blakeney. James Arthur was an Electrician, also a Special Constable with the Observer Corps.

Name	Date of Birth	S, M, W or D	Personal Occupation
Arthur, Charlotte E	18th February 1867	Widowed	Unpaid Domestic Duties
Arthur, James E	8th December 1902	Married	Electrician
Arthur, Eleanor	2nd May 1910	Married	Unpaid Domestic Duties

This record is officially closed

1939 Register

Charlotte Elizabeth Arthur died on 15th October 1943. Probate was awarded to her son.

ARTHUR Charlotte Elizabeth of Wye House Blakeney **Norfolk** widow died 15 October 1943 Administration (with Will) **Llandudno** 29 December to James Edward Arthur electrician. Effects £674 14s. 4d.

James Edward Arthur died on 21st September 1956; in the same year the Blakeney Telephone Book lists James Arthur as "Radio, Electrician", still at Wye House in the High Street. Eleanor Arthur died in 2000, aged 90.

ARTHUR James Edward of 125 High-street Blakeney died 21 September 1956 Administration **Norwich** 28 Eleanor Arthur widow. Effects £1972 11s. 3d.

Charles William Grout – Younger Son

Charles William Grout was baptised on 21st July 1869 in Aylsham; a note on the Parish Register gives his birthdate as 17th June 1869.

1869	July 21	Charles William Grout	Charles William Grout	William Grout	Mariner	William Henry Grout
No. 770			Edyphell	Grout		

Censuses show him living with his parents in Blakeney in 1871 and in South Shields in 1881 and 1891, the 1891 Census giving his occupation as a Mariner.

In 1894, Charles Grout married Sarah Fisher, daughter of Agnes and Joseph Fisher, a Boiler Maker.

The couple had fourteen children, nine daughters and five sons born between 1894 and 1918, three of whom died in infancy, either at or shortly after their births.

Anne Elizabeth was born in 1894, Charles William in 1896, Agnes Mary in 1899, and Gladys Maud in 1901.

The Admission Register for Blakeney School records that two of Charles and Sarah's children were admitted to the school. Ann Elizabeth Grout, born on 3rd November 1894, was admitted on 14th May 1900 and had not previously attended a school. Charles William Grout, born on 10th November 1896, was admitted on 17th May 1905; his previous school was in South Shields.

In 1901, Charles Grout and his family were living at 47 Elizabeth Street, South Shields, and occupying two rooms.

Name	Relation to Head of Family	Condition	Age	Rank, Profession or Occupation	Where Born
Charles W. Grout	Head	Married	32	Sailor, Sea	Salthouse, Norfolk
Sarah Grout	Wife	Married	24		Willington Quay, Northumberland
Charles W. Grout	Son	Single	4		South Shields, Durham
Agnes M. Grout	Daughter	Single	2		South Shields, Durham

1901 Census

Sarah and Charles Grout had five more children in the next eight years: Amy Isabella was born in 1903, Joseph Fisher in 1905, Hannah Skipper in 1906, John Robert in 1907, and Elizabeth in 1909 but died in 1911.

By 1911, Sarah Grout and her children, Agnes, Gladys, Amy, Joseph and John were at 30 Alfred Street, South Shields, in a property comprising three rooms including the kitchen but not "the scullery, landing, lobby, closet, bathroom".

Sarah Grout	Wife	34	Married 17	8	7	1	Abt. Seaman	Willington Quay, Northumberland.
Agnes M. Grout	daughter	12						South Shields, Durham.
Gladys Maud	"	9						"
Amy Isabella	"	8						"
Joseph William	son	6						"
John Robert	son	3						"

(To be filled up by the Enumerator.)

Total	4		
Males	2	4	6
Females			
Persons			

(To be filled up by, or on behalf of, the Head of Family or other person in occupation, or in charge, of this dwelling.)

Write below the Number of Rooms in this Dwelling (House, Tenement, or Apartment). Count the Kitchen as a room but do not count scullery, landing, lobby, closet, bathroom, nor warehouse, office, shop.

I declare that this Schedule is correctly filled up to the best of my knowledge and belief.

Signature: Sarah Grout
Postal Address: 30 Alfred St. South Shields
3 rooms.

1911 Census

The Census was completed by Sarah Grout as Head of the household and shows that she and her husband had been married for seventeen years and eight children had been born alive, of which seven were still living. Joseph is shown as Joseph William but his registered name at birth was Joseph Fisher; he died three years after the Census, in 1914.

The couple's eldest daughter Annie, now 16, was working in 1911 as a servant to a fisherman and his extended family at 4 Garden Square in Tynemouth.

No record has been found of Charles William Grout in the 1911 Census; his wife had entered "Able Seaman" in error for he was probably at sea and not actually at home.

Three daughters were then born: Sarah in 1912; Linda in 1915 and Ellen in 1917, whose death was recorded in the same year.

Charles and Sarah's eldest daughter Agnes Mary Grout was married in 1917 to Thomas Edward Robb but she died the following year, possibly – given her age, 19 – in childbirth. In November 1921, Thomas Robb married Anne Elizabeth Grout, his late wife's older sister, in Louisiana, USA, the day after Anne's arrival from England.

Charles and Sarah's youngest, George, was born in 1918.

Incoming Passenger Lists show George Grout, 24, arriving at Liverpool from Bombay on the Blue Funnel Line ship *Antenor* on 17th November 1942, one of a total 100 men, all of whom had embarked at either Bombay or Cape Town and whose occupation was given as "Seafaring".

The *Antenor* - official number 147292 - was a steam turbine passenger and refrigerated cargo liner launched in 1924. She was requisitioned by the Admiralty in September 1939 and converted to an armed merchant cruiser as HMS *Antenor*, pennant F21. She served in the Mediterranean Fleet from January 1940 to April 1940, and the East Indies Station from May 1940 until October 1941, when she was used as a troop ship for the Ministry of War Transport (MoWT). She served in the invasion of Normandy in 1944 and was returned to her owners in 1946.



The 1939 England and Wales Register, taken on 29th September, shows Charles William and Sarah Grout living with their married daughter Amy Isabella and her daughter at 4 Rokeby Road, Harrow, Middlesex.

A closed record relates to a grandchild of Charles and Sarah Grout, Janet Catherine Grout, born in 1933, who married a John Smith in 1955.

Charles and Sarah Grout

Name	Date of Birth	S, M, W or D	Personal Occupation
Coughtrey, Amy Isabella	30th March 1903	Married	Unpaid Domestic Duties
This record is officially closed			
Coughtrey, Edna	14th October 1932	Single	At school
Grout, Charles William	17th June 1869	Married	Retired
Grout, Sarah	8th July 1876	Married	Housewife

1939 Register

Charles Grout died in South Shields in 1944, aged 75.

Sarah Grout's death has not been found.

GRANDSONS

Of Charles William Grout's grandsons, two pursued a maritime career and this section focusses on them.

Charles William Grout - Grandson

Charles and Sarah Grout's eldest son Charles William Grout was born on 10th November 1896; he was admitted to Blakeney School on 17th May 1905 having previously attended a school in South Shields.

Charles William Grout had evidently moved back to South Shields by 1911 but he was not living with his mother and his siblings at the time of the Census on 2nd April. Charles, 14, was one of ninety-six children, described as "Inmates" and "At School" in the Castle Ward Union Workhouse in Ponteland, Newcastle upon Tyne; the school was a reformatory school for young people under the age of sixteen who had been found guilty of crimes.

Charles Grout was living in new cottage homes built in 1902 by the Newcastle Union specifically for children and young people and which were located separately and apart from the main workhouse and infirmary.

A report in the "Shields Daily Gazette and Shipping Telegraph" of Wednesday 22nd March 1911 details the reason for him being sent to a reformatory. Sarah Grout's testimony at the end of the report perhaps explains why her son might have been sent to school in Blakeney when he was nine years old and suggests that she might have been unable or found it difficult to look after him.

MISAPPLIED TALENT
Remarkable Frauds by Shields Boys
Candidate for Reformatory

A case of a boy's remarkable genius unfortunately turned into a wrong channel was disclosed at South Shields Police Court today, when a series of cleverly planned thefts was charged against two boys, named Charles William Grout, aged 14, of Alfred Street, and Henry Bailey, aged 12, of Westoe Road. While the evidence showed that both the lads had been concerned in the offences, the "plan of campaign" has in every case been devised by Grout. There were three charges against the boys jointly, viz., that they had stolen by means of a trick on 18th March 1 $\frac{1}{4}$ lbs of tobacco and five packets of cigarettes, of the value of 6s 4d, and belonging to Joseph Hulbert of Mile End Road; obtained from William Emmerson Lovely, stationer, of Laygate Lane, on the 16th March, by means of false pretences, six memorandum books, of the value of 3s; and stolen on March 17th by means of a trick 1lb. of tobacco, of the value of 4s 8d, and belonging to Ruth Jackson. There was a further charge against Grout that he had by means of false pretences obtained from Elizabeth Baxter, on the 15th March, 15 purses, worth 23s, and belonging to Alexander Fisher, trading at Victoria Terrace, South Shields, as Thomas Fisher and Sons, umbrella and fancy leather goods dealer.

The first charge heard was that the theft of the cigarettes and 1 $\frac{1}{4}$ lbs. of tobacco.

Edith Hulbert, wife of Joseph Hulbert, who carried on business as a confectioner and tobacconist in Mile End Road, stated that on Saturday last the boy Grout entered the shop and inquired whether she sold "Rubicon" tobacco. Witness said she did, and Grout then said that his father, Mr Stephenson, who lived in Mile End Road, and who was going to sea for six months, wanted a pound of tobacco by a quarter-past twelve that day. Witness said she had none of the tobacco in stock at the time, and would have to send for some. Grout then left the shop, and witness despatched her twelve-year old daughter, with a note and 5s, to Mr Pearson's tobacconist's shop, in Green Street. About half-past twelve the girl returned crying, with a parcel of tobacco which had been opened.

The girl in evidence stated that when she left to go to Green Street, Grout came up to her and asked her to give him the money she had, saying that her mother had said he had to get the tobacco. The girl, however, refused to give him the money, and said she would go for the tobacco herself. When she had obtained the tobacco and was on her way back, she was met by Grout and another boy who was like Bailey. Grout took the parcel from her, and extracted a pound of tobacco, leaving a quarter of a pound of tobacco and a quantity of cigarettes. He returned the parcel to the girl, and told the other boy to take her along the street while he went to the ship. The other boy went with the girl for a short distance, and then went back to join Grout. The girl ran after him, and on her overtaking the two lads, Grout put the tobacco back into the parcel and ran off with it, accompanied by the other boy. A man chased them and took the parcel from them, giving it to the girl. Grout said that if she told her mother what had happened she would "get wrong". Later, as witness was crossing the Market Place, the lads again accosted her and Grout asked her to give him the tobacco, but she refused.

Detective Wilson spoke to having arrested the boys and charged them with theft, which they admitted.

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In the second case the evidence showed that on Thursday afternoon last Grout went to the shop of Mr Lovely in Laygate Lane and stated that he had been sent by the skipper of the steamer Hartington, which was lying in the Middle Dock, and that the skipper wanted half a dozen account books. Mr Lovely showed the boy a sixpenny memorandum book, and was told that that was what the skipper wanted. Mr Lovely put six of the books in to a parcel and sent his errand boy along with Grout to go to the ship, Grout having no money. After they had left the shop they were joined by Bailey, and Grout then said that he had forgotten to ask for two packs of playing cards, and said he would hold the parcel if the errand boy would go back and get the cards. The errand boy complied, and Grout and his companion made off with the books, which they afterwards sold to various people, stating that they had been sent by Mr Lovely. Two of the books were sold at Newcastle. Evidence was given by Edward Johnson, mate of Hartington, which was lying in the Middle Dock, as stated by Grout, to the effect that the captain was in Liverpool, and Grout had never been sent with any message from the ship, nor was he known there.

Detective Wilson said that when arrested and informed of the charge Grout said "I never got any books; I have not been in Laygate Lane for long enough." He afterwards, however, made a statement to the effect that Bailey and he got the books and sold them. Bailey also, when charged, said that they got the books from the lad and sold some at Tyne Dock and others at Newcastle.

The evidence in the third charge was very similar to that in the first. Grout, it was shown, went to Mrs Jackson's shop in Hardwick Street, and said his father was going to sea, and wanted a pound of tobacco. Mrs Jackson had not sufficient to meet the order and sent her grand-daughter, aged nine, for some more. She then put a pound of the tobacco in a parcel, and sent her grand-daughter to 19 Bedford Street, the address left by Grout. The child was intercepted by Grout at the corner of Bedford Street, and at Grout's instruction went back to the shop to ask the price of the tobacco which, meanwhile she left with the boy, who disappeared. Grout shortly afterwards sold the tobacco to Helen Storey, who was in charge of her mother's shop in Alice Street, stating that Mr Campbell, who regularly supplied that shop, had sent him with it. The woman gave him three shillings for the tobacco, and to the magistrates she explained that she had never bought tobacco before, and did not know the regular price for it. Her mother, who usually did the buying, was unwell at the time.

In the charge against Grout singly evidence was given by Elizabeth Baxter, of Sunderland, manageress of Fisher and Son shop in Victoria Terrace, as to Grout having gone to the shop and stated that his employer, Mr Freeman, of King Street, had four sons who were going to sea and he (Mr Freeman) wanted to give each of men a purse. Believing his story witness parcelled up fifteen purses from which Mr Freeman could select what he wanted and sent them by her errand boy along with Grout. In the shop Grout remarked to witness, "We are not busy just now, and the boss is always chewing the rag when we are slack. It will put in a bit of the morning."

Richard Bennett, the message boy, stated that on the way to King Street Grout offered to carry the parcel, and witness gave it to him. On arriving at a door on which there was a brass plate with the name "Freeman" on it, Grout told witness to wait and went upstairs. He came down shortly afterwards without the parcel and said "Mr Freeman says you have to fetch a lady's hand bag." Witness accordingly went back to the shop and told the manageress.

Charles Minsky, manager for Charles Freeman, an agent of King Street, said that Grout was never employed by Mr Freeman, and had never been authorised to use his name.

Detective Wilson stated that when he arrested Grout the latter said: "I never got any purses. People would easy know me if I got them." On the way to the police station they passed the shop, and on witness telling Grout that that was the shop from which the purses had been obtained, the boy said: "I'll go in and will see if it was me. I am not frightened; I never got any purses." They went in, and the manageress identified the lad as the one who had ordered the purses. Grout said "Not me," and looked around the shop as he had never been in before. At the police station, however, he confessed that he got the purses and said he sold them for a shilling to a foreigner who was hawking at the Northumberland Dock. Only five of the purses had been recovered.

Chief Constable Scott stated that proceedings were to be taken against a Frenchman who had bought the purses from Grout.

The Chief Constable informed the Bench that Grout was birched in October, 1909, for stealing seventeen knives from a shop. He had been at this practice for some time, and had been identified as having committed similar offences – with which he was not charged – at Jarrow and North Shields.

Mrs Grout, mother of the boy, said that her husband was at sea. She had done all she could for the lad, but could not control him. He had run away from his employment. She had to hide his boots to keep him indoors during the day, but he was too nervous to go out at nights. He was so nervous that he was afraid to sleep by himself.

Contd/

The Chairman (Ald. Rennoldson) said that it was evident that Grout had been pursuing a deliberate course of crime, and had exhibited a smartness which was perhaps wonderful for one of his age. Unless he was checked, he would probably go from bad to worse, and his career would end in a very serious way. The magistrates had decided to send him to a reformatory, in the hope that the discipline there would make a man of him. By his "out and out wickedness" he had caused a great deal of trouble.

The boy Bailey had not been before the Court previously, and the magistrates ordered him to be birched, and bound over, his father to be responsible for his good conduct in the future.

The Chairman said that although Bailey had not perhaps planned the thefts, he had aided Grout and had participated in the results.

Shields Daily Gazette and Shipping Telegraph - Wednesday 22nd March 1911

Charles Grout had seemingly drawn on and used his own family background of having a mariner father to create the fictionalised accounts of his supposed errands for men going off to sea and he evidently already had a history of committing earlier, similar offences.

From what appears to have been a difficult family background, with his father at sea and his mother unable to control him, Charles seems to have turned his life around when in 1919 he joined the Merchant Service.



Charles Grout's Service record shows that he was serving from 5th May 1919 on the *Sheaf Mount* (official number 133145), a 1913 registered Newcastle steam ship.

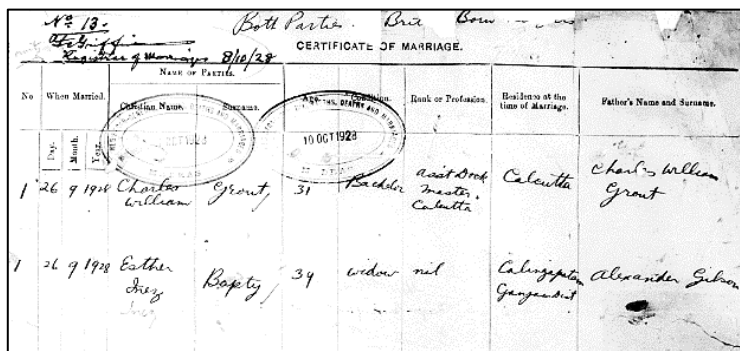
Charles Grout was issued with the Mercantile Marine Medal and British Medal Ribbon on 25th August 1919, both sent to the Mercantile Marine Office at South Shields.

British Merchant Seamen Records - 1918-1941

From 14th January 1920, he was on the London registered *Twickenham* - official number 132738 - a 1,991 ton steam ship registered in June 1912. He was serving from 17th June 1920 on the *Trident* - official number 140697 - a steel steamship registered in Newcastle in 1917.

Passenger Lists for the same year, 1928, show that Charles Grout, 32, Assistant Dock Master, of 30 Alfred Street, South Shields was a Third Class passenger on the Orient Line ship *Orvieto* which embarked from the Port of London on 1st September 1928 bound for Australia. His "Country of Last Permanent Residence" was stated as "Other Part of the British Empire" and his "Country of Intended Future Permanent Residence" was India; he was contracted to land at the Port of Colombo.

The reason for his trip was his marriage, on 26th September 1928 in Vizagapatam, Madras to Esther Inez (née Gibson) Bapty. Formerly married to Philip Sydney Bapty, an officer in the Indian Army; born on 7th February 1889, Esther Bapty was seven years older than Charles Grout.



Parish register transcripts - Presidency of Madras

The Marriage Certificate records that Esther Inez Bapty was a widow; however, records show that her husband left England in 1946 and settled in Australia, where he was married, apparently to a divorcee, in 1950. He died in 1951 in New South Wales.

On 20th December in the same year, 1928, Incoming Passenger Records show Charles Grout, of 30 Alfred Street, South Shields, arriving at the Port of London (Tilbury) from Brisbane. His occupation was a Seaman but he was travelling as a Passenger on the P&O ship *Otranto*. His "Country of Last Permanent Residence" was India and his "Country of Intended Future Permanent Residence" was England.

Charles Grout returned to India, the date is unknown, where at least one of three children were born. Charles died in Bhavnagar, Gujarat on 25th May 1932, aged 35.

Passenger Lists show Inez Grout, 63, described as a Housewife, embarking from the Port of London on the P&O ship *Chusan* on 16th September 1952 bound for Bombay. Her last address in the UK was 83 Prospect Road, Southborough in Kent.

Incoming Passenger Lists show that Inez Grout, aged 81, described as single, arrived in London in 1960. Her last permanent residence was India and she intended to stay in England – at The Garden House, Fairview Lane, Crowborough, Sussex - for four months before going to live in the United States. She died in 1970 in Perth, Western Australia.

Peter John Grout - Grandson

Peter John Grout was born on 20th June 1894 in South Shields, the son of Peter John and Ellen (née Barlow) Grout.

At the time of the 1901 and 1911 Censuses Peter Grout was – as described earlier - living with his parents and siblings at 60 Erskine Road, South Shields. In 1911, aged 16, his occupation was recorded as an Apprentice Fitter.

M.N.S. Region *N* Regional No. *X127A*
Surname *Grout*
Christian Name *Peter John*
Rating *2nd Marine Eng* R.N.R. No.
No. and Grade of B/T Certificate
Date and Place of Birth *20/6/94 S. Shields Eng.*
Nationality *British* Father *British*
Height *5'7"* Colour Hair *Fair* Eyes *Blue*
Tattoo Marks *Scar above left thumb*
Dis. A No. *866422* N.H. Insurance No.
Name and Address of Next of Kin *Mr. Peter J. Grout*
60 Erskine Rd S. Shields
(32281) Wt. 20167-23. 100m. 8/18. Av. P. (603)

British Merchant Seamen Records - 1918-1941

Peter Grout was married in 1924 in Tynemouth to Lilian Catherine Hall, born on 19th March 1901, daughter of Isabella (née Sim) and Richard Hall, a Railway Pulleyman. A daughter, Marian was born in 1927 in South Shields.

The Ship's Manifest for the *SS Tiberton* arriving at New York from Bombay on 22nd August 1934 shows Peter Grout as the 3rd Engineer and records that his "Length of Service at Sea" was nineteen years. The whole crew for the voyage were engaged in North Shields.

The *Tiberton* – official number 142861 – was a 3,190 ton steam ship registered in Newcastle in March 1920.

Peter Grout's Merchant Navy service record shows that he was a Second Marine Engineer.

In 1919 and 1920 he was serving on the *Sanday* - official number 106110 - formerly the *Pretoria*, a steel ship built in Sunderland in 1900 and registered in Newcastle in 1917.

Peter Grout was issued with the Mercantile Marine Medal and British Medal Ribbon on 16th August 1919, both sent to the Mercantile Marine Office at Middlesbrough.

His Mercantile Marine and British medals were issued on 6th May 1925, both sent to the Mercantile Marine Office at South Shields.

A later Ship's Manifest for 1938 shows Peter Grout, now with twenty-seven years' service at sea, arriving at New York from London on 12th November on the *SS Lodestone*. He was one of thirty-three crew members. The *Lodestone* – official number 166585 – was a 4,877 ton steam ship registered in London in October 1938.

Peter and Lilian Grout had evidently moved to Chatham, Kent by 1957, which was where and when their daughter Marian married James E. Newell.

The surmise is that, in the light of Peter Grout's experience as a ship's Engineer, he might have moved to Chatham, in connection either with its thriving naval base or with its dockyard.

Peter Grout died in 1967 in Chatham, Kent, aged 73. Lilian Grout survived her husband by nearly twenty years; she died in 1983 in Chatham, aged 82.

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