

So Shields  
Sept 6. 1878

Sir.

I am desired by the Committee of the So. Shields Life Brigade to acknowledge with thanks the receipt of your letter of the 20<sup>th</sup> ult enclosing an order on H. M. Paymaster General for £25 being the contribution of the B. of Trade to the funds of the Life Brigade for the year ended June 30<sup>th</sup> last.

I am also requested to bring before your notice the amended terms of expenditure connected with the New Drying Room which is nearly finished and also the Raising round the Watch Ho. and B. of Trade Rocket House, and to ask if you would take the matter into consideration with the view to a further grant towards the deficiency. The cost will be about £212 towards which we have £115 leaving £97 to be provided for. About £25 of this will be the B. of Trade proportion for raising in the Rocket House.

Yours etc  
S. Malcolm

The Assistant Secretary

In Bank	65.0.0
Due from Life Boat Fund	<u>50.0.0</u>
	115.0.0

Halleday Hobbs	50.0.0
Dunning Hoole	33.15.-

Railings - Wilson Bros	22.3.9	
Barnbridge	<u>43.8-</u>	65.11.9
Railings say	33.10	33.10
		<u>212.11.9</u>
		<u>97.11.9</u>

So-Shields  
Dec. 3. 1878

Sir,

I have the honor to acknowledge the receipt of your letter (M 13133) enclosing an Order on H. M. Paymaster General for £25 as a Grant toward the expenses incurred in retarding the Watch House of the So-Shields Vol. Life Brigade, and also enclosing the same, together with the B. of Trade Pocket House, by an Iron Railing.

I am desired by the Committee to return their sincere thanks for this donation and at the same time to draw your attention to my letter of Sept. 6<sup>th</sup> from which you will see that the above Grant will only cover the cost of enclosing that portion of the Building which is the property of the B. of Trade.

I am reluctant to again ask the assistance of the B. of Trade, but the fact is we are unable at present to provide more funds, and until we can, I shall as Treasurer to the Brigade have to advance the money

to meet the pressing demands of the Contractors. Capt House during his recent visit, inspected the work and will be able to testify as to the very great improvements that have been effected.

I think our Watch House is now almost replete with the necessary appliances so much so, that I don't anticipate having again to appeal to the Board of Trade for grants for further extensions.

I have the honor to remain  
Sir,

Your obt. Servant.  
S. Malcolm

The Assistant Secretary  
Marine Department,  
Board of Trade

So-Shields

Dec. 3. 1878

Wreck of the "Jacob Rothenburg" of Rodlock

Sir,

I have the honour to acknowledge the receipt of your letter of the 30<sup>th</sup> ult. addressed to Capt. Whidlaw requesting to be furnished for the information of the German authorities with a statement of the facts in connection with the above shipwreck as far as regard the operations of the So Shields Volunteer Life Brigade.

The vessel's lights were first observed by the Brigadiemans on duty, about 5.30 am Nov-27<sup>th</sup> and her movements were watched with great anxiety, as it was seen from her position, there would be great difficulty in weathering the So Pees. In a short time she struck the staging at the end of the Pees carrying away her Foremast and Bowsprit

and about 6.15 am stranded on the So. side of the Pees at a distance of 50 yards therefrom.

In anticipation of this, the Brigadiemans who had been on duty all night, had taken the Rocket Apparatus along the Pees and had everything in readiness. The first Rocket carried the line over the bows, but the sea was washing right over the vessel and the crew in consequence appeared unable to get to it. A second line was thrown over the main top gallant yard. This the crew failed to reach. A third line was fired on board which landed across the rigging in a similar position. An attempt was then made to fire a line on to the Deck within reach of the crew who had taken refuge aft, but owing to the nature of the Pees and the difficulty of adjusting the Rocket, it fell short. After this one of the crew managed to go aloft and get hold of one of the previous lines by which they soon hauled on apparatus on board making the Gear fast to the Mizzen mast.



During all this time heavy seas were breaking  
over the ship and we had grave fears that  
the other masts might fall. However, without  
any mishap and in about 20 minutes  
from the seaman getting the Rocket line  
the whole of the crew 7 in number together  
with the English Pilot were safely landed.  
They were then taken to our Watch House  
where they were received by the Medical  
Officers of the Brigade and supplied with  
warm clothing and refreshments.

The above is a short record of the facts  
as seen by Capt. Whittlaw from the beginning  
and ~~also~~ also by myself from the firing  
of the second Rocket. I may also state  
that Capt. Prowse R.M. Her Majesty's  
Inspector General of Life Saving Apparatus  
happening to be here on an official visit  
was present at the wreck and witnessed  
the saving of the crew.

Permit me in conclusion on behalf  
of the Members of the S.S. Vol. Life Brigade

and the Officers of Coastguard to thank you  
in return for your kind remarks as to  
what was done for the crew of the "Jacob  
Rothenburg" and to state that we always  
feel amply rewarded for our trouble, when  
successful in saving the lives of our fellow men  
of whatever Nationality, and especially those  
of a nation so closely allied to our own.

I have the honour to remain

Sr.

Your obedient Servant

S. Malins

Hon. Sec.

Robt. Eichholtz Esq  
Consul for Germany  
Newcastle on Tyne

50 Shields. Jan 22. 1879

I have the honour to acknowledge the receipt of your letter N<sup>o</sup>. 18874 enclosing copy of a letter received from the Secretary of the Tyne Life Boat Fund suggesting certain alterations in the present system of Life Saving Signals and requesting to be favoured with my observations thereon.

In reply I may state at the outset that the present arrangement was established for the convenience and information of the Superintendents and 50 Shields Life Brigades only. viz 2 guns fired for a vessel ashore on the N. side of the harbour and 3 for the S. side. As these signals in certain winds were indistinctly heard it was subsequently arranged that H.M.S. "Castor" lying in the river should repeat the same. This, as far as the Brigades are concerned has been found to work very well except that the general public are also at the same time informed that a disaster has occurred ~~and~~ <sup>down</sup> ~~down~~ to the Pier, sometimes to the great inconvenience of the Members working the Rocket Apparatus

Previous to the formation of our Brigades it was the custom of the Pilots to keep a look out in stormy weather and to judge for themselves as to the advisability of manning the Life Boats. Since then, with some exceptions, they appear to depend upon these signals, and as soon as they are heard the Boats are manned, not because they may be wanted, but because the guns have been fired, thereby throwing the onus of the cost to the Life Boat Fund on the ~~present~~ <sup>present</sup> signals. ~~established system of signals~~

Last year an attempt was made to remedy this by fixing a Mast close to our Watch House so that by hoisting certain lights the man in charge could indicate whether the vessel was inside or outside the 50 Pier. This is a step in the right direction and should be persevered with until it has had a fair trial.

I think it would be unwise to complicate the present ~~system of signals~~ <sup>arrangement</sup> as suggested. The only alteration that might be attempted would be not to fire the guns when the

Coastguard <sup>Office</sup> in charge thinks he has sufficient assistance to work the apparatus.

In making these remarks I must at the same time state that it is, and always has been my wish that both these institutions, should work together harmoniously, and what tends to the efficiency of the one should not be at the inconvenience of the other.

I shall be glad to have a further reply to my letter of Dec. 3<sup>d</sup> 1878.

I am, Sir,

Your obedient servant  
S. Malcolm

The Assistant Secretary  
Board of Trade.

So Shields

Mar 17 1879

Sir

I have the honor to acknowledge the receipt of your letter IM-18073 enclosing an Order for £25 toward the Funds of the So Shields Life Brigade

In reply I beg to thank the Board of Trade for this additional grant to enable us to meet the heavy expenses in extending the Watch House

Your obedient servant  
S. Malcolm

The Assistant Secretary  
Marine Department

So Shields

~~XXXX~~ Nov. 24. 1879

Sir

I beg to acknowledge with thanks the receipt of your liberal grant of £40 to the Funds of the So. Sh. Life Brigade for the year ended June 30<sup>th</sup> last.



I am also desired to thank you on behalf  
of the Members and to express the pleasure it  
gives them to know that their services meet  
with the approval of the Board of Trade

I am, Sir

Your obedient Servant  
S. Malcolm

The Assistant Secretary  
Marine Department.

So Shields Nov. 25. 1879

Dear Sir

I brought your letter before a Meeting  
of the Life Brigade Committee this evening  
I am requested to thank you very much  
for the kind offer of the Amateur Dramatic  
Society, but the Committee prefer that the  
whole of the profits of the proposed Entertainment  
should be given to the Widows and orphans  
of the R.B.

I am also desired to state that the

Officers + members (should you think well)  
will be very glad to give their patronage and  
support to so deserving an object and to  
do what they can to make it a success

I may also state that I have just  
received £40 from the Board of Trade toward  
the Life Brigade Funds. This sum, together  
with what we have in prospect will enable  
us to wipe off our debt.

Yours faithfully  
S. Malcolm

W. McDouall Esq  
15 Victoria Terrace

So. Shields  
Sept 16. 1880

Sir.

I have to acknowledge the receipt  
of your letter M 15375 transmitting an order  
on H. M. Paymaster General for twenty  
nine pounds 9/2 (£29.9.2) being the  
contribution of the Board of Trade to the Funds  
of the S.V.B. for the year ended June 30 last.

I have the pleasure to forward the sincere thanks of the Officers and Members for the very liberal and timely Grant which now places the Brigade in a healthy financial position.

We contemplate spending some money on New Storm Caps, and I shall be glad to be informed whether the B. of G. has any experience as to the most suitable shape & material for the purpose.

I am Sir,

Your obedient Servant,  
S. Malcolm

The Assistant Secretary  
Marine Department.

So. Shields Nov. 1. 1880

Sir,

In reply to your letter (No 17390) requesting to be ~~presented~~ informed what defects had been found in the present helmet shaped caps. I have the honor to state that they are made of a light drab water proof cloth with a good peak before and behind and lappets at the sides for covering the ears and tying under the chin in stormy weather. The material is tolerably water tight but soon becomes dirty and unshapely and gives a generally untidy appearance to the members. The original shape is all right and the hat is comfortable to wear.

I think if a whole stiff, glazed material could be ~~now~~ obtained it would answer the purpose better.

I have also enclosed reports as to the wrecks of the "Johanna" "Wonga" "Isis" and "Harry Clem". We had a fearful storm here last week and I have much satisfaction in reporting that the S. S. V. L. B.



struck manfully, at their posts during  
many trying hours

I trust he is not to remain

Sir.

Your obt. Servant  
S. Malcolm

The Assistant Secretary  
Marine Department

60. Shields

Dec 18 1880

Dear Sir

Your letter of the 14<sup>th</sup> inst was  
brought before a Meeting of the Relief Brigade  
Committee this evening

It was the general feeling of the members  
that they would gladly have given their  
patronage to your entertainment if it had  
been to assist the Funds of the Tyne  
Widows and Orphan Fund of Shipwrecked  
Mariners instead of the special case you

mention. Great efforts have already  
been made for those belonging to the  
unfortunate crews of the Steam Trawlers  
and in addition to these, the above Fund  
has granted £150 to the Widows and  
Orphans. Other claims from the Shields  
alone amount to £1000 for the year and  
to meet which, I am given to understand,  
encroachments have been made on  
the Invested Capital. The Tyne Fund is  
to meet all cases belonging to its ports  
whether the accidents happen here or it  
may be in China or elsewhere

I take the liberty of mentioning these things  
not because we do not feel deeply for  
those you wish to assist, but for the  
information of your Club.  
Yours truly

Dear Sir Yours faithfully

S. Malcolm

Chas. Parker Esq

Hon Sec.

Seamans Cricket Club.

So Shields  
July 6 1881

Dear Sir

I duly received the Helmet and it will be submitted to the Committee to morrow night. Until then I cannot say anything definite as to ordering Helmets for the whole of the Brigade. I note your charge is  $\frac{1}{3}$  which is more than I expected. I don't quite understand the postscript to your letter which says "There being both more material and more work in the Helmet makes a difference of ninepence more which is the lowest I can quote for any number &c. What other Helmet are you comparing it with? It seems the same as the one sent me by the B. of Trade and does the difference of ninepence more mean that any more we order will be 8/- each. An early reply will oblige

Yours faithfully  
S. Malcolm

Mr Gray

Outfitter

Leadenhall St  
London

54

So Shields. Aug 22. 1881

I beg to acknowledge with thanks the receipt of your letter (VI 19383) enclosing an Order on H. M. Paymaster General for the sum of £25. being the contribution from the Board of Trade to the Funds of the S. S. V. C. for the year ended June 30<sup>th</sup> last.

I have also to thank you for the loan of the specimen Helmet which will be returned to your Stores at Poplar in due course. A similar Storm Cap has been adopted, and ordered for the Members of this Brigade.

Remain &c

S. Malcolm

The Assistant Secretary  
Board of Trade.

So Shields. Oct 6 1881

My dear Sir

Considerable excitement was caused here ~~last night~~ by the signal guns being fired about 7 o'clock last night. Our Brigadiers ran down to the Pier expecting a wreck had occurred but nothing of that sort could be seen. I notice in the papers tonight that it had reference to a Special Drill at Tynemouth and that you were present.

Before taking any steps in the matter I write to ~~know~~ ask if you would be good enough to let me know the real facts of the case as the newspapers may have given an incorrect version of the affair.

With kind regards

Yours very faithfully

S. Malcolm

Capt Johnson R.M.  
Sunderland.

So Shields. Oct. 11 1881

My dear Sir

Our town was thrown into a state of great commotion by the firing of the signal guns last week. The So Shields Brigade rushed down to the Pier expecting a wreck had occurred, but nothing could be seen. I learnt after from the <sup>new</sup> papers that it was in connection with a Special Drill of the Tynemouth Brigade, and that certain signals were made to see how quickly the men could muster in case of a wreck. I can hardly fancy that such an experiment would be tried nowadays, and that there must have been some mistake. One report I heard was that a secret's turbine had broken and she was in danger. As you will however have a correct idea of the real facts of the case, I shall be glad on behalf of our men if you will kindly give me any information to lay before the Committee.

Yours very faithfully

S. Malcolm

J. F. Spence Esq  
North Shields



So. Shields Oct 17. 1887

My dear Johnson

I am very much obliged for your letter of explanation. I have also a letter from Mr Spence who confirms your statement as to his share in the transaction, but he blames the "Caster's" ~~gunners~~ people for repeating the Signal.

This is not the first Special Drill which has disturbed our equanimity over here owing to the guns being fired, and while we are willing to turn out at any time when it is unfortunately necessary, we have a decided objection to false alarms. In sending off my Returns of the recent Wreck I have taken the opportunity of suggesting to the Board of Trade that an Order should be issued prohibiting these Signals except in case of Shipwreck or for some practical experiment which may be previously agreed upon by all parties concerned. The matter will doubtless be referred back to you for consideration and I think your opinion will confirm the necessity of some such arrangement.

Capt Johnson R.N.

Yours very faithfully  
S Malcolm

So-Shields Oct 17. 1887

My dear Sir

I am <sup>very</sup> much obliged for yours of the 13<sup>th</sup> inst. It is ~~unfortunate~~ <sup>made such a mistake</sup> that the Caster's gunner ~~was unaware of what you were going to do at the Special Drill~~. There is a very strong feeling amongst our men that in ~~future~~ every precaution should be taken to avoid the guns being fired except for the purpose which they were originally intended ~~for~~ <sup>as an</sup> ~~intention~~ <sup>intention</sup> that a vessel is ~~at sea~~.

In sending off ~~the~~ Returns of the recent Wreck I have taken the opportunity of suggesting to the B. of Trade that an Order ~~should be issued prohibiting these Signals~~ <sup>should only be used</sup> ~~except~~ in case of Shipwreck or for some practical experiment which may be previously agreed upon by all parties concerned.

Yours very faithfully  
S Malcolm

J. F. Spence Esq  
No Shields

So. Shields Oct 17. 1881

I have the honor to enclose particulars of the services rendered by the So. Shields Life Brigade at the wreck of the "Atlantic" on the 14<sup>th</sup> inst.

I also take the opportunity of drawing your attention to a Special Drill of the Tyne-mouth Life Brigade on the 6<sup>th</sup> inst. at which some Cotton Puffer Signals were discharged and which were repeated by the guns of H.M.S. "Castor" causing considerable commotion in this town and also a needless rush of our Brigade to the So. Pier. We are willing at any time and in any weather to turn out when it is imperatively necessary, but we have a decided objection to false alarms. I therefore respectfully suggest whether the Board of Trade should not take into consideration the advisability of issuing an order prohibiting these signals except in case of shipwreck or for some practical experiment previously agreed upon by all parties concerned.

I remain

Yours faithfully  
S. MalcolmThe Assistant Secretary  
Marine Department

So. Shields Oct 29. 1881

Dear Sir

A few years ago the Tyne Commissioners were asked to fix an iron railing along the North side of the pier for the protection of the members of the Life Brigade while on duty in stormy weather. At that time the question of expense was raised as an objection to the suggestion. It was however ultimately decided, as the head of the pier was the most dangerous during the prevalence of South westerly gales, that that part should be proceeded with and for which the Members have felt very grateful. Since then there has been a growing feeling, which has been intensified during the recent gales, that the Railings should be extended East & West. I therefore respectfully ask that the Commissioners should once more take this matter into their serious consideration. It is also very advisable that Gates should be fixed in such a position as would prevent the public crowding on to the pier in case of shipwreck. On these occasions they assemble in such numbers that the operations of the Brigade are very much impeded in consequence. Please bring this matter before the Commissioners at your earliest convenience and oblige  
Yours very faithfully  
S. Malcolm Hon. Sec.

R. Wain Esq. Tyne Commrs

So Shields. Mar. 2. 1882

Dear Sir

Replying to your application of Jan<sup>y</sup> 6<sup>th</sup> it gives me much pleasure to inform you that the Committee of the South Shields Life Brigade has consented to allow religious services to be held in the Watch House for one hour on Sunday evenings, under the auspices of the So Shields Town and Parish Mission.

The Brigade Committee reserves the right of withdrawing its consent to this arrangement, due and convenient notice of which would be given.

Yours faithfully  
S<sup>r</sup> Malcolm

W<sup>m</sup> T. Alderson  
37 Charlotte St.

Aug 5. 1882

Sir,

I beg to enclose for the information of the Board of Trade the Annual Report of the So Sh. Vol Life Brigade for the year ended June 30. last and in doing so would respectfully direct the attention of the Board to the paragraph having reference to the Ambulance Corps recently established in connection with our Brigade.

I would also remind the Board that the New Waist Belts so long promised have not yet been received.

I enclose particulars of a small Wreck service rendered in the 2<sup>nd</sup> inst

Yours &c  
S<sup>r</sup> Malcolm

The Assistant Secretary  
Board of Trade



So. Shields Sept 12<sup>th</sup> 1882

Sir

I have to acknowledge receipt of your letter  
(M 18788) enclosing an Order on H. M. Paymaster's  
General for the sum of £50 as the contribution  
~~of the Funds~~ from the B. of Trade to the Funds  
of H. M. S. V. L. B. for the year ended June 30 last

I am desired to thank you for this liberal  
grant and to express the pleasure of the Committee  
and Members that their services during the past  
year have given satisfaction

Yours obt. Servt  
S. Malcolm

The Assistant Secretary  
Marine Department

So. Shields

30 Nov. 1882

Dear Sir

Yours of the 28<sup>th</sup> inst. is to hand. I was very  
sorry not to be well enough to see you when you called  
here the other week.

With regard to your Gun and its adoption by  
our Life Brigade, I think I pointed out to you at  
Tynemouth that your proper course would be to get  
it tried officially by the Board of Trade.

However highly we might approve of it, and I  
think it admirably adapted from what I saw, for  
throwing a line, yet none of us would undertake  
the responsibility of attempting to save a shipwrecked  
crew with it, without the Board of Trade's sanction.

Our Gun is all kept in order by the Coastguard  
and therefore no notice whatever would be taken  
of your invention unless they got orders from  
Head Quarters.

Therefore as I said before your first step  
should be as indicated above.

Yours faithfully  
S. Malcolm

W. W. Sturrock  
Messrs Low & Duff  
Dumfries.

Dec. 13. 1882.

Sir.

I have the honour to acknowledge the receipt of your letter (M 29746) inclosing copy of letters from Messrs Low & Duff to you and also one from me to them.

In reply to your request I have to state that the meaning of my letter has been misconstrued, which is perhaps excusable owing to the usual enthusiasm of Admirators.

From my official position in the So. Shields Brigade and from my 17 years experience of shipwrecks on this Coast, I have been designedly careful in giving an opinion, either verbal or written as to the merits of Messrs Low & Duff's Gun for Life Brigade Service, and while stating that it is admirably adapted for throwing a line as exhibited in the trials off Tynemouth, yet that is a totally different thing from being admirably adapted for doing the same ~~thing~~ at a shipwreck.

Messrs Low & Duff's application to me was to purchase a Gun for the use of the So. Shields Vol. Life Brigade and my reply was the only one that occurred at the time of writing, and was merely a hurried

note, neither intended nor expected by me to be copied and forwarded to the Board of Trade, but merely to guide them as to the steps they should take in the interests of their invention.

That being so, it would be premature to say whether or not, or under what circumstances it would suit better than the present Rocket.

Altho I have formed an opinion yet my idea is that you will probably order some official trials, as in the case of another invention a few years ago, either at Shrubbery Ness or perhaps here. If the latter then I shall be very glad to report as to its merits or otherwise.

Apart from the question of the use of the invention at wrecks, I wish to repeat what I said in my letter to Messrs Low & Duff that having seen it used at the before mentioned trials I think it is admirably adapted for throwing a line and would be most useful for ships at sea, and also under certain conditions for a stranded vessel communicating with the shore.

I have the honour to remain  
Sir, Your obedient Servant

The Assistant Secretary  
Marine Department.

S. Malcolm

Feb. 13. 1883

Dear Sir

With a view to establish a Signal between the Life ~~Boats~~ Boats and the Volunteed Life Brigades, that the latter may know when the former have taken the crew from a wrecked vessel, I beg to suggest for the consideration of the Type Life Boat Trustees the advisability of each Coxswain carrying in his jacket pocket a long light such as I send for your inspection. It will burn for 20 minutes. If this is considered too large, a vessels blue light might answer the purpose. It is easily ignited and will burn in any weather.

If this is done as soon as the last man is into the lifeboat, it would avoid the unnecessary labour and anxiety which the Brigades have been subjected to not only at the recent wrecks but on former occasions

Yours faithfully

S. Malcolm

Hon. Sec.

G. Lyall Esq

Secretary

Type Life Boat Trustees.

Feb 15. 1883

Dear Sir

Referring to your recent inspection of the So. Shields Life Brigade and your presentation of a Bronze Medal to Thos. Hewitt, Coastguard, awarded by the Board of Trade for his gallantry at the wreck of the Schooner "Fleet"

I wish to state for the information of the Board of Trade that the Members of the Brigade feel very much disappointed that no award was made to Humphrey Astton whose services on the same occasion have already been reported.

I have seen his exertions at several wrecks and if his case can be favourably re-considered it will be encouraging to him and pleasing to us.

Yours faithfully

S. Malcolm

Capt Denny R.M.

Inspecting Commandant  
Sunderland.



April 12. 1883

Dear Sir

I beg to remind you of the conversation we had some time ago as to the necessity of enlarging the Rocket House here. When the Wagon is inside there is hardly room to move about and the Coastguard continually complain that they have no proper place to dry the Gear. After the numerous Wrecks we had in December it was 3 weeks before the ropes were in proper working order.

The enclosed tracing shows the existing Buildings. When they were enclosed with the Iron Railings I arranged them so that this Extension might be carried out without having to apply for additional ground as shown in Red.

Yours faithfully

S. Malesher

Capt Denny R.M.

Inspecting Commandant  
Sunderland.

Nov. 20. 1883

Sir.

I have seen the Plan of the Proposed New Rocket Cart House in substitution for the present wooden building and take the liberty of pointing out a few things which I think require further consideration.

The desire for a change is, because the existing house is too small. To condemn it and build a new one is, I submit, a dear way of only procuring 6 feet additional length. We have the ground and it would be a great pity not to take full advantage of it. The accommodation proposed in the Brick building is not sufficient for this important Rocket Station.

I pointed out in my letter to the late Commandant Denny the difficulty the Coastguard have in drying the Gear after Wrecks. My plan suggested an additional room of wood for this purpose which could however be of brick. The present house will some repair at the ground line will last a few years yet and when unfit for use could be replaced with a brick building in continuation of the room now proposed. I also think it would

be better to defer the alteration till the Spring not only because the "wreck season" is near but also because it is the worst time to build brick work. I return my tracing with the Brick House shown on in Red for comparison.

Our Brigade House is somewhat ornamental in appearance and the New House should have a similar character. In any case the window nearest the Brigade House should be removed to the opposite side and a small door substituted as at present.

The Design for which Tenders have to be asked is probably found to answer in size and appearance for the generality of places but this Station is an exception for the reasons stated above.

Your obedient Servant  
S. Malcolm

The Assistant Secretary  
Board of Trade.

June 28 1884

Sir,

In reply to yours of yesterday's date I have very little to add to my letters of April 12 & Nov 20 1883, the reasons then given still hold good and are approved of by the S.L.B. Committee.

You have already a plan showing my views of the arrangement for an extension in wood from which your Architect can design a similar building in brick, stone, or rubble. I would suggest brick plastered outside with cement.

Altho this is a question with which the Life Brigade is only indirectly interested, I therefore fully appreciate the action of the B. of Trade in consenting to reconsider my suggestions which have from the first been given solely with the view of getting a suitable Roofed Cart House for this important Coastguard Station.

Your obedient Servant.

S. Malcolm

The Assistant Secretary  
Board of Trade.

So. Shells  
Nov 8. 1890

Sir

I am directed by the Committee to forward to the Board of Trade the enclosed letter received from the Coastguard Officer at this Station.

It has been the custom of this Brigade since its formation to fix its own time for the Monthly exercise of the Rocket Apparatus. It was considered advisable at the last Annual Meeting that the hour should be 6 p.m. throughout the year, which would ensure a larger muster and also accustom the junior members to work the Apparatus in the dark during the Winter.

There is a very strong feeling among the Officers, and Committee as to the action of the Inspecting Commander in sending me such a curt, peremptory order through the Station Officer.

There is also a principle involved which impinges upon an old custom and it is necessary in the interest of the Brigade that the matter should be decided as soon as possible.

I called the last Drill at 4 o'clock, only to avoid the probability of the Members not being allowed to use the Apparatus.

Yours faithfully  
S. Malleson

The Assistant Secretary  
Marine Department

Chiefman, Quinich  
18 Jan 1892

Sir

A copy of your letter of the 14<sup>th</sup> inst. has been forwarded to me here, and I am pleased to receive your congratulations on behalf of the S. Shells Life Brigade for the services they rendered in assisting the Coastguard in saving the crew of the S.S. "Huntman" on the evening of the 10<sup>th</sup> inst. It took the earliest opportunity of telegraphing my congratulations to the Coastguard & Brigade on their success. I am pleased also to note your now recognizing the sentiments which should exist



between the Coastguard & our Brigade such  
sentiments having always been a prominent article  
in our Creed. Any attempts to draw a strong line  
of demarcation between the two bodies are inimical  
to the efficiency of the Life Saving Service. They will  
never work and if persisted in might have serious  
consequences. It is a question of "bear and haul" to  
present the line treating. My experience of wreck  
service extends over the long period of 26 years and  
I have personally known all the Inspecting Commanders  
and Coastguardmen that have been connected with the  
S. Shields station. Until the last <sup>2 1/2</sup> years we have  
got so ~~smoothly~~ most happily together there never  
being any thing but mutual good feeling amongst us.  
The late friction I have felt most recently and it  
would not have arisen had due consideration  
been given to the fact that ~~the~~ our Brigade is a  
body of Volunteers who without fee or reward  
(except a good conscience) have banded themselves  
together to assist the Coastguard (as on the 10<sup>th</sup>  
& many other occasions) in the noble work of saving  
life from shipwreck. The petty differences you  
refer to have in some instances seemed very

petty to me. In other a question ~~of~~ <sup>involvement</sup> of principle  
has been involved and we should have been wanting  
in self respect to have allowed them to pass  
unnoticed. It was not my intention to have reopened  
this question at present had your letter not  
referred to it. On behalf of the Brigade I  
reciprocate all the good feelings you express and  
shall be glad to consider these differences as  
things of the past, trusting that the successful  
efforts at the recent wreck opens up a new era  
and increases the mutual respect which should  
ever subsist between the Coastguard and the  
S. Shields Life Brigade. I regret you have been  
on the sick list and trust you are now more  
on active service

Yours faithfully  
S. Macleod  
Hon Sec  
S.S.V.L.B

The Inspecting Commander  
Coastguard  
Sunderland

South Shields  
October 10<sup>th</sup> 1892

Sir

Referring to the appointment some years ago of Mr F. G. Motson & myself as Deputy Receivers of Wreck I have to inform you that the former has ceased his active connection with the <sup>S.S. & S.F.</sup> Brigade and herewith enclosed his resignation of the said appointment. I am desired also to state that the Committee suggest for the consideration of the Board of Trade the advisability of appointing as additional Deputy Receivers the 4 Captains now on the active list viz:

Gabriel Rawlings Potts

George Robson

Walter Cross

James Walter Buckland

I remain Sir

Your obedient servant

S. M.

Hon Sec

Assistant Secretary  
Marine Department  
Board of Trade

Dear Sir

Sept 5<sup>th</sup> 1893

I am in receipt of your letter of the 2<sup>d</sup> inst. Capt Fauland wrote me in July stating that the inspection of our Brigade would take place at the end of September, but said nothing about the ordinary September drill being postponed till then. We have not been asked to defer it, but have been told to do so in the shape of a memorandum left by yourself in the first instance at the Coastguard station and subsequently by telegram —

With regard to ordinary drills we have always had the arrangement as to date in our own hands, and have always been very pleased to meet the wishes of the Board of Trade when the President and other officials have desired to see us working the apparatus, but we object in principle to the way in which our regular drill of this month has been postponed after I pointed out to you that the

October drill could be omitted (following as it naturally would so closely on the Official inspection) so as not to exceed 12 drills for the current year

The numbers met as usual on Saturday last but the apparatus was not allowed to be used, neither was the Coastguardman present, but we had a "dummy" drill with a small apparatus which we own for class instruction purposes -

We have thus been placed (unintentionally no doubt) in rather a humiliating position which the Officers of the Brigade feel very keenly and before summoning the Members to another monthly exercise, I must ask to be assured that we will not meet with a similar disappointment

With regard to the Inspection on the 30<sup>th</sup> inst I note you say it will be held about noon I wish to point out that it will be useless having it at that hour as the moon cannot come. Saturday is a short day here & noon is the busiest time for business

men & the untiring men members will not have left their occupations. Then there are their wages to receive, dinner to get &c. so that the sooner it should be not take place till 2-30 pm.

I quite recognize the difficulty of fitting in Capt Ireland's time if he wishes to visit so many stations in one day, but it should be borne in mind that our Brigade consists of 100 men who give their services voluntarily & have done so much to assist the Coastguard at Shipwrecks that its convenience should have some consideration. I would therefore respectfully suggest that the "time of day" question could be met by having our Inspection at 2.30 pm, preferably 3 pm Lynmouth at 4 pm. & Cullercoats at 5.30 pm. and if it will facilitate matters one of the Brigade Captains would place a Steam Launch at the disposal of the Inspector which would take him to Lynmouth in about 10



minutes weather permitting

Personally I regret very much that this hitch should have occurred especially as there was a similar difficulty in Captain Friedlands first visit & also that I had to write thus to one whose personal acquaintance I had not yet had the pleasure of making

Yours faithfully  
S. Malcolm  
Hon Sec

Capt Heathcote to R.  
Inspecting Commander  
Sunderland

34, King Street,  
To. Shields.  
Dec. 7<sup>th</sup> 1911

Dear Sir,

I beg to enclose cheque value £20, - 18 - 10, being the amount collected here, on behalf of the <sup>of</sup> Lewis Fund, as per statement, & lists enclosed.

List	65	- 4 - 6
"	112	1 - 0 - 0
"	111	4 - 0 - 0
"	44	2 - 19 - 6
"	67	- 14 - 6
"	113	1 - 1 - 6
"	66	8 - 2 - 4
"	114	1 - 3 - 6
"	64	1 - 4 - 0
		<u>20 - 18 - 10</u>

Trusting you will find all in order.

I remain,

Yours truly,

Wm S. Malcolm Sec  
J. W. Buckland  
Capt & Dep. Sec

J. W. Broderick Esq  
28, Bellevue Park  
Sunderland

Copy of letter received by Capt Potts  
 agent for  
 from Mr. J. S. Downey Norwich & London  
 Accident Insurers, St Giles St. Norwich

March 22/196

Notes of Insurance of members of S. S. V. L. W.  
 against accident

£300 at death	or	£2	per week	during	9/- per	ann.
£200	do	£1	do	do	6/-	do
£100	do	15/-	do	do	4/6	do
Nothing	do	£2	do	do	6/6	do
do	do	£1	do	do	4/-	do