

Appendix A

From: The Western Morning News Tuesday 19 March 1907.

JEBBA WRECK.
THE STEAMER ON THE ROCKS NEAR SALCOMBE.
NO LIVES LOST.
BRILLIANT WORK BY THE ROCKET BRIGADE.
HAZARDOUS RESCUES.
MANY NARRATIVES OF THE DISASTER.

Intense excitement reigned at the little village of Hope Cove in the early hours of yesterday morning. The coastguard on duty at the Greystone had heard the hooter of a steamer apparently close to him, and ashore on the rocks. Immediately afterwards rockets were sent up, and the coastguard answered them, and communicated with the lifeboat at Hope Cove, and the life-saving brigade. This was as near as possible at 1.30 a.m. the night was dark, rainy, foggy, and there was a hard wind blowing on shore. The lifeboat was launched, and proceeded to the wreck, but was unable to get on the lee or shore side of the ship, which proved to be the Elder-Dempster Jebba, with a general cargo, and about 80 passengers, with a crew of 70, bound to Liverpool from Lagos.

The difficulty of the lifeboat in getting alongside was tremendous from the seaward side, and owing to the bow and stern of the Jebba resting hard against the rocks at the foot of the cliff she was unable to get inside or on the lee side. Meanwhile, the rocket apparatus had been hauled by four horses up a tremendous hill to the summit of the cliff, and from this point the apparatus and gear had to be taken a further 100 yards. There was no lack of helpers. The first rocket fired missed the ship, but the second was successful, and communication was soon established with the shore. The breeches buoy was rigged, and in an incredibly short time the first passenger - the youngest lady on board - was hauled from the Jebba up the side of the cliff to safety. "And a rare plucked 'un she was," said our representative's informant. It was soon ascertained that there were nearly 156 souls on board to be rescued; they were 79 passengers and 76 crew. It was not long before two other stout lines were rigged up between the ship and the shore. These did splendid service. Light was obtained for these operations from the large illuminant supplied with the life-saving equipment.

The cliff, at the foot of which the Jebba stranded, is roughly about 250 feet high and it required very careful manipulation of the breeches buoy to escape jarring the rescued ones against the face of the cliff on their journey ashore. It was necessary to slacken the hawser when the breeches buoy left the ship, and tighten it again, when it reached the face of the cliff. Owing to the splendid efforts of the coastguard, the fishermen, and the Hope Cove residents generally, the difficult operations were carried out without a hitch, and no one was in the slightest degree injured. There was splendid order on the Jebba all this time, and Captain Mills, ably assisted by his officers, saw that everything worked with the utmost smoothness and precision, and they were successful in installing into the minds of all on board courage and bravery.

A little difficulty at one time occurred, the hawser holding the breeches buoy being made fast rather high in the mainmast for the ladies to get at. This was shifted lower, and the work again proceeded with the same precision, and so expeditiously that the whole of the 155 souls were rescued before daylight. The villagers did what they could for the comfort of all, but such a large immigration severely taxed the boarding and commissariat departments. Fresh supplies, however, were soon on the spot owing to the forethought of Mr. Ward, of Messrs. H. J. Waring and Co., and the representative of the Shipwrecked Mariners' Society. Lloyd's sub-agent, from Salcombe, was also present. Arrangements were soon made for the despatch of the passengers and crew to their various destinations, and this also taxed the vehicular accommodation tremendously.

A pathetic little incident was witnessed at Hope Cove. Three ladies and a gentleman (passengers) sought out Captain Mills to bid him good-bye. "Good-bye, captain," they tried to say, but words failed the ladies. The look of gratitude and admiration, however, for Captain Mills's endeavours and brave and collected conduct on their behalf was more eloquent than anything else possibly could have been.

Nothing whatever has been saved from the wreck, and it is feared much of the passengers' baggage has been washed out of the ship. She is practically submerged at high water, but salvage efforts at low water will perhaps be attended with success. There is no doubt at all of the vessel becoming a total wreck, but she may hold together a long time if the weather moderates and there is every indication that the sea is going down.

The scene of the wreck is not far from where the Russian Blesk came ashore, and where divers recently were successful in recovering some interesting relics from the old battleship Ramillies wrecked about 100 years ago.

A VISIT TO THE WRECK. THE FULL STORY.

Only a view of the vessel from the towering cliffs off Bolt Tail, writes a representative of the "Western Morning News," who yesterday visited the spot, could give an adequate impression of the direful position of the wreck, what must have been the perilous conditions under which passengers and crew were rescued, and the narrow escape of serious loss of life. Standing on the height overlooking Ramillies Cove, one could easily throw a stone on to the deck of the vessel, so precipitous is the frowning cliff under which she lies. Even the tops of the masts are a very long way below the level of the cliff, and to the deck it is a descent of 300 feet. The actual spot is a little inlet, between Stone Hole and Grassy Point, immediately under that part of the gigantic promontory off Bolt Tail known as the Greystone Cliff.

THE EDDYSTONE LIGHT MISSED.

Further inquiries as to the manner in which the vessel stranded so far out of her course resulted in the information that nothing was seen to indicate the position of the ship after she sighted Ushant. There was dense fog, and the primary cause of the disaster seems to be that the vessel failed to find the Eddystone, for which a look-out had been kept, and of whose light a glimpse was momentarily hoped for. No welcome gleam was seen, however, and neither were any fog signals heard. Capt. J. C. Mills, Chief Officer Williams, and Second Officer Nye were on the deck when the vessel struck. The first intimation of her being near the shore was when there came a cry of "Breakers ahead" from the look-out men. The officer in command immediately ordered the helm to be put hard to port, and whilst the vessel was in the act of swinging round in answer to the helm she struck broadside on to the rocks. The tide was ebbing, flowing north-east, and it was very nearly low water when the ship went ashore. There was a strong wind, and after the first shock the vessel commenced to lurch heavily, whilst heavy seas broke over her and swept the decks. Such was the perilous position immediately after the stranding, the officially given causes of which are "Dense fog and the inability of the master to sight the Eddystone light or to hear the fog signals."

THE RESCUE WORK

Immediately after the Jebba had struck, the captain ordered the hooters to be sounded in the hope of obtaining assistance. The piercing sounds were plainly heard at the Hope Cove coastguard station, and a message was sent by Chief Officer Stark to the coxswain of the Hope Cove lifeboat, which with the assistance of the coastguardsmen, three of whom helped to man her, was launched and proceeded round the point to the scene of the wreck. Meanwhile, the rocket apparatus had been got out and was hauled up the steep and difficult ascent to the top of the cliff, from which the sounds of the hooter had been heard, and from which signals had been seen.

What was done then is the best, though too modestly, told in the words of one of those principally responsible for it, who spoke to a representative of the "Western Morning News" as follows:- "Owing to the fog we could not see the position of the ship, but we just made out one of her masthead lights. The first rocket fired went away to leeward of the vessel, and with the second rocket communication was successfully effected. The rocket went right amidships, and was secured by those on board."

In this work, it may be added, carried out on the top of the cliff 300 feet high, and swept by gusts of wind, eight coastguardsmen, in charge of Chief Officer Stark, were assisted by from fifteen to twenty fishermen, who helped splendidly in the arduous task of getting the life-saving

apparatus into position - in itself no easy undertaking, owing partly to the black darkness and the driving rain.

When everything was in readiness for the actual work of rescue by means of the rocket apparatus to commence, the chief officer undertook to be first hauled ashore to test the safety of the apparatus, and to give confidence to the passengers. The journey to the top of the cliffs having been accomplished without mishap, the chief officer returned to the deck of the vessel and intimated that all was right. The first passenger to be placed in the breeches buoy was a little girl who acted very pluckily as she faced the ordeal of being hauled through the darkness up the 300 feet to the top of the cliff. Then a lady passenger followed, and afterwards a stewardess. Those were the only females who made the journey to safety by the ascent to the top of the cliffs.

PLUCKY RESCUERS.

Realising the necessity for taking off all the people as quickly as possible and whilst the vessel was fast, Chief Officer Stark called for volunteers to descend the cliff and endeavour to effect communication with the vessel from the foot of the towering heights. There was a ready response to the call for this dangerous duty, and the first to descend were Chief Boatman Pursloe, of the Bolt Head Coastguard Station, and a Hope Cove fisherman named John Argeat. The task of descending the precipitous cliff to a ledge of rocks below was one that entailed much risk in its accomplishment, as the men had to feel for their footing, it being impossible to see anything, whilst the fog and rain had made the slope treacherously slippery. The first two men were quickly followed by others, among the foremost being Coastguardsmen Robert Hayter, Isaac Jarvis, and Thomas Thornton. Reaching the rock on a level with the vessel the men succeeded in getting a heaving line aboard. Eventually hawsers were run out from the shore to the vessel, and two boatswain chairs were got to work. By this time daybreak was just beginning, and in the dim light passengers and crew were hauled from the vessel to the rocks. The work was accomplished with splendid skill and celerity, but even with the three means of communication in use it took a long time to land the 156 people - 76 crew and 79 passengers - on to the top of the cliff. The first to be hauled from the vessel were the children; these were followed by the women, who were succeeded by the male passengers, then the Kroo boys and the native crew; next, the English members of the crew, and finally the officers. Captain Mills was the last to leave the vessel. Most of the ladies and several of the men were hauled from the vessel to the rocks of the cliff, and for them the most hazardous portion of the journey was the ascent to the top. A hawser was passed down and a cradle sling was rigged. By these means the people were dragged up the rugged sides. Every care was taken by the numerous band of workers, and as a consequence every one of the passengers and crew was landed on the heights without an injury except for a few slight scratches. Their clothes were torn in several cases, but this was quite unavoidable owing to the rugged surface of the cliff, and all of them bore traces of having come into contact with the "good red earth" extending to half-way down the heights. Before nine o'clock everybody had been hauled to safety, and even the ship's cat and two chimpanzees were included among the rescued "passengers."

ON BOARD THE WRECK.

Whilst the utmost excitement reigned on board the vessel, it is satisfactory to record that there was nothing in the nature of a panic. After the first alarm calmness was restored by the firm and reassuring attitude of Captain Mills and the officers. Those passengers who anticipated being landed at Plymouth were assembled in the saloon, and had just commenced a late supper which had been specially prepared for them. When the ship struck the rocks there was a tremendous crash, and all the crockery and glass ware in the saloon was smashed. At the same time the electric lights failed, and instantly all below deck was plunged in darkness. One of the first things the officers did, when it was found the vessel was ashore, was to serve out lifebelts to all the passengers and crew, and these were generally kept on until the time came for the people to get into the breeches buoy and cradle sling to be hauled into safety. One or two of the ladies fainted, but there was never as much as the hint of a panic, and everybody on board - passengers and crew, so testified each of the other - behaved with splendid fortitude and calm. Those who displayed the most were the black Kroo "boys," of whom there were a large number among the crew.

WITH THE LIFEBOAT.

Although the services of the lifeboat were not enlisted, nothing was left undone in this respect to deal with any such emergency, as the foundering of the vessel. The lifeboat was in charge of Coxswain J. E. Thornton, and she was launched without any loss of time and taken round from Hope Cove to the scene of the wreck. The crew found it was impossible to render any assistance, as they could not get alongside the Jebba owing to the heavy seas which were breaking over her as she lay broadside on to the cliff. "If she had been bow on," said one of the crew in the course of an interview, "we should have been able to get some of them, and should have been only too glad to have done so." Seeing it was of no avail to try and approach the wrecked steamer, the lifeboat crew dropped anchor, and laid by in the event of the vessel foundering and the passengers being thrown into the water. Here they remained until assured that everybody had been landed in safety, after which they returned to Hope Cove.

PASSENGER'S RUDE AWAKENING.

Mr. Clegg, who with his wife, joined the Jebba at Las Palmas, describing his experiences, said, "I was aroused from sleep by a grinding noise, and then felt the vessel bump. I got on some clothes and rushed to the deck. I was one of the last to get there, and found perfect order prevailing amongst the passengers and the crew. There was so little excitement that no one would have imagined there was any danger. The lifebelts were handed round, and everybody was supplied with one, although great difficulties had to be contended with in consequence of the electric light going out, leaving everything below deck in darkness. Some lamps and candles were lighted. The accident occurred so suddenly that we all tumbled into such clothes as we could really find, and many came on deck not more than half-dressed."

Mr. Clegg added a warm tribute to the way in which the passengers and crew were treated by the people of the village. "They could not do enough for us," he remarked.

"THOUGHT IT WAS A JOKE."

"I thought it was a joke," said another passenger who on being aroused and whilst half awake, was told that the vessel was sinking. "But," he said, "I quickly realised that it was a serious matter when a lifebelt was thrown at me. Then I saw the water coming into the saloon, and when I left it was flooding the engine-room and was up to the top of the cylinders."

MISSIONARY PARTY'S EXPERIENCE.

Another passenger interviewed by a representative of the "Western Morning News" was the Rev. E. Creighton, who was one of a missionary party of five, comprising the Rev. Joseph Clark, of the American Baptist Union, his wife, Miss Mary Cork, and the Rev. C. W. Padfield, all of whom joined the Jebba about fifty miles up the Congo. Mr. Clark was practically the pioneer of missionary work on the Congo, where he and his wife have laboured devotedly for nearly thirty years. They entered the country soon after it was opened up, and twelve years ago Mr. Clark went some 850 miles into the interior, where he founded the Ekoko Mission Station amongst the fierce cannibal people of the Lake Mamboomba region. Mr. Clark was coming home on furlough, as were also Miss Cork, a lady missionary and Mr. Padfield the latter of whom was associated with the Congo Ba Lolo mission. Mr. Creighton was asleep in his bunk when the vessel struck. "I woke and found the steamer pitching and crashing," he said. "At first I tried to make myself believe that she was going astern, but when I felt her grinding, I realised that she had struck something. Then Mr. Padfield came rushing in with a life-preserver, one of which everybody had been ordered to put on." Speaking of the rescue work, Mr. Creighton said the hauling of the people up the cliff seemed a very dangerous business.

Other members of the mission party, as well as Mr. Creighton, spoke in admiration of the work done by the crew, and Mr. Clark paid a special tribute to the conduct of three soldiers. "They rolled up their sleeves," he said, "and did splendid work getting the people into the sling and breeches buoy." Those soldiers belonged to the Royal Engineers, of whom there were several on board. The passengers also included several military officers and Government officials from Northern Nigeria.

SCENES IN THE VILLAGES.

The tiny village of Inner and Outer Hope yesterday throbbed with unwanted life and excitement, and during the morning and afternoon some curious scenes were witnessed. As the passengers were landed they wended their way down from the heights of Bolt Tail, and sought shelter and refreshment in the villages. Everywhere they were most hospitably received and entertained. Many of them were clad in the scantiest of garments, and all looked very dragged and mud-splashed. Right glad were they to receive the kind attention of the villagers. When, later in the day, the soldiers and crew arrived the scenes became even more animated and curious. In the square in front of the principal place of refreshment there gathered a motley crowd of soldiers in decidedly "undress" uniform, Koro boys as black as jet and excitedly gesticulating, and begrimed firemen looking just as they appeared on leaving their duties in the depths of the vessel. It was impossible to get everybody away until late in the afternoon, and once or twice a drunken orgy threatened. Hanging about in the cold, there was every excuse for the poor fellows to seek the solace of liquor, and some of them did so with some freedom. However, the officials negotiated things with the utmost tact, and there were no mishaps or disputes.

CONVEYANCE OF THE RESCUED.

Hope Cove is almost "ten miles from any where," and the problem of transferring passengers and crew to within reach of their destination was a very difficult one. Mr. Albert Ward, agent of the Elder Dempster Line, ably superintended the arrangements, and eventually everyone all satisfactorily sent off to his destination. All the vehicles in both Kingsbridge and Salcombe were requisitioned, and all day they were kept busy plying between Hope Cove and Kingsbridge. At the latter place most of them entrained and proceeded via Brent, to their destinations. Special trains were run. Large numbers went to Liverpool and London, and a few went down to Plymouth.

In the way of food and clothing the crew were well looked after by the Shipwrecked Mariners' Society's hon. agent (Mr. Vivian), and very welcome was the arrival at the village of a bumper hamper of socks and underclothing.

MAILBAGS SECURED.

As soon as possible the work of salving the luggage and cargo of the vessel was commenced, and early in the afternoon the workers began hauling the stuff ashore. By these means a very large number of mailbags had been safely secured by six o'clock, and others were being transferred from ship to shore when our representative left the scene. One box of specie, the only bullion on board, had also been salvaged, as well as some of the passengers' luggage. Last evening the vessel was hard and fast on the rocks with her hold full of water. The weather had moderated, and there was every prospect of the ship holding together.

The *Jebba* left Grand Canary on the 11th inst. She had intended landing passengers and mails at Plymouth, and then would have proceeded to Liverpool. Her cargo consists of fruit, rubber, palm oil and coffee. The work of the salvage of the vessel itself will be commenced as soon as there is a calm enough sea. Mr. Orlando Davis, Lloyd's agent at Plymouth, with Capt. Batchelor, of the Liverpool Salvage Association, and Mr. Richardson, of Lloyd's, London, are proceeding to Bolt Tail to attend to the salvage operations.

INCIDENTS.

One of the most strenuous workers in the rescue operations, and also the salvage, was the second officer. In fact, so hard and so long did Mr. Nye continue toiling that he eventually became completely exhausted. He was seized with cramp whilst working on the vessel, and had to be hauled up the cliff and carried into the village.

One of the articles brought ashore early in the afternoon was a telescope presented to Captain Mills in 1898 by passengers of the R.M.S. *Bonny*.

Previous mishaps near the same spot include the running ashore of the Dublin steamer *Lady Hudson Kinahan*, a year or so ago. In that case, however, the vessel got over very easily, and was not damaged. More recently the Brixham trawler *Ibex* grounded on Bolt Tail, but suffered little hurt.

INTERVIEWS AT PLYMOUTH. NO PANIC ON BOARD.

Among the early arrivals at Plymouth from the *Jebba* was Mr. V. A. Pritchard, who made a conspicuous figure on Millbay Station platform in his mud-bespattered clothes.

To a "Western Morning News" representative, he stated that he had journeyed from the Cameroons, and was returning to England after three years successful trading on the West Coast. "A nice welcome home" he said, with a woe-begone smile as he glanced over his spoilt attire. "I have never experienced the sensation of a shipwreck before, and that day's experience will last me a lifetime. I want to get to Liverpool as soon as I can."

"You ask me to give you my impressions? To tell you the truth I can hardly collect my thoughts sufficiently. The latter part of the journey was very unpleasant, and to add to our discomfort, on Sunday we ran into a dense fog. None of us, however, had a suspicion of danger, and most of us went early to bed on the Sunday, as they told us we should be in Plymouth early the next morning. Some time in the early morning I was startled out of my sleep by a tremendous bump, and was nearly thrown out of my berth. In a flash the idea came to me that we had struck a rock and were sinking. Hastily jumping into some clothes I rushed on deck just as the electric lights went out. Everybody else came running up at the same time. The ship's officers were everywhere reassuring the passengers. As we could see the land 30 yards or so away, and the cliffs towering up behind, some of us were inclined to treat the matter rather as a joke. Rockets were thrown up to direct attention to our position, and lifebelts were served out and we each put one on. There was no panic whatever, and everything was carried out smoothly. An attempt was made to get out the boats, but the sea was so rough that the idea had to be abandoned. When we saw cliffs looming up much higher than our masts we began to wonder where we could be, and it came as a great surprise to us to learn that we were near Plymouth. The waves kept breaking over the decks, but we did not believe we were in danger, as we were told the vessel was firmly wedged on a rock. Upon receiving this assurance I determined to make an effort to get back to my cabin and save some of my belongings. It was a difficult job, owing to the darkness, but by lighting innumerable matches I groped my way along until I found my cabin. Here I found myself up to my knees in water, and having secured some of my personal effects, including an overcoat, cap, and muffler, I lost no time in getting back on deck. I should say that assistance arrived about an hour after we went aground. We had to get up the cliffs by the rocket apparatus and a tedious job it was, I can assure you. The women went up first, and they were all very brave. We spent a cold and cheerless time on the top of the cliffs, but we were all heartened when we saw the captain - the last man on the boat - come safely off. The water was then washing over the vessel, and I don't think they can save her."

SOLDIERS TO THE RESCUE.

Among the many who did yeoman service in the work of rescue, a small group of soldiers, who were returning by the *Jebba* from West Africa, deserve especial mention. Although two or three of them were invalids, they worked untiringly until the last of the women and children had disappeared over the summit of the cliffs. Last evening Sergt. Bellinger, Corpl. Fysk, and Sappers S. Buck and A. Lindsey, a portion of the gallant band, arrived at Millbay Station, all bearing evidence of the excitement and fatigues of the day. Asked to narrate their experiences the men complied, each taking on the story where the other left off. Whilst extremely modest in respect to their share of the day's proceedings, they were all enthusiastic as to the assistance rendered by the country folk, as well as their generous hospitality.

"We all turned in early," they said, "and we did not wake up until the ship struck. We could hear a lot of people rushing about on deck and a lot of shouting. We scrambled on deck in the dark, for the lights had gone out, owing to the shock. The night was very dark, but it was not raining then. From the deck we could see a big shoal. There were about thirty ladies on board, and we did all we could to try and let them feel that there was no danger. None of them fainted; they bore up splendidly."

As showing the haste with which the men tumbled on deck, one of them said he did not stay to put his socks on, but fortunately found a pair in his overcoat pocket, which, with a pair

of slippers, was his only footgear throughout the day. Many of the male passengers rushed on deck in their shirts and trousers.

“From the time the vessel struck,” remarked Sapper Buck, “the water continued to break over the deck, often up to our knees. It was not until daylight that we knew we were in danger. A lifeboat tried to get at us, but they could not get near enough. It must have been about 8 o’clock in the morning before the work of rescuing us was finished, and then we climbed up the rope over the cliff.”

The men were of the opinion that the solitary public-house in the place where they landed had never been so well patronised, and the landlord was unable to keep pace with the demand. The people of the village were also unremitting in their attentions, and the men say they shall always retain the most grateful recollections of Devonshire hospitality.

“What we have to complain of,” added one of the sappers, “is that the shipwrecked crew and passengers had to wait about in the village from 8.30 until 4 in the afternoon before any conveyances could be found to convey them to Kingsbridge.”

A NARROW ESCAPE.

Among the passengers who arrived at Plymouth last evening was Mr. E. J. Bennetts, who is returning from the Congo to Camborne, where he was formerly a mining student. He wore only trousers and vest, which was covered with a borrowed overcoat, and he had no headgear. He states that the water poured in great volume into his cabin after the vessel struck, and when he quitted the apartment the water was waist deep. He had great difficulty in making his way on to the deck owing to the darkness.

SPLENDID RESCUE WORK.

INTERVIEW WITH ONE OF THE CREW.

The following graphic narrative of the wreck was supplied to a “Western Morning News” representative by E. Hughes, of Liverpool, extra steward of the *Jebba*. He said:- The *Jebba* left Las Palmas with 70 saloon and 25 second-class passengers, making, together with the crew, about 160 on board. The vessel had a very good passage, and was expected to arrive at Plymouth about 2 a.m. As about one-third of the saloon passengers intended to disembark at Plymouth, a special late supper was arranged, and the passengers were assembling for this in the saloon at 1.15 a.m., when a grating noise attracted the attention of the crew. It did not appear to be noticed by the passengers, who were happy in the thought of having reached England, but a few seconds later a more pronounced sound from under the ship caused alarm, and it was then realised that something serious had occurred. Every part of the ship was instantly thrown into a state of commotion, and many of the passengers hurried to the deck, only to learn that the *Jebba* had struck a rock, and was commencing to fill with water. The passengers and crew were immediately warned of the dangerous position of the *Jebba*, and lifebelts were served out. Meanwhile the captain had ordered rockets to be fired; and the syren to be blown to attract notice on shore. These signals of distress were answered with commendable promptitude from Hope Cove Coastguard Station, and the lights revealed that the *Jebba* was at the foot of towering cliffs, with rocks jutting out of the sea on either side. The lights and the activity of the coastguard to establish communication with the vessel by means of the life-saving apparatus consoled the affrighted passengers, and further hope of safety was afforded shortly afterwards by the presence of a lifeboat, whose crew made gallant efforts to get alongside the *Jebba*, but were prevented from doing so by the surrounding rocks. Fisher folk could also be seen assembling at the foot of the rocks with life-saving appliances. Nothing, however, was done until dawn, and then lifelines were thrown out from the coastguard station, and also by the rescue party at the foot of the cliffs. The coastguard line unfortunately fouled the rocks, owing to the depth and difficult angle which separated the *Jebba* from the look-out station, but communication with the ship was effected with their life-saving apparatus brought to the water’s edge, and the work of rescue then commenced.

During the interval of four hours between the *Jebba* striking and connection being made between the ship and the shore, the behaviour of the passengers and crew was

praiseworthy in the extreme. Fortified by the repeated assurance of the captain that there was no fear of any lives being lost, the passengers took a hopeful view of the situation, and this optimistic spirit prevailed even when seas commenced to break over the ship fore and aft. So far as the crew were concerned discipline was strictly maintained, and the quiet and orderly manner in which the captain's orders were carried out assisted largely in inspiring confidence among the passengers. The ladies unhesitatingly allowed themselves to be landed by the life-saving apparatus, and wrapped in rugs and blankets they assembled on the side of the ship to watch the subsequent stages of the rescue work. When all but the captain and a few of the crew had been brought ashore, the shipwrecked party were conducted by the coastguardsmen and others to the top of the cliff, where hospitality and kindness was extended to them. At several houses tea and coffee and other comforts were liberally provided and gratefully accepted.

The captain was the last to leave the wreck, and by this time many of the belongings of the passengers had been washed out of the ship, a pitiable spectacle being a number of cages containing dead parrots and canaries. The affection of some of the passengers for their pets was shown by these being the only "belongings" brought ashore.

Our informant was lavish in his praise of the warm hearted kindness displayed by the people at Hope Cove. "I have been in all parts of the world," he said, "and this is the second time I have been shipwrecked, but nowhere have I experienced such generous hospitality as was shown to the passengers and crew of the Jebba."

LIST OF PASSENGERS.

Following is a complete list of the passengers of the Jebba:-

First class.- Rev. Joseph Clark, Mrs. Clark, Miss Mary Cork, Rev. C. W. Padfield, Rev. E. Creighton, (missionary party), Mr. V. A. Pritchard, Mr. M. H. Fisher, Dr. Burgess, Mr. A. Urquhart, Captain W. H. Brown, Mr. Mc Neil, Major and Mrs. Blackwell, Mr. J. E. Purcell, Mr. G. Boag, Mr. H. C. Withers, Mr. H. S. Penny, Mr. R. W. Richards, Mr. H. R. Cherrill, Mr. F. Armitage, Captain Hastings, Lieutenant Cockcraft, Mr. A. H. Avery, Mr. Innes, Mr. H. G. Burbridge, Captain Bonnyman, Rev. R. H. Gush, Sister H. McClean, Major and Mrs. Crowe, Lieutenant J. H. Rattom, R. A., Major Moss, Mr. A. W. Phillips, Miss M Tomlinson, Mr. H. H. Clegg and Mrs. Clegg, Miss Sheldrick, Miss L. E. Smith, Miss F. Snowden, Mrs. Snowden, Mr. Reason, Mr. and Mrs. Percival, Mr. S. Gandy, Mrs. Gandy, Miss Jenks, Mr. Nickels, Mrs. Nickels, Mr. G. A. Strong, Miss H. Jamieson, Mr. R. R. Jones, Mrs. Machinnion, Miss McKenzie, Mr. C. Slingsby, Dr. O. Reilly, Mr. T. Evans, Mr. E. Griffiths, Mrs. Greenwood and Miss Greenwood.

Second class.- Mr. F. Lyford, Mr. R. Anker, Mr. W. Down, Mr. E. J. Bennetts, Mr. J. Bennett, Mr. J. Archibald, Mr. J. Rumble, Mr. A. Watson, Mr. John Tully, Private W. Cook, Corporal Mills, Corporal Fisk, Sapper Buck, Sapper Lindsay, Sapper Noonan, Sapper Swift, Private Bolton, Colour-Sergeant Mills, and C. M. S. Salter.

THE CAPTAIN OF THE JEBBA.

The commander of the Jebba, Mr. J. J. C. Mills, R. N. R., belongs to Plymouth, though residing in Liverpool, and his father, Mr. J. Mills, R. N., resides in Beatrice Avenue, Plymouth. Captain Mills began his seafaring career in the Conway in 1878. In 1880 he was transferred to the full-rigged ship Roderick Dhu. Having served in this vessel for eight years as apprentice and second officer, he was transferred to the S. S. Wanerlu. He next went out to Lagos as chief officer in the Congo intermediate service. He afterwards was connected with the Allan Line, and in 1892 received an appointment with the Elder Dempster Company. In 1897 he was given his first command, his vessel being the Bonny. He afterwards commanded in succession the Volta, Accra, Benguela, Fantee, Bathurst, Biafra, Oron, and the Jebba. Captain Mills is held in high esteem, and on his last homeward trip to Plymouth, was the recipient of a presentation from the passengers of the Jebba.

THE CREW.

Captain Mills's address is 40, Ladderdale-road, Liverpool, and all the officers and most of the crew hail from the same port. The names of the officers and able seamen are:- First officer, Richard Williamson ; second officer, W. J. Nye ; able seamen, Thomas Grower, A. Moore, J. Head, R. Montreith, F. Jarman, and J. H. Rhodes, all of Liverpool. (This is only part of the crew)

PLYMOUTH TENDER DESPATCHED.

On receiving the report that the Jebba had run on to rocks at Bolt Tail, Mr. A. Ward, the local agent for the Elder Dempster Company, at once chartered the tender Sir Francis Drake (Captain R. Buckingham) to proceed to the scene of the disaster. The tender, having Mr. Ward on board promptly set out at 8 o'clock, and reached the wreck about 9.20. The liner was then lying broadside on to the rocks, about a mile to the eastward of Bolt Tail. A strong south-westerly wind was blowing, the waves breaking clean over the vessel. The Drake steamed to within a quarter of a mile of the Jebba, but no sign of life could be perceived on board, although persons could be seen walking along the top of the cliffs. The tugs Bella, Boarhound, and Rescue were in attendance. Having satisfied himself that he could render no aid, Captain Buckingham ran into Salcombe, where he landed Mr. Ward. Captain Buckingham expressed the opinion that it might be possible at low water to save the mails and specie, but in the event of a south-westerly gale he believes the vessel will quickly break up.

Mr. Orlando Davis, Lloyd's agent at Plymouth, last evening received a telegram that the Jebba was holding together very well, and that if the weather continued to moderate the cargo could be salvaged without much difficulty.

From: The Western Morning News Wednesday 20 March 1907.

JEBBA'S POSITION.

EXPERTS CONSIDER THE CASE HOPELESS
LANDING BAGGAGE
TEDIOUS AND TRYING WORK AT BOLT TAIL
THE SCENE IN THE SHIP

Her hull pierced with rocks and her deck swept by breaking seas, the West African mailboat Jebba lies under the towering cliffs of Bolt Tail, destined apparently to become a total wreck. Salvage has been developed into a science - almost, indeed a fine art - and many stranded vessels have been reclaimed from what have often appeared hopeless positions, but that the Elder-Dempster liner which crashed on to the rock-bound coast of Devon in the early hours of Monday morning will ever again cross the seas looks a matter of impossibility. To all outward appearances the liner is caught hard and fast in the iron grip of the jagged coastline, and it would need little short of a miracle to free her from the bonds in which she is so firmly held.

POSITION UNCHANGED

When dawn broke yesterday morning the anxious watchers on the cliffs above looking down on the stranded vessel saw little to indicate that there had been any change in her position or condition since she first went ashore. Indeed, the gazer on her decks from the heights of Bolt Tail might imagine that the vessel was intact, and only waiting for steam to be raised to get under weigh, and, swinging out into the open sea, continue the journey so sadly interrupted. Such might reasonably be the impression from a momentary bird's eye view, but a second glance would bring conviction of the vessel's perilous position. Practically she is in the same spot as that on which she struck when she strayed so far from her true course, and wandered into the treacherous bend of Bigbury Bay. Constant pounding by wind-driven waves and the ebb and flood of the tides have not caused her to budge an inch from the position into which she is wedged, broadside on to the shores of the miniature bight of Ramillies Cove. Although it is not noticeable from the shore, the boat, however, vibrates with every sea that crashes over her, and there is plain evidence that she is being shaken by the pressure of the waters. Secured as she is in the grip of the rocks that penetrate her hull the vessel is practicably immovable, and the continual battering strain is immense. That the ship is feeling it is proved by the fact that in the saloon deck there are places where the planks are being forced up - an incontestable evidence that the ship is, in nautical language, "straining herself." Her cargo-laden holds have not yet been carefully examined, but they are known to be swamped with water, and it is believed by those who have been on board that the ship's bottom is fairly "riddled" with the rocks that form the bed on which she lies. A heavy sea was running yesterday, making it impossible for any craft to get alongside the liner.

SALVING PASSENGERS' BAGGAGE

As soon as it was light enough yesterday the work of salving the passengers' luggage was resumed, under the superintendence of Captain Mills, R.N.R., who as the commander of the ill-fated vessel, has remained on the scene of the wreck. The ship's papers, cash, specie, and mail bags were mostly recovered the previous evening, and the object of yesterday's operation was practically the saving of the baggage and other personal effects. Early arrivals on the scene were Captain Evans (representing, as one of the marine superintendents, the owners), Captain Batchelor (of the Liverpool Salvage Association), Mr. Orlando Davis (Lloyd's agent at Plymouth), Mr. W. S. Day (Deputy-Receiver of Wrecks at Salcombe), together with the Board of Trade and Customs' officials, and representatives of the underwriters of the ship and cargo. After journeying to Salcombe to make arrangements for a diver to be despatched to Bolt Tail so as to get to work on an examination of the vessel, as early as circumstances would permit, Captain Evans and Captain Batchelor, together with other officials, boarded the vessel by means of the hawsers and boatswain's chair, and remained in her most of the day, in order to find out the possibilities of salving the cargo and vessel and the best methods of carrying out any operations that may be found possible. A large number of articles landed were much the worse for the conditions under which they have been lying on board the vessel. Several of the mailbags were saturated with sea water, and it is greatly feared that some of the valuable contents will be damaged. Much of the passengers' luggage landed was also more or less wet. And no wonder, for it was reclaimed from staterooms some of which are flooded. In the salvage work ready assistance is rendered by the fishermen and villagers of Hope Cove, who are on the scene in large numbers helping to haul the articles ashore. The operation and the subsequent haulage of the stuff up the 300 feet of precipitous cliff are matters of great difficulty and a wearily tedious process. The apparatus used consists of the two hawsers and boatswains' chairs which did such splendid service in the rescue of most of the passengers and crew on Monday morning. By these means the articles are landed at the foot of the cliffs on to a plateau of rocks on a level with the vessel. From here it has to be hoisted to the top, and the only gear in use is a frail line which is lowered down the cliff. The box, or whatever the article may be, is lashed to the end and then hauled up hand over hand to the height above. The surface along which it passes is by no means smooth, and the utmost care has to be exercised to prevent the baggage being damaged. By this primitive method the work can only be carried out at what seems a snail's pace, and not nearly so expeditiously as the preliminary, and much easier operation of conveying it across the 20 feet or so of broken water between the shore and the vessel. Therefore, whilst the miscellaneous collection of articles at the foot of the cliff was added to at a rapid pace, that at the top of the cliff was augmented very slowly. It is unfortunate for the salvage operations that the ship has listed heavily to seaward. Such being her position the task of getting the baggage out of the starboard side of the vessel is rendered very difficult, as it is so deep in the water, whilst the list also, of course, adds a further obstacle in the height of the deck on the port side facing the cliffs

SCENE ON THE CLIFFS.

Soon after the sun rose yesterday the wind increased until it was blowing hard from the south-west, and so coming from a quarter of the compass which could not be more unfavourable. The rearing cliffs of Bolt Tail were indeed "breezy heights." In fact the gusts swept the headlands with such force as made it a matter of some difficulty to maintain a foothold, and added another source of trouble to the workers straining at the line with its burden at the end. Then the continual passage of salvers and salved up and down the cliff loosened the gravelly soil, and the wind beating against the slopes whipped it up and flung it over the edge with stinging force. If not dangerous the flying sandy particles were anything but pleasant as they hit the face, and the continual battering had their effect in making bloodshot the eyes of Captain Mills and some of the others whom duty forced to remain on the headland. To those bent on sight-seeing, a very brief spell of struggling against the heavy gusts and dodging the flying sand was enough, and after a brief glimpse at the crippled ship below most of the folk turned their backs to the wind and ran before it down the slopes and into the shelter of Inner and Outer Hope. During the day hundreds of visitors arrived in the villages, and battled their way, against the wind, up the sides of the headlands. The majority came from Kingsbridge and Salcombe, in which towns ordinary business was largely suspended, whilst many were visitors by train to Kingsbridge from places further

afield. Their journeys were well rewarded by the sight of the stranded liner, especially in the late afternoon, when, with the flood tide and freshening wind, big rollers crashed against the broadside of the vessel and swept over her in clouds of spray. Bold photographers, lying prone on the edge of the cliffs, held their cameras over, and many were the snapshots borne away as mementoes of the wreck. A source of interest to everybody was the increasing pile of recovered baggage. It was a very motley collection, varying from portmanteaux of all descriptions to a huge ivory tusk, weighing over a ton, and the property of one of the lady missionaries with the party returning home from labours on the Congo.

ON BOARD THE VESSEL

A representative of the "Western Morning News" yesterday morning paid a visit to the vessel, which he boarded by the only means available — a descent of the cliff and a haulage across the water by means of the hanging boatswain's chair. Even under the favourable conditions of broad daylight and the grateful warmth of a bright sun the journey was anything but pleasant, and brought forcibly home to the mind the appalling nature of the situation in which passengers and crew found themselves as they were hauled up through the darkness of the night. To reach the rocks at the foot of the cliff one had to grasp a rope fastened to a stanchion at the top and dangling with the loose end at the bottom. Clinging to this with firm grip, it was a half scramble, half slide down the long, precipitous side of the headland, undertaken at the expense of earth-bespattered clothes and sundry bumps against the face of the cliff. It was only a matter of a few seconds to span the turbulent waters, but the brief space of time crowded with mingled sensations aroused by the sight of the raging seas below and a sense of dangling helplessly from the hawser. Arriving on board the first thing noticed was the distinct vibration of the ship from stem to stern as the heavy seas struck and washed over her. In the first-class saloon there was ample evidence of the shock as the ship crashed in to the rocks. The table had apparently been laid out for a meal, and it was littered with broken glass and crockery ware, fragments of which were also scattered about the floor. The second-class saloon was a scene of absolute chaos. Entering through the ports the sea had swept in from end to end and smashed tables, chairs and other furniture into splinters. A reminder of the sudden shock and the haste with which the passengers left their places and rushed on deck came with the sight of the various small belongings, articles of jewellery, and so forth, strewn about in all directions. The starboard side of the vessel was awash with tables and chairs floating about in the water. The first-class staterooms were all practically dry, and most of the baggage salvaged up to the present was recovered from these. On the seaward side of the ship, however, the cabins were flooded, and great difficulty was experienced in obtaining the effects from here owing to the depth of the water.

STRAINING HEAVILY

"Jebba lying very uneasily and straining heavily" was the ominous wording of the last message as to the position of the vessel received from a correspondent at Salcombe last evening. Up to a late hour the whole of the energies of the workers were concentrated on the recovery of the parcels post and passengers' baggage. It will be impossible to salvage the cargo in any quantity unless the weather becomes fine enough for lighters or similar craft to get fairly close to the starboard side of the ship. With a fresh breeze blowing right in this would have been impossible last evening.

INCIDENTS

Second Officer Nye, who was removed from the scene of the wreck in an exhausted condition on Monday, quickly recovered, and was hard at work all yesterday. With Chief Officer Williams and the carpenter he was engaged mostly in saving the ship's papers and other things of most importance.

Most of the passengers who spent Monday night at Hope Cove or Kingsbridge yesterday left for their homes in different parts of the country. All of them were unanimous in praising the fine way in which the coastguards effected their rescue. "Their conduct was splendid," said one lady, "and but for their prompt action there would have been loss of life." They also expressed their gratitude for the kindness which was shown to them by the villagers.

RECOVERY OF THE MAILS POST-OFFICE OFFICIALS' NOVEL TASK

Officials of the Plymouth Post-Office had a novel experience yesterday in the handling of the salvaged mails of the liner *Jebba*, which were handed to them in a sodden condition. Nearly 100 bags reached Plymouth by the 9.30 p.m. train from Kingsbridge, and were driven post haste to the Post-office. Under the personal supervision of the Postmaster (Mr. J. Gracey) the letters and papers were carefully extracted from the bags and ranged around a specially-heated apartment to dry. In one or two cases it was found that the addresses on the letters were completely obliterated, and these will be dealt with in the returned letter department. As soon as the letters were dried they were despatched to their destinations, after having been stamped with the words, "Salved from s.s. *Jebba*," and these missives will doubtless be carefully preserved by their receivers as souvenirs of the disaster. Practically all the remaining mails were despatched by the night mail. The bulk of the parcel post packages have not yet been salvaged.

From: The Western Morning News Thursday 21 March 1907.

THE JEBBA SALVAGE OPERATIONS CONTINUED

The *Jebba* wreck continues a source of great interest. The scene was visited by hundreds of persons yesterday, every kind of vehicle being utilised for conveyance. Yesterday was by far the most successful day's salvaging operations. The two boatswain's chairs travelled from ship to shore without a stop, principally with passengers' luggage. Hundreds of these packages were safely brought ashore, also a large quantity of the ship's linen and other effects.

A heavy sea prevailed during the morning, but it was calm and beautiful towards the afternoon, greatly facilitating the work. The ship is holding together much better than was expected on Tuesday. Practically there is no change in her since then. The outlook of salvaging the cargo to-day is most hopeful if the weather continues moderate, and arrangements are being made to get lighters alongside first thing this morning. Chief Officer Williams and Second Officer Nye are in charge aboard. The captain is on the cliff anxiously looking after the passengers' luggage as it is brought ashore. A barricading of rope is erected around the pile of baggage at the top of the cliffs, and is guarded by coastguards and Customs officials, under Mr. Day, receiver of wrecks. The baggage and salvaged goods are being carted with all speed to the coastguard station at Hope Cove. An extra travelling chair is being rigged from the foremast to the top of the cliffs on a wire hawser for salvaging heavier articles.

The latest message from Salcombe states: "Jebba lying well. Weather calm." There is every prospect of the salvage operations, as far as the baggage and cargo are concerned, being successful. Captain Batchelor, of the Liverpool Salvage Association, accompanied by Mr. Orlando Davis, Lloyd's agent, leaves Plymouth at 9 o'clock this morning for Salcombe. Lighters and divers have been engaged, and a thorough survey will be made of the wreck. When this is accomplished no doubt a definite statement will be made as to the possibility or not of salvaging the vessel.

TRIBUTE FROM NEWPORT

Mr. Alfred Searle, president of the Newport Devon and Cornwall Association, has written to the officer in charge of the coastguard station, Hope Cove, as follows:- "At a large gathering of Devonians and Cornishmen, held at Newport yesterday evening (19th instant), I was asked to convey to you the keen appreciation of Westcountry folk in Newport and district of the splendid conduct of the coastguard and other heroes of the south-west in the rescue of the passengers and crew of the wrecked liner *Jebba*: and I should be much obliged if you would kindly make this communication known to all concerned in the work of rescue."

THE TRIP IN THE BREECHES BUOY

Interviewed yesterday at Verona Cottage, in the little Somersetshire village of Paulton, the home of his father, the Rev. Charles Padfield, a Baptist missionary, from the Congo Free State, who was a passenger on the *Jebba*, thus described the rescue work:-

When the rocket reached us, a small rope was pulled on deck, and then a hawser, to which was attached a breeches buoy. So high were the cliffs at the point from which the connection had been made that the hawser was made fast to the mast, even then the angle at which the rope hung was a sharp one. The word was given that the ladies would mount the mast by means of the small ladder, and get into the buoy, and be hauled ashore. There was no standing on ceremony at such a time, and the first lady to go started up the ladder, reached the buoy, and went swinging out along the rope. Two ladies were taken ashore in this way, and then thanks to the heroic action of two brothers, who clambered down the sheer face of the cliffs, another connection was made with the lower deck. A boatswain's chair, which resembles a child's swing- a piece of wood, with ropes to hold on by- was used to take the rest of the ladies ashore. One by one they went from the vessel to the cliffs, landing a bit lower down than those who went from the mast.

All the men went from the top, and I shall never forget the journey across that rope! Mind you, I believe if one fainted he would not fall out of the breeches buoy, so simply, yet so securely, is it constructed. But the thought that nothing lay between you and the lashing, seething waves and rocks from 130 to 180 feet beneath, as you slip out into mid-air, is a nerve-trying reflection; and yet it was done by those two ladies, as I have told you. While we were waiting our turn, the ship every now and again was lifted by the huge waves and crashed down on the rocks, and a horrible grinding noise mingled with the savage roar of the sea. Dawn came, and never was morning more welcome, I assure you. When every passenger was ashore, the crew followed, and the last human being to leave the quivering vessel was the captain.

CAPTAIN MILLS'S CIGAR

Many curious and intimate touches of human nature are given in the accounts of the wrecks off the Cornish and Devon coasts. But when all are ashore, even to the canaries and chimpanzees, one must remember (says the "Daily Chronicle") the cigar of Captain Mills. He directed operations with a cigar in his mouth. It was an inspiration. If anything could stop a panic, it would be a man who could keep the ash on the end of his cigar in a gale and an emergency.

That cigar should go down to history among the cigars of fame. Bismarck once lit a cigar and puffed it - bluffed it - in the faces of his rival delegates to show that Prussia was not to be sat upon. The captain's cigar was a splendid piece of bluff in the face of danger and panic. It came off. The wonder is that no advertiser has yet claimed to have supplied that cigar!

FISHERMEN HEROES

The rescue of the passengers from the *Jebba* was remarkable (says the "Tribune") for the heroic conduct of two fishermen, Isaac Jarvis and John Argeat. As the work was proceeding very slowly Jarvis and Argeat volunteered to descend the cliff and try to fix up a boatswain's chair. It was about half-past three and densely dark, but without thought of the danger the men crept down the face of the rocks - an undertaking of the most hazardous description. Jarvis is a strong, well-built, honest-hearted fisherman, and few can throw a line better than he. Although the vessel was lying 60 feet from the shore, and he had to stand on the rocks, made slippery by the sea and weed, he succeeded in throwing a lead line to the ship. Two boatswain's chairs were rigged up, and so rapidly were they worked that by nine o'clock the whole of the people on board had been landed and taken to the top of the cliff by other ropes.

THE PROCESSION TO KINGSBRIDGE

The road from Kingsbridge to the Cove of Hope is a good seven miles, and but little of it runs on the level. Throughout Monday (says a correspondent of the "Tribune") this typical Devon highway was the scene of a mournful, struggling procession of defeated men and women- beaten by mischance almost in sight of the successful close of a pleasant voyage. From eleven o'clock in the morning until nightfall the passengers and crew of the ill-fated *Jebba* made their way along this sequestered route to Kingsbridge, the railway station and a surcease of their privations. A stranger company has not traversed the road for many a long year.

Already at Kingsbridge Station travellers from London found the advance guard of the broken people. Khaki-clad soldiers, worn with West Coast fever, stout-framed mineworkers employed in the search for West-African gold, and Kru "boys," jet black and curly-wigged, sat and slept about the little waiting-room until a train could take them away. They had lost everything

but what they stood up in; the immediate past was a blurred negative of impressions from which some insignificant momentary item stood out clearly ; the present was a mere question of sheer bodily fatigue, the future unheeded. Their boots and clothes were stained with the red Devon soil, their eyes were dim with fatigue, and when they spoke their voices were listless. Among them moved a little woman with a brown teapot and a plate of hearth-cakes, some good soul from the township of Kingsbridge doing her part to help and comfort.

Along the road came at intervals others of the ship's company. A soldier, "invalided home," owned up to having sat down on the bank and cried from sheer exhaustion. He could not find a place in one of the many vehicles that the countryside generously placed at the service of the shipwrecked people, and had tried to tramp up and down the hills, through the clinging red mud, until strength failed him. Next one met a two-horse brake, making its second or third journey, with ship's hands packed like herrings in a barrel. Many were asleep, but the others seemed sprightly enough, and in reply to an inquiry a Lancashire voice replied "Cold and hungry, that's all." Then three Kroo "boys" stepping every inch with shambling, uncertain gait, one of them talking incessantly in sharp, clacking accents.

The next vehicle contained an odd medley of sleeping soldiers, third-class civilian passengers, and a couple of chimpanzees nestling within their owners' coats, most humanly miserable. At intervals one encountered this flotsam and jetsam until the Cove of Hope itself was reached, and with it the centre of the disaster. Here was the sleepy, little fisher-village, planted in a cup between great cliffs, the cottages shouldering one another to escape the fierce sea winds - their inmates wakened from slumber to the noblest heroism in the early hours of Monday morning, when the rockets screamed through the fog from Jebba, and near 200 souls were in peril, and when the men of Hope turned out to drag the rocket gun up a tremendous slope and the women followed with kindly help for the rescued who had been hauled up the face of the cliff.

From: The Western Morning News Friday 22 March 1907.

THE STRANDED JEBBA
PLYMOUTH FISHERMEN AND SALVAGE PAY
ALLEGED THREATS TO LOOT
ARMED COASTGUARDS AND POLICE ON THE SPOT
THE FISHERMEN'S VERSION

Our Salcombe correspondent telegraphs that the Jebba continues to attract hundreds of visitors. The cliffs were crowded yesterday afternoon with people from Kingsbridge and Salcombe, it being closing day in both towns. Efforts were concentrated on salving the fruit. The lighter Eleanor, loaded with tomatoes, proceeded to Plymouth. A large amount of passengers' baggage is still on the starboard side of the ship covered with water. Efforts will be made to-day to knock holes in the ship's side at low water in order to drain the water from the starboard cabins. Hundreds of boxes, &c., are lying at the bottom of the cliff, the means adopted for hauling them to the summit being of a primitive character. A single line only is in use, and the business is slow and totally inadequate. A large number of passengers have already claimed their baggage. The remainder it is proposed to store until claimed.

The sea is smooth, although the lighter shipping fruit on the seaward side rolled heavily. A diver who examined the ship's bottom yesterday afternoon will report to Captain Batchelor, who left with Captain Evans on a tug to Bayley's Wharf, Plymouth. Captain Mills and the ship's officers are still anxious to save the baggage. Attempts were made yesterday morning to use a surf-boat to convey the baggage from the bottom of the cliff to Hope Cove, but were abandoned, being too risky. Some baggage was conveyed on the Eleanor. The wind was about east, most of the day with an inclination south, which would tend to produce a heavy sea. Ship's Purser Wood is lying at Salcombe suffering from exposure and cold, and is being medically attended by Dr. Pearce. He has been ill in bed since Monday, and his condition is causing some anxiety.

An alarming incident occurred on the cliff yesterday afternoon. A large bag broke from the rope whilst being hauled to the summit and dashed down to the danger of the men working immediately under. Fortunately it smashed to atoms in falling, minimising the danger: otherwise probably many would have been injured.

According to the latest information received at Plymouth last evening, the position of the Jebba remains unchanged. The barge Eleanor was alongside the wreck all day, and was able to take on board 40 tons of tomatoes and some of the luggage of the passengers. The fruit was in sound condition. The ship's lifeboat was also put on board the Eleanor, which was subsequently towed back to Plymouth by the tug Boarhound. The hull of the Jebba was yesterday examined by divers, but the results of their inspection have not been made public. A further survey will take place to-day. The barge Envoy has been equipped with salvage gear, together with a steam hoist, and she will be in attendance by the side of the Jebba at an early hour to-day, when salvage operations will be resumed. Experts who have visited the scene of the wreck decline to state their opinions respecting the possibilities of refloating the Jebba, remarking that it will be necessary to clear the hold before a definite decision can be arrived at.

AN ALARMING INCIDENT

The Central News yesterday circulated the following:- "On Wednesday about thirty men of the loafer class tramped into Hope Cove from Plymouth, and greatly alarmed the villagers by threats to loot the wrecked liner Jebba unless they were provided with work. The officer in charge offered them 5s a day, from six in the morning to six at night. They refused the terms, and their attitude became so threatening that the coastguard was armed, and a guard placed over the goods lying on the cliffs, while the police were sent for. After much threatening to loot the vessel the men left. Many articles are reported missing from the passengers' luggage"

Inquiries made on the Barbican last night put an entirely different complexion on the matter. Mr. Francis Toms, a well-known fisherman, told our representative that on Monday his brother sent him a postcard stating that he had been taken on to assist in the salvaging operations, and that further hands were required. Thereupon Mr. Toms told several of his friends, and the result was that in small groups the Plymouth fishermen proceeded to Hope Cove. They arrived on the scene of the wreck on Wednesday morning, and applied to the chief officer of the Jebba for work. That official, seeing so large an influx of hands, offered to take them on at five shillings a day, and at the same time indicated to the men already at work at a shilling an hour that they would also be paid at the rate of five shillings a day for the future. The Plymouth men considering that they should receive a shilling an hour for the hazardous work they would be called upon to do, declined the chief officer's offer. Subsequently, an "up-Cove" man told the chief officer that the Plymouth fishermen had threatened to throw him into the sea, because he would not engage them at a shilling an hour. On hearing this the officer at once proceeded to the group of Plymouth fishermen, taking his informant with him, and requested him to point out the man who had threatened to throw him into the sea. This the labourer was unable to do, and an altercation ensued. The coastguard, not understanding the nature of the controversy, rushed down with arms and handcuffs. Fortunately, their services were not required, and the Plymouth men seeing no chance of a job on the terms they considered fair, tramped back to Plymouth, reaching their homes in a very exhausted condition.

Yesterday ten local men proceeded to the wreck in the tug Boarhound, and were given employment. It is expected that a larger number will be engaged to-day. Plymouth fishermen allege that the Hope Cove men are jealous of their presence, and have done their best to prevent them obtaining employment and lodgings.

From: The Western Morning News Saturday 23 March 1907.

STRANDED JEBBA

DIVER'S REPORT ON THE DAMAGE TO THE VESSEL

The London Salvage Association has received the following telegram from the Liverpool Salvage Association, dated Liverpool, - March 22nd, re Jebba:- Our officer wires:

Diver reports bottom under bridge starboard side badly set up and plates bulged out; landings and butts open about thirty feet; abreast of after hatch holed with open butts, landings, and started

rivets. On port side under bridge holed and badly set up, and side plating bulged out, but being hard up against rocks for one hundred and fifty feet amidships is unable to see how much she is holed there. Abreast after hold rocks are through her, but on account of heavy ground swell could not make further examination. She is overhanging sixty feet forward and about forty feet aft. No damage to be seen on stern frame. Must discharge all cargo to see how far rocks penetrate ship's bottom. The boxes sound tomatoes landed with passengers' luggage have been forwarded to Plymouth.

Our Salcombe correspondent telegraphs:- The Jebba's position is unchanged. There were fewer visitors to the wreck yesterday. The Swedish salvage steamer Belos (Captain E. Huggins) put in an appearance during the day and anchored near for some hours. Captain Huggins visited the Jebba, and left at 6 p.m. It is rumoured that the remainder of the fruit cargo will be thrown overboard this morning, as the merchants, it is alleged, refused to accept consignments. Purser Wood continues in a critical condition, and his friends have been telegraphed for. The Jebba's starboard cabin was cleared of water yesterday and the effects taken away.

The latest information received at Plymouth last night respecting the stranded Jebba was to the effect that the vessel was hove up in places, otherwise her condition remained the same as on the previous day. Yesterday ideal weather prevailed, the sea being very calm, with a slight ground swell. The barge Envoy, which had been fitted with salvage gear and steam hoist, was able to lie alongside the wreck all day, and salvage operations proceeded in a very satisfactory manner, the work being carried out smoothly and expeditiously. A considerable number of boxes of tomatoes were salvaged, together with a large amount of passengers' luggage. The cargo of tomatoes brought from the wreck on Wednesday by the barge Eleanor was yesterday landed on the North Quay at Plymouth, and 500 boxes were subsequently forwarded to London and Liverpool, the fruit being in a very sound condition.

Respecting the disturbance at Hope Cove on Wednesday, it is stated that had the fishermen in the first instance made application to Lloyd's agents at Plymouth all trouble would have been obviated, and the men would have been engaged in such numbers as would be required. Several Plymouth men were yesterday employed in the salvage operations, and every opportunity will be given to local men to obtain employment. Plymouth fishermen are naturally much aggrieved at the exaggerated statements which appeared in the London papers respecting their application for employment on Wednesday morning.

The Mendi, of the British and African Steam Navigation Company arrived at Plymouth yesterday afternoon. This vessel belongs to the same company as the ill-fated liner Jebba but it was not until the pilot boarded the vessel off Plymouth that her crew and passengers heard of the wreck of the Jebba. The liveliest interest was at once manifested, and when the tender arrived from Plymouth the local officials were besieged by passengers and crew, anxious to learn all the details of the wreck. A number of photographs of the stranded Jebba were quickly bought up. Many of the passengers have forwarded their letters to friends at home by the Jebba, and they were much relieved to learn that the mails had been salvaged and forwarded to their destinations. The Mendi passed close to the Lizard earlier in the day, and the wreck of the Suevic could clearly be seen, and by the aid of glasses it was noticed that salvage operations were in active progress.

From: The Western Morning News Monday 25 March 1907

STRANDED JEBBA
BANANAS TO BE HAD FOR THE ASKING
DEATH OF THE PURSER

Favoured by perfect weather conditions salvage operations on the Jebba are being pushed forward with the utmost vigour. On Saturday a large lighter was successfully laden with cargo, consisting of rubber, palm oil, ship's linen, and effects, and still more passengers' baggage; the latter seems to never end, and as it is recovered (if not claimed) is as far as possible being concentrated at Plymouth.

On Saturday it was found necessary to throw overboard a very large number of bunches of bananas, each bunch packed in a case; this fact so became known, and people lined the bays around the cliffs for a share of the spoil, whilst boats from Hope Cove and Salcombe went to the wreck, and secured loads of the fruit, most of which is in excellent condition. Small boys and girls of Hope Cove and Salcombe had a fine time, especially as a most liberal supply could be obtained merely for the asking. Hardly a vehicle left Hope Cove on Saturday without a liberal share. On Saturday night large bunches of the prime and dry fruit were being sold at Salcombe for 2s. 6d. to 3s. per bunch. Pines [Pineapples] also were landed in small quantities. Some were, however, thrown away, and perhaps this was not an unmixed blessing, as these were rather overripe, and a few who surreptitiously partook of pineapple were sorry.

A regrettable incident is the death of the purser, Mr. James Wood, of Liverpool. He had been ailing since his rescue from the ship on Monday. The severe cold and shock were too much for him. An old stomach trouble gradually developed, and getting weaker, Mr. Wood died early yesterday morning at Salcombe, where he has been attended by Dr. Pearce and nursed by skilled hands, the Shipwrecked Mariner's Society of which Mr. W. J. Vivian is the hon. agent, having obtained the society's sanction to defray all expenses in medical attendance, keep, and nursing. It is not generally known that the whole of the crew were sent to their homes at the cost of the Shipwrecked Mariners Society, and that the passengers as well as the crew, were sent off to Kingsbridge Station with the least possible delay at the instigation of the society's Salcombe honorary agent.

Yesterday all roads led to Hope Cove and the Jebba wreck. The road to the little village from morn to eve was a continual dust cloud. Bicycles there were in hundreds, motors by the score, four-in-hands, farmers' carts and gigs, pair-horse brakes, and in fact every ramshackle vehicle that would run on wheels had been turned out to go to the wreck. Collisions occurred frequently, and ludicrous enough some of them were. No damage however was done, and everybody on this glorious Sunday was good natured and good humoured. Those who tramped to the wreck on foot were legion. The catering at the village was absolutely nil compared to the demand. Some had come prepared for this, and munched pasties and biscuits on the clifftop or by the side of dusty roads.

The Jebba lies in the same position as when she struck, and she does not look from the cliff anything like a wreck. Her decks are a scene of bustle and apparent chaos. Under Captain Batchelor, yesterday, however, good progress was made. The Elcho Castle, of Salcombe, was working fruit from the fore hatch, and when she left the ship's side the boxes were piled higher than her funnel from stem to stern, the effect being funny in the extreme. From the after hold came cases and boxes of heavier and more valuable stuff. Palm oil, rubber, &c., in a continuous stream was lifted to the Jebba's deck by a portable steam engine and dumped into the lighter alongside. As soon as she might be loaded, there stood by ready to take her place the ketch Eleanor. The Elcho Castle, when loaded, made away to the eastward, apparently to Salcombe, where no doubt, fruit will again be cheap this morning.

An innovative was successfully worked on Saturday. This was the conveyance of the passengers' luggage which has been lying at the foot of the cliff for several days, along the shore in the Jebba's surfboat to Hope Cove. The progress of the single line of rope up the cliff used to get the baggage to the top has proved both costly, dangerous, and slow, and yesterday's fine weather enabled the ship's boat to do in a few hours what would have taken days by the old cliff line. The boat was in charge of the ship's officers. If arrangements can be come to with the Customs, all the passengers' baggage now at Hope Cove will be transferred to Salcombe, and thence by the Kingsbridge Packet tomorrow to Plymouth.

The men engaged to unload the barge on Saturday night in Sutton Pool, Plymouth struck for a higher rate of remuneration. Seeing that the men had already entered into a contract to unload the barges at a fixed rate, the agents refused to grant an increase, and as a result the second barge was yesterday removed to Victoria Wharf, where the cargo was smartly discharged. As to whether the Jebba can be got off the rocks the authorities are still in doubt. When the cargo has been removed from the hold they hope to give a definite statement.

From: The Western Morning News Tuesday 26 March 1907

THE STRANDED LINER

Our Salcombe correspondent telegraphs that the salvage of the Jebba's cargo was very successful yesterday. Two lighters departed for Plymouth laden with rubber and palm oil. Two divers were at work in the holds aligning the large casks. The sea was calm. The Elcho Castle also proceeded to Salcombe laden with coffee, cocoa, and fruit. Bananas are still plentiful in the district, bunches being sold for about three shillings, most of them very green. These are had for the trouble of salving. They were stored on top of the steamer's hold, and blocked more valuable cargo.

Mr. J. W. Vivian, hon. agent of the Shipwrecked Mariners' Society at Salcombe, yesterday received the following telegram from Messrs. H. J. Waring, the Plymouth agents of Messrs. Elder, Dempster:- "Elder, Dempster regret to hear of Purser Wood's death, and will defray all expenses." Purser Wood will be interred at Salcombe Cemetery at 2.30 to-morrow (Wednesday). The ship's officers still at Hope Cove have expressed their deepest sympathy, and their intention of being present at the funeral.

Mr. Orlando Davis, Lloyd's Plymouth agent, last night informed a "Western Morning News" representative that in consequence of the excellent weather capital progress had been made during the day with the work of salving the cargo of the Jebba. Two barges brought to Plymouth a large quantity of palm oil and rubber, whilst the steam barge Lord Elcho took into Salcombe a quantity of coffee and cocoa. A large quantity of ship's gear has been forwarded by steamer to Liverpool, and by to-morrow evening two large steamers will be available to receive cargo. Owing to the floatability of the cargo, the services of two divers are requisitioned in the hold of the Jebba, which is full of water.

Captain Batchelor has made an interesting discovery, having rescued from one of the cabins a live canary in a cage. Directly he brought the bird ashore and replenished its supplies of seed and water it began to chirrup in a spirited manner, appearing none the worse for the long imprisonment. Captain Batchelor hopes to be able to keep the bird as a souvenir of the wreck.

From: The Western Morning News Wednesday 27 March 1907

THE JEBBA FUNERAL OF PURSER WOOD

The funeral took place yesterday at Salcombe Churchyard of Mr. James Edward Wood, the purser of the wrecked steamer Jebba, who died at Salcombe on Sunday after a brief illness. There was a large attendance, the chief mourners being Mr. Charles Wood, brother of the deceased; Capt. J. J. C. Mills, Mrs. Mills, Mr. H. Nye, Mr. Smith, Mr. G. Scantlebury (H. J. Waring and Co), representing the owners of the Jebba (Messrs Elder Dempster and Co.) Rev and Mrs. Gush, Rev. and Mrs. Clarke and Miss Cork, passengers. There were also present Mr. & Mrs J. T. Coad, Mr. I. W. Vivian, Mr. E. Butler, Mr. W. Turning, Mr .I. Fairweather, Captain J. Reeve, Captain Partridge, Captain Leamon, Captain Witheridge, Capt. E. Cove, Miss H. Harnden, Miss M. Harnden, Miss B. Harnden, Miss G. Harnden. Wreaths were sent from the family, Mr. J. L. Coad, Mrs Harnden and family, Mabel Harnden, and May Clements. The body was first taken from the King's Arms Hotel to the church, where the vicar of Salcombe (Rev. J. A. Sidgwick) officiated. Subsequently the cortege proceeded to the burial ground, where the concluding portion of the service was read by the Vicar. The deceased was 42 years of age, and had a host of friends. The expenses in connection with the funeral arrangements have been borne by Messrs. Elder Dempster and Co., who promptly instructed their Plymouth agents (Messrs H. J. Waring and Co.) to do everything that was necessary in the matter.

From: The Western Morning News Thursday 28 March 1907

SALVING THE JEBBA

Salvage on the Jebba is proceeding rapidly. Yesterday the weather conditions were again perfect for work. The barge Edith and Eleanor again left the wreck with a cargo of rubber, palm oil, ivory, baggage, and a quantity of ship's stores. It was rumoured last night that the salvage has been taken over by Capt. Batchelor, and that Capt. Evans, the representative of Elder Dempster and Co., contemplates returning to Liverpool. Bananas are now realising 1s. 6d. a bunch at Salcombe.

A large consignment of tomatoes was yesterday forwarded to Liverpool in excellent condition. During the last few days a large quantity of this fruit has been thrown overboard in order to get at the rest of the cargo. Yesterday four Plymouth fishing boats were actively engaged in hauling inboard discarded cargo, one boat securing no less than 83 cases of tomatoes. The authorities, however, interfered, and ordered the cases to be sold at Plymouth by auction, and the enterprising fishermen will receive a percentage of the value realised.

From: The Western Morning News Saturday 30 March 1907

THE JEBBA NO HOPE OF SAVING THE VESSEL

The Jebba wreck continues to attract a large number of visitors to Hope Cove, and yesterday the little village was again overrun. On the summit of the cliff immediately above the Jebba the crowd basked in the glorious sunshine, and enjoyed the pleasant sea breeze. During the afternoon a couple of Great Western steamers, the Sir Richard Grenville and the Sir Francis Drake, brought about 600 passengers from Plymouth, and steamed to within a quarter-mile of the wreck. The last two days have not proved so comfortable for the salvors, a nasty roll has handicapped the work, and the two lighters engaged have been unable to lay alongside. On Good Friday, as the big rollers came on to the Jebba she rolled considerably, and must be receiving severe punishment from this cause on the rocks. The Eleanor was loaded about 3 o'clock with ship's cargo, and proceeded to Plymouth, whilst the Edith was not finished for some time later. Unable to lay alongside, the plan now adopted by those on the lighters is as follows:- Anchor is let go some distance from the Jebba, and a line is trailed between the two, thus establishing communications. As the portable engine on the Jebba's after-deck brings the casks up from the hold where they have been slung by a diver they are rolled over the ship's side, and hauled to the lighter, where they are got on board by the steam winch. Necessarily this is slow work. The ship does not look anything like a wreck, and her structure to the uninitiated seems absolutely seaworthy and fit, but the closer examination reveals grave defects as a result of the straining to which she has been subjected. Captain Mills and Chief Officer Williams have left Hope Cove, but there are still several passengers staying in the village. At Salcombe on Thursday a sale of about 400 boxes of salvaged tomatoes was held, and very fair prices were made.

As the tide rose yesterday the sea increased and rolled over the Jebba. Everything moveable on the forepart of the ship was washed over the side, and the seas rolled down the hold in tons. There does not appear to be the slightest hope of saving the Jebba. The ship is full from stem to stern, and the water is on the same line inside as out. Perhaps the most wretched-looking part of the ship is the engine-room, the water is up to the top of the cylinder covers, and whereas all was once brilliantly shining and bright, it is now covered with rust, grease, and minute pieces of wreckage and dirt.

From: The Western Morning News Thursday 4 April 1907

TRYING TIME FOR THE JEBBA

Owing to the rough weather of the past two days, salvage operations on the Jebba have been completely suspended. The hard wind from south-east and strong spring tides have raised very

heavy seas, and waves break constantly over the wreck. She is standing the heavy strain well, and apparently has not received much damage. Preparations are being made to renew the salvage operations with vigour on the arrival of fine weather.

From: The Western Morning News Friday 5 April 1907

THE JEBBA

Lloyd's telegram last evening states that the Jebba was working heavily on the rocks, and the sea was rolling over her.

From: The Western Morning News Monday 8 April 1907

THE JEBBA

HEAVY SEAS COMPLETING HER DESTRUCTION

A message from Salcombe states that the position of the Elder-Dempster liner Jebba, wrecked at Bolt Tail, has become even more hopeless as the result of a gale from the west to south-west. The Jebba now has a heavy list to seaward, being indeed practically on her beam ends, and only the masts and funnels are visible at high tide. The fore part is submerged at all states of the tide, but as yet the hull, although working heavily is apparently intact. From Hope Cove to Prawl Point the coast is lined with wreckage, large quantities of palm oil and rubber having been washed ashore. Boats from Salcombe, too have brought in about half a ton of rubber found floating loose, as well as a quantity of timber. The lifeboat on the poop-deck has been carried off its skids by the seas.

From: The Western Morning News Tuesday 9 April 1907

THE JEBBA

BACK BROKEN: A TOTAL WRECK

The Jebba, of the Elder, Dempster, and Co.'s line, which went ashore in a fog at Bolt Tail on March 18th, is now a hopeless wreck. Yesterday, as on Sunday, seas broke over her continuously. She has a very heavy list to seaward, and has gone down about 14 ft. Her decks are open, the bulwarks all swept away, and the funnel, rigging, boiler, and steam hoist have also been washed over the side. The vessel has parted under the bridge, and the masts are swaying very much. There was a very heavy sea running, and yesterday salvage was out of the question. Salcombe fishermen are looking out for salvage along the cliff around Bolt Tail and Rickham. There is much too heavy a sea for them to go into the Channel with the object of picking up rubber and palm oil, as they were able to do on Sunday.

From: The Western Morning News Thursday 11 April 1907

THE WRECKED JEBBA

The sea at Bolt Tail modified sufficiently on Tuesday to allow of the salvage officers visiting the Jebba, and some gear was salvaged. The vessel has apparently become severed, and the bow part is now pointing seawards. The stern portion has taken on a very heavy seaward list, and it looks as if salvage operations will in the future be only possible with the aid of divers. Towards Tuesday afternoon a very heavy sea rose and broke over the wreck. Rubber and palm oil is still being salvaged and taken to Salcombe.

From: The Western Morning News Monday 15 April 1907

JEBBA RESCUERS

THE APPORTIONMENT OF REWARDS CAUSES DISCONTENT

Much indignation has been aroused by the manner in which the Board of Trade grant for the rescue of lives from the wrecked vessel *Jebba* has been distributed. The number of persons rescued by the use of the rocket apparatus was 156, and the Board allows £1 for each life saved. Ten coastguardsmen and eight fishermen, besides other helpers, took part. The fishermen distinguished themselves, particularly Isaac Jarvis and John Argeat, who descended a precipitous cliff at the risk of their lives, threw the cane line on board, and having effected communication, hauled a number of passengers ashore in a boatswain's chair. Later other fishermen went to their assistance. A sum of £190 was received from the Board of Trade. The coastguards who from the top of the cliffs saved 38 lives have been awarded £155, and the remainder paid to other helpers. The fishermen received £1 per man, and one of their number was not included in the list, and the fishermen, by deducting a part from the money received by them, have been able to pay him a sum equal to that they reserved for themselves. The fishermen were the means of saving 117 lives, and they complain that they should only receive £1 per man, while each coastguardsman received £15 10s.

From: The Western Morning News Tuesday 16 April 1907

The following entries commencing with SIR are letters to the editor.

THE JEBBA RESCUERS

SIR, - There would seem to be very good grounds for the widespread discontent with the most unfair distribution of the Board of Trade award, reported in your issue of to-day.

Each of ten coastguards who rescued 38 persons, by means of the rocket apparatus, planted in perfect safety on the top of the cliff, has received the substantial sum of £15 10s., although he was only carrying out a service which is part of his ordinary duty.

On the other hand, the fishermen who rescued 117 persons, by means of the life-line rigged to the base of the cliff, after a most perilous descent, have received only a paltry £1 a-piece, although their splendid services were purely voluntary. I have no wish to detract from the excellent work of the coastguards, but the gross unfairness of the award is so manifest that they themselves cannot fail to acknowledge it.

The total award was £190, and there were 18 men (ten coastguards and eight fishermen) engaged in the rescue work. This would give each man £10, and £10 over to be divided equally among the three heroic fishermen who climbed down the dangerous cliff in the pitch darkness. The names of these three men are Isaac Jarvis, John Argent, and Joseph Hurrell, and they should most certainly be presented with the Royal Albert medal in addition to their fair share of the Board of Trade award, viz., £13 10s.

G. O. WARREN, Major.

Army Ordnance Department (retired).

Sarsden Lodge, Paignton, April 15th.

From: The Western Morning News Wednesday 17 April 1907

THE JEBBA RESCUERS

SIR, - I cordially agree with all that Major G. O. Warren has written re the above in your issue to-day. How such a division of the £100 among coastguards and fishermen could have been even thought of, much more agreed to, passes comprehension.

It is an insult to have offered those gallant men £1 each, whilst giving £15 10s apiece to the coastguards. If Major Warren will open a fund to raise a sum adequate to present to these men, a mark of our appreciation of their services, I will gladly send my donation to him.

H. N. PURCELL

The Vicarage, Fowey, April 16th.

From: The Western Morning News Thursday 18 April 1907

THE JEBBA RESCUERS

SIR, - Allow me to thank the vicar of Fowey for his kind letter and offer to assist in raising a public subscription for the brave fishermen who have been so infamously treated in the allotment of the Board of Trade award. If any such subscription should be necessary I am also willing to contribute, but this only should be the last resource in case the Board of Trade fails to do its plain duty. A grave official blunder has been made and the President of the Board of Trade must fix the responsibility for this blunder on whomsoever has been guilty, and redress without delay the most just grievance of these poor fishermen.

The recognised scale of reward for such services is £1 for each person rescued. The eight fishermen by their pluck, resource, and skill actually rescued 117 persons, so that their just reward should be £117, or £14 12s. 6d. a piece.

On the other hand, the ten coastguards saved only 38 persons, so that they are only entitled to £38, or £3 16s. a piece. And yet we find that the responsible official calmly allots the whole £115 to the coastguards and fobs off the fishermen with a beggarly £8!

Well, the President of the Board of Trade, the manager of the Elder Dempster Shipping Company, and the editors of several of the leading London papers have been duly informed of these very interesting facts, so that we may hope for a speedy investigation and redress of what is nothing less than a national scandal.

G. O. WARREN, Major. (retired).

Sarsden Lodge, Paignton, April 17th

SIR, - Does not your correspondent, Major Warren, somewhat misunderstand the position of the Board of Trade with regard to the rewards offered for saving life at a wreck? The crew of the life-saving apparatus are servants or employees of the Board of Trade, and as such are paid for their services at a wreck according to a certain scale, but any other persons who assist are not in this position, and I, therefore, do not see why the Board of Trade should pay them anything at all. Major Warren remarks that the crew of the lifesaving apparatus were merely performing their duty, and no doubt they were, but this is no reason why they should be expected to part with some of their regulation pay to reward persons who were not invited by the Board of Trade to assist. If I am right in supposing that the Board of Trade were under no obligation to reward these fishermen, the latter should be duly grateful for what they did receive, instead of complaining as they appear to do. It should be borne in mind that the crew of the life-saving apparatus are solely responsible for the drill, maintenance, and discipline required to make the apparatus effective, and they are responsible for what takes place at the scene of the wreck. The owners of the Jebba and the persons saved might perhaps be expected to reward the fishermen, but I do not see why the Board of Trade should be expected to do so any more than any other public body. R. N.

From: The Western Morning News Friday 19 April 1907

THE JEBBA RESCUERS

SIR, - In your issue to-day an anonymous correspondent, over the initials "R. N.," tries to defend the grossly unfair division of the award on the ground that the eight fishermen have no claim whatever on the Board of Trade because they were not employed by that public body.

From personal inquiries made here, and from reliable information received from Hope Cove, I have every reason to believe that every one of these eight fishermen was enrolled as a member of the rocket brigade, was called out on the night of the wreck by the coastguard station officer at Hope Cove and was furnished by him with the official "token" which must be produced by each man before he can receive his share of the award.

This being so, these fishermen were as much in the employment of the Board of Trade as the volunteers are in the employment of the War-office, so that "R. N." must find some better defence for the peculiar action of the coastguard officials in their distribution of the award.

And might I ask "R. N." kindly to sign his full name and address to any further letters on this subject?

G. O. WARREN. Major
Sarsden Lodge, Paignton, April 18th

SIR, - In reply to "R.N.'s" letter in your issue of to-day. I think it should be plain to everyone that the five fishermen who are dissatisfied with their compensation of £1 each from the Board of Trade have very good cause to be so, seeing that they were called upon by the coastguards to render assistance, and given the official token, as proof of service at a wreck.

I was myself present, on the cliffs in the early hours of the morning when the vessel struck, and saw everything which took place. No body of men could have carried out the rescue work better than the Hope Cove coastguards. They handled their apparatus with the utmost skill, and deserve the very highest praise; yet at the same time the breeches buoy could only bring one man ashore at a time, and it was slow and dangerous work, requiring skilful handling.

This was the reason why the fishermen were called upon to work a line from below, which was the means of saving 117 lives. They were, therefore, I think, justly entitled to receive an equal amount to that which the coastguards received.

G. E. C. M.
Hope Cove, Kingsbridge, April 18th

From: The Western Morning News Monday 22 April 1907

THE JEBBA RESCUERS

SIR, - Both your correspondents in to-day's "Western Morning News," re. the Jebba rewards, can be answered, I think, in one letter.

My letter in your issue made it perfectly plain that the crew of life-saving apparatus are no doubt paid according to scale, whether they be fishermen or coastguard. If the fishermen do not like the rate of pay laid down for them by the Board of Trade, why do they serve the life-saving apparatus? I presume they were satisfied with the terms, or they would not allow themselves to be enrolled. I explained that there is no reason why those who do not belong to the crew of the life-saving apparatus should expect any reward from the Board of Trade.

No doubt the men who went down the face of the cliff, and among them were one or two coastguard, will be suitably rewarded for their specially dangerous work.

Major Warren appears to be in somewhat of a hurry, and does not seem to have examined into both sides of the question, and is therefore rendering himself liable to an accusation of injustice.

I am under the impression that it is not the coastguard who make the awards, but that the Board of Trade indicate what sum each person concerned is to receive, and that it is grossly unfair and untrue to imply that the coastguard "appropriated" anything.

April 19th

R.N.

From: The Western Morning News Tuesday 23 April 1907

THE JEBBA RESCUERS

SIR, - Your anonymous correspondent, "R. N.," is again to the fore this morning with his impotent defence of the coastguard officials in the matter of their grossly unfair allotment of the Board of Trade award. Surely these officials are competent to defend themselves. The Royal Navy used to be famous for both courage and fair play - your anonymous correspondent, "R. N.," seems strangely lacking in both.

G. O. WARREN, Major.
The Torbay Club, Paignton, S. Devon, April 22nd.

From: The Western Morning News Saturday 27 April 1907

**THE JEBBA RESCUERS
MEDALS FOR JARVIS AND ARGENT**

For their gallantry in descending the cliff at Bolt Tail, Devon, and making a rope connection with the liner Jebba for the rescue of the passengers and crew, the Liverpool Shipwreck and Humane Society awarded silver medals, votes of thanks, and 50s. Each to Isaac Jarvis and John Argeat yesterday.

From: The Western Morning News Monday 29 April 1907

THE JEBBA

As a result of representations made by Messrs. H. J. Waring and Co., Plymouth, Elder, Dempster, and Co. have sent the Shipwrecked Mariner's Society a cheque for 50 guineas, in acknowledgement of services rendered at the wreck of the Jebba on March 18th. Elder, Dempster, and Co. wrote:- "We should like to recognise the very valuable aid rendered us by your society in the case of the Jebba and in many similar cases. We shall continue to subscribe as heretofore, and wish your noble work every success."

From: The Western Morning News Friday 10 May 1907

**JEBBA JUDGEMENT
MASTER'S CERTIFICATE SUSPENDED**

Judgement was given yesterday in the Board of Trade inquiry at Liverpool into the loss of the Elder Dempster liner Jebba on March 19th by stranding in a fog on Bolt Tail, near Salcombe, on her homeward voyage from West Africa. The vessel ran close inshore, and very fortunately her proximity to the rocks enabled ropes to be sent ashore, by means of which everyone on board was saved. The master of the vessel Captain Mills, accepted full responsibility for the navigation of the ship.

The Court, in its judgement, found that the course set prior to the stranding was not a safe and proper one, and that the master had failed to take the frequent soundings he should have taken, which would have warned him of his approach to land in time to avoid a casualty. A good and proper look-out was kept, but the ship was navigated at too great a rate of speed. She overran her distance, and this the master failed to ascertain. The vessel was not navigated with proper and seamanlike care, and her loss was due to the wrongful act and default of the master. The Court suspended his certificate for three months.

From: The Western Morning News Saturday 25 May 1907

**THE JEBBA WRECK.
PRESENTATION OF MEDALS TO TWO HOPE COVE FISHERMEN.**

Among the many scenes witnessed at the little village of Hope Cove since the ill-fated liner Jebba ran on the rocks near Bolt Tail on the 18th March last, none could be more interesting than that yesterday, when the Chief Constable of Devon (Capt. Vyvyan) attended with Mr. J. S. Hurrell, C.C., of Kingsbridge, to present medals, certificates, and a cheque to Isaac Jarvis and John Argeat, the two Hope Cove fishermen who in the darkness, on the night of the Jebba wreck, descended the cliff and were successful in establishing communication, by which means by far the greater number of passengers and crew were safely landed.

There was a large gathering at the Hope Cove Lifeboat-house, where the presentation took place and to make room the boat was drawn on to the beach— In making the presentation, Mr. Hurrell said it was his pleasing duty to ask those present to bear witness to the presentation by the

Liverpool Shipwreck and Humane Society to Isaac Jarvis and John Argeat. Although these men had not been properly recompensed by money, he was quite certain the brave act was not done with that object, but with an idea of aiding fellow creatures in distress. There had been a good deal of controversy in the papers with regard to the awards. The fishermen, he was sure, did not wish to take any credit from the coastguards for what they had done. He was also certain that at any other time, although their monetary award had not been great the two men would again go forward if required and render aid in the same noble way as they had done in this instance. Hope Cove fishermen were known to be God-fearing, respectable, and sober, and none in the village were more so than Jarvis and Argeat.

The medals were then pinned on the men's breasts by Mrs Stanley Jones.

Mr. Hurrell also said he had received from a friend of his in London, an old fisherman of 40 years experience, a cheque for two guineas, to be divided between the men, and he asked them to accept £1 1s each. There had been a great deal of trouble about the awards by the Board of Trade, but Mr. Mildmay was making every endeavour to get a just reward for the fishermen. (Applause.) He thanked Captain Vyvyan, the Chief Constable, for being present on that day, and for the part he had taken in getting the awards.

The Chief Constable said the awards were sent him to present, and he knew of no more fitting person than Mr. Hurrell, their County Council representative, to present them. He wished to congratulate both Jarvis and Argeat for the noble appreciation of their duty that they had shown at the Jebba wreck.

Votes of thanks to Captain Vyvyan, Mr. Hurrell, and others for the two men concluded the interesting ceremony.

From: The Western Morning News Friday 31 May 1907

JEBBA SALVAGE.
PLYMOUTH FISHERMEN AND DEALERS AND ILLEGAL POSSESSION
HEAVY FINES.

A sequel to the wreck of the Jebba between Bolt Tail and Hope Cove, in March last, came on yesterday in the form of a series of prosecutions in Plymouth Police Court, against local fishermen found in possession of wreck, which they had failed, without reasonable cause, as soon as possible, to deliver to the Receiver of Wrecks of the district. The prosecutions were conducted by Mr. S. Carlile Davis, on behalf of the Liverpool Salvage Company. The first defendants were John Henry Mountjoy, Samuel Chown, and Edward Tims who pleaded guilty to being in possession of a piece of slab rubber, about a foot square.— Mr. C. L. Croft, for the defence said, defendants had surrendered palm oil and tomatoes which they had salvaged. Defendants had pleaded guilty because the prosecution was taken under an Act which made it illegal to retain anything found on the sea or amongst the most remote rocks. The men did not regard the piece of rubber they found as very valuable, and they sold it to a man in Plymouth. They were not strictly within the law, but he ventured to say there was nothing very criminal in their action.

In the case of John Hearson, John Collum, and John Tall, the quantity of rubber which they pleaded guilty to being in possession of was one hundredweight and a quarter, which Mr. Davis said was worth about £21.— One of the defendants complained that all they were paid for handing over rubber was 8s. 1d. per cwt. and 6s. 1d. for palm oil. The promised reward for rubber was £1 per cwt.— Mr. F. Warne cashier in the employ of Messrs. Davis, said the reward of £1 was for slab rubber, which was much more valuable than bag rubber. —Defendants alleged that they were only paid 2s 9d. for bringing down from Salcombe nine cases of tomatoes, which it took them two nights to salve. By the time the dock and auctioneer's dues were taken the pay they received was not equal to 1½ d per hour.

Charles England, described as a marine store dealer afloat, admitted being in possession of a quantity of slab rubber, which he said he purchased from a fishing boat outside the Eddystone. — Defendant: It is a very funny thing for the company to claim the ocean. (Laughter.)

Charles Page was summoned in respect of 1¾ cwt., which in its damaged state was worth about £20. He admitted he sold the rubber to Mr. Bracken for £8.

Mountjoy, Chown, Tims, and England were each fined £5, including costs, or one month's imprisonment; Hearson, Collum and Tall £8 each, or six weeks imprisonment; and Charles Page £15, or two months' imprisonment.

MARINE STORE DEALER CONVICTED.

Charles Bracken, marine store dealer, Stokes lane, was summoned for being in possession of 4 cwt. 87lb. of rubber, value £80 5s. — Detective Sergt, Martin deposed to recovering from defendant 535lb. of rubber. Bracken told him he should not have bought any, had he been warned not to do so by some person in authority. He afforded witness every assistance, and gave him the following details of the purchases he made:— April 16th, 1¾ cwt. from Charles Page, at 10d. per lb.; April 16th, 69lb. from Harry Mountjoy, at 7d. per lb.; May 11th, 1¼ cwt. from Hearson, at 8d. per lb.; March 26th, 50lb. from Charles England, at 9d. per lb.; making a total of 4 cwt. 6lb. He (witness) had found the actual weight of the rubber was 535lb. — William W. Sodenberg, clerk in the employ of O. J. H. Davis and Co., stated that 81 tons 18 cwt., of rubber had been salvaged from the Jebba, leaving 11 tons still to be accounted for. — Lieut. Dathan, Liverpool Salvage Company, stated that notices were posted giving full instructions with regard to goods salvaged.— Defendants in the previous cases spoke to selling rubber to Bracken.— England objected to being questioned in regard to the extent Bracken financed him, and caused great amusement by remarking to Mr. Eric Ward, “You are letting everybody know my business,”— Charles Page said if the bench knew the risk the salvors ran they would never have imposed such heavy penalties. (Applause.)— Samuel Cripps, in the employ of a firm of rubber manufacturers, valued the rubber in its present state at 1s. 6d. per pound. The estimate of £80 was based on the value of rubber in an undamaged state— about 3s. per pound.

Mr. Eric Ward, for defendant, submitted that the prosecution had failed to prove that the rubber was “part of the goods, merchandise, or articles belonging to any ship in distress.”

The Bench held that the identity of the rubber was established.

Mr. Ward, proceeding, said this was not a case of receiving stolen goods in any sense of the word. The goods were not stolen. If the rubber was found outside the three mile limit, the men had a good title to it.— The Magistrates' Clerk disagreed.

The Bench (Messrs. C. H. Radford, G. Eyre and T. Williams) imposed the maximum fine of £20 and costs.

From: The Western Morning News Saturday 20 July 1907

JEBBA WRECK.

KING'S REWARDS FOR LIFE-SAVING.

The King has been graciously pleased, on the recommendation of the President of the Board of Trade, to award bronze medals for gallantry in saving life at sea to Edwin Purslow, coastguard chief boatman; Robert Hayter, coastguard commissioned boatman; William S. Day, Customs officer; and John Argeat and Isaac Jarvis, civilians, for their services with the Hope Cove life-saving apparatus at the wreck of the steamship, Jebba on March 18th.

Appendix B

From: The Western Daily Mercury Tuesday 19 March 1907.

**WRECKED LINER
JEBBA
OFF BOLT TAIL
WEST AFRICAN MAIL STEAMER A WRECK
THRILLING RESCUE SCENES
£200,000 WORTH OF CARGO IN JEOPARDY**

To the ever-growing record of heroic, plucky, and desperate rescues from wreck at sea has to be added one of the most thrilling of chapters, happily hall-marked by the fact that not a single life—not even those of the ship's pets—was lost.

In the murky fog which completely enshrouded the English Channel on Sunday evening, and which by a coincidence, led to another disaster farther down the southern coast of the Western peninsula, a liner carrying mails and specie, with a cargo of ivory and palm oil to the total value of £300,000, ran ashore on the rocks near Bolt Tail. She "overshot" the Eddystone light, and slowed down on realising, by log, that this had probably happened, finding her way mysteriously into the bight of Bigbury, and finally coming to grief within a very few hundred yards of a promontory which would have given her the open Channel and a possible view of the Start light.

She was the Elder Dempster Line's R.M.S. Jebba, a West African mail steamer, commanded by Captain J. J. C. Mills, R.N.R., a Plymouth man, and one of the most popular skippers in the service. Overdue on account of the rough weather she encountered from Sierra Leone homeward, she was making for Plymouth, but succumbed to the conspiracy of weather. A week last evening she left Las Palmas and had a very troublous voyage through the Bay, but there were high hopes that Sunday night would find her in Plymouth Sound. Entering the Channel, however, she was early out of reckoning owing to the density of the haze, and slowing down became imperative. All the chief officers were on the bridge at the moment of impact, but—it was between one and two in the morning—most of the passengers were in bed, and a good proportion of the crew were at supper.

SPLENDID DISCIPLINE AND COOLNESS.

The hour and the fog were jointly acting against the navigators, who were the more worried by reason of the uncertainty as to where they were. The recorded time of the stranding varies with almost every version of the story, one placing it as early as 1.13 a.m., and another as late as 1.55 a.m. All on board who were awake at the moment, however, agree that the vessel bumped violently twice, and then stopped quite dead. There was a heavy ground swell rolling along the bay, and the impossibility of seeing land made it difficult to locate anything approximate as to position.

Captain Mills ordered the "hooter" to be sounded, and the two stewardesses hastened to awaken all lady passengers aboard. It was obvious from the first that the ship was held fast, and the preservation of life became the one consideration. The English members of the crew behaved magnificently. All who were free so to do rushed on deck and placed themselves in readiness to obey any emergency order that might be given. The stokers, notwithstanding the fact that the fresh-water tank almost at once over-flooded, stood to their work until ordered to "draw fires" and then ascended to the deck through absolute canals of water. The Jebba, in fact, filled with remarkable rapidity in her lower decks. Except that a swiftness born of the emergency marked every movement, the crew might have been at practice drill, and the passengers—perhaps impressed by the confident mien of the workers—behaved admirably. In the words of one of the crew during an interview later, "the ladies were magnificent." A number of them fainted at the first shock, but Dr. F. J. Garraty, the ship's surgeon, very coolly attended to them, and once recovered they showed remarkable composure, and awaited their turn in the subsequent rescue operations in a manner which drew forth the expression quoted above.

THE SCENE OF THE WRECK.

Those who are acquainted with Bolt Tail, Bolt Head, Hope Cove, and Bigbury Bay, will not find it difficult to locate the scene of the disaster. They will also realise how splendidly the story of the salvaging work fits in with the history of one of the most dangerous bits of coastline in the Channel. Approached from the land there is "Outer" Hope and "Inner" Hope, though the former is hardly noticeable from the sea.

Bolt Tail, a forbidding looking series of cliffs, marks the limit of the sweep of the bay, and then the coastline, still at great height, runs almost flatly along to Bolt Head, around which the waters of the Kingsbridge Estuary rush and surge over the bar made famous by Tennyson. It is one of the most massive of headlands on the South coast, and, with the waters incessantly boiling and seething at its rocky base, always a magnificent spectacle. A few miles farther on, where the Start Lighthouse blinks its warning to mariners, the coast outline takes a very similar shape, and is one of the dreads of the average sailor man.

It was here that the first Albert Medal ever awarded was secured by Mr. Samuel Popplestone for a daring descent of the cliff in order to secure the rescue of a shipwrecked party. His lonely work was done in the black hours of the night, and the fine achievement of the Hope Cove fishermen and coastguards on this new occasion is well worthy to take its place by the side of that historic feat. It was one of the most thrilling pieces of "rocket" work ever noted. From the village of Inner Hope to the coastguard station (which fronts on the Channel proper) a good mile runs, and it is rising and heavy ground all the way. Could one cut across from the village to the sea direct and then, at right angles, to the look-out station, the angle would have to be bisected to just exactly fix the position of the Jebba.

A BIRD'S-EYE VIEW.

The cliff is remarkably steep and lofty. Standing on its brow yesterday morning, a "Western Daily Mercury" representative who motored to the scene of the disaster immediately on receipt of the news, had almost a bird's-eye view of the ship. She was lying broadside to the shore, and certainly not more than thirty to thirty-five feet away, but she was so far below that the tops of the two masts were quite fifty feet below the spectator. Her deck was almost as a chart, the companions, deck-houses, bridge, and movable appurtenances being viewed at a glance. She was obviously firmly held, and though a southing swell perpetually dashed against her starboard side, she did not budge. High up out of the water, in a sense, she still looked from this eerie observation point a mere midget. There was not the slightest vestige of life aboard her, and even the screaming gulls and cormorants appeared to fight shy of the ill fated vessel.

THE MOMENT OF IMPACT.

To return to the actual stranding, and to complete a narrative by the aid of numerous interviews with officers, members of the crew, and passengers, the Jebba became fast almost in an instant. There was no sort of panic. The passengers were quickly apprised of the fact that the ship was aground, and the male section filed up on deck, and expressed their readiness to do what was necessary or expedient to assist the women and children. The ship's officers, however, had from the first the fullest control, and there was no attempt to disobey their wishes. According to some of the passengers, the whole ship's company responded grandly to the emergency calls; but it must be said others accuse the Kroo boys of refusing to move and of losing heart. The shocks were fairly violent, but at the slow speed the vessel was going they did not shake her as might have been the case. The captain and Chief Officer Williams, Second Officer Nye, and Dr. Garraty were on the bridge at the time. The majority of the ladies on board took things very coolly indeed. The rockets were fired immediately after the "hooter" was started, and the coastguard and a member of the lifeboat crew apparently heard these simultaneously. Signals were quickly exchanged, and the Coastguards ran their apparatus to the top of the cliff in remarkable short time. Flares showed the Jebba's position, and also revealed how awkward she was to get at; but the men worked with a will, and their reward came later.

THE OLD LIFEBOAT TROUBLE

It should be explained that for a year or two past there has been trouble among the Hope Cove lifeboat crew, the reasons for which need not be emphasised. It is to the credit of the fishermen of this little hamlet that they quite easily organised a "scratch volunteer crew," which

can be said to be ready for service at any time; yet, all the same, it was as well this was not an occasion in which the boat could be used. It is an incident which belongs to the complete story, yet which need not be laboured. The men of Hope proved themselves worthy sons of their sires, and if the Jebba disaster leads to a smoothing out of all old troubles it will have done some good.

It was a member of the old crew, who, awakened by the noise, looked out of his window, saw the rockets, and hastened down to the house of the coxswain of the boat. Assuring him that the rest of the former crew would turn out in emergency, he volunteered to call them, but the more cautious coxswain made inquiries first and discovered how hopeless it would be to launch the lifeboat. It was shouted from the cliffs to the ship that the boat was "standing by," in order that a good heart might be kept; but as a matter of fact she did not leave her shed.

The most terrifying occurrences at the stranding were the rapid overflowing of the fresh water tanks, the gradual filling of the cabins and saloons with water, and the extinction within three minutes of the smash of the electric light, from one end of the ship to the other. In the words of an officer, "It left us in inky darkness, in a tremendous fog, and on a strange coast." The nerve of all the officers was fully equal to the test, happily, and at daybreak the work of rescue was well in hand.

EXCITING CLIFF SCENES

As soon as the Coastguards had erected their rocket apparatus above the ship the fisherfolk from the village came hastening up with lines of all sorts. There was a W.S.W. wind blowing, and, although the ship could be just made out, the breaking of the waves both on the vessel and the shore, the raging wind, cold rain and general darkness helped to make the scene a desolate and dismaying one. From the doomed ship the cliff was hardly visible, and it was not until the rocket illuminated the shore that the officers could be quite certain that they were just off the land.

The first rocket fired was somewhat of a chance one, and went too far up the coast, wholly missing the vessel. It, however, served its purpose by the more definitely exposing the Jebba's position. The second one went right amidships, and was immediately secured. A line in working order with the breeches buoy attached was a matter of moments; but there were serious difficulties in the way of using it, and as a matter of fact only six people made the ascent direct from the ship to the brow of the cliff.

DARING DESCENT OF THE CLIFF

While the rockets had been aimed and fired, three intrepid fishermen had descended the face of the cliff, taking a light line with them. The soil at Bolt Tail is of the character of loam and very springy. Anyone acquainted with the coast may quite safely, if toilsomely, make a descent which to a stranger appears well-nigh impossible. Arrived on a ledge of rocks almost immediately under the rocket apparatus and abreast of the ship, one of the men succeeded in throwing a stick, with thick twine attached, on to the deck. In a trice a rope was paid out, and two "boatswain chairs" were quickly at work. By means of these the passengers and crew were pulled in shore and then hoisted up the face of the cliff some 120 feet or more above. Clothes suffered in the process, and bruises were not uncommon; but there were kindly hearts in the safety above, and in the villages fires blazed, kettles steamed, and dry raiment awaited the luckless ones.

As the morning broke the scene on the cliff was a remarkable, if not unprecedented, one. The ropes were working without the slightest cessation, and the men who employed them reckoned nothing of fatigue. In all the Jebba carried 190 souls, of whom nearly a hundred were officers and crew. Every one was safely landed, and even the ship's cat, not to mention two chimpanzees, came duly to land, the last three of the crew carrying each a pet, the monkeys wrapped in blankets. These were the objects of much curiosity yesterday in the village.

It has been noted that the discipline was superb. The order in which the rescues were effected was —first the children, then the ladies, next the oldest of the men and the invalids, after them the married men, again, a number of soldiers —chiefly Royal Engineers, though also including A.O.C. men and an instructor of the West Africa Regiment, who all refused to leave the boat until every other passenger had been saved —and finally the crew and the officers. There was never the slightest suggestion of difficulty, and while the rescued are fulsome in their tributes to the hospitality they have received, the inhabitants of the villages who participated in the

experience express the opinion that nothing finer in the matter of restraint and conduct has ever marked a shipwreck.

A DESPERATE POSITION

The local opinion, after a careful investigation of the full position of the ship, was that she is doomed. It is calculated that the *Jebba* “jumped” the first rock she struck and plumped right on to that which, it is confidently asserted, is now gripping her amidships. Looking down on the vessel from the Bolt Tail yesterday, it was difficult to realise her impotence. She is a splendidly lined vessel, and has power marked all over her. The restless waves beating on her sides told their own tale, however.

Hope Cove fishermen —descendants of the race which helped to rescue survivors from two of the famed Armada vessels which threatened the hold of Queen Bess on the British throne, and grandsons of some of those who hauled up over-cliff the survivors of H.M.S. *Ramillies* when she struck almost the self-same rock —assert that there is no sort of hope for the *Jebba*. They recall that some of the finest vessels of their day have been smashed on the same site, and the change from wood to metal does not apparently improve salvage chances in their view. A westerly gale or half gale at the present moment would undoubtedly be serious.

In the morning at eight o'clock the *Sir Francis Drake* left Plymouth in charge of Captain B. Buckingham for the scene of the wreck, and arrived about 9.20. There was a strong S. W. wind blowing, and the heavy sea that was running was breaking clean over the steamer. Her bow, which was much higher out of the water than the stern, was pointing to the eastward. Captain Buckingham took the *Great Western* tender, on board which was Mr. Albert Ward (H. J. Waring and Co.), the agent of the Elder Dempster Line, within about a quarter of a mile of the *Jebba*, and satisfied himself that there was no sign of life on board. Away on the top of the cliffs could be seen a few people, but in the distance it could not be determined whether they belonged to the steamer or to the shore.

Captain Buckingham, on his return to Plymouth, said he was convinced that the position of the *Jebba* was hopeless, but he believed that at low water it might be possible to save the mails and specie by means of boats. She was bumping heavily on the rocks, however, and in his view might break in two at any moment. The other Plymouth tugs, *Belle*, *Boarhound*, and *Rescue*, went to the scene, but at once returned to Plymouth.

Several visitors were at Plymouth in the morning to meet passengers by the *Jebba*, and they proceeded to the Bolt by motor-car on hearing of the casualty. Mr. Mills, R.N., the father of the captain, also heard of the disaster at the Docks. Mr. Orlando Davis, Lloyd's agent at Plymouth, with Captain Batchelor, of the Liverpool Salvage Association, and Mr. Richardson of Lloyd's London, proceeding to Bolt Tail in the evening.

THRILLING STORIES ADMIRABLE WORK BY RESCUERS HOPE COVE HOSPITALITY

It is quite easy to appreciate the position which officers, crew, and passengers yesterday adopted of preserving a discreet silence in regard to all details as to the disaster. An inquiry is inevitable, and statements made in the best of faith yet reliant on memories at moments of extreme peril, might readily give a wrong colour to important facts. However, our representative was fortunate enough to have conversations with several people who were on the *Jebba* at the time she struck. It was understood at the time of the interview that names were not to be mentioned, but it ought perhaps to be stated that members of the crew, as well as officers and passengers, were among those whose stories follow.

Said one gentleman: “I think it must have been about one o'clock when we passed the Eddystone. We had a very nasty passage from Las Palmas and entering the Channel ran into a very thick bank of fog. The wind was W.S.W., and the sea fairly lumpy. Apparently the skipper realised we had passed the Eddystone, and he slowed her down until she was barely crawling through the water. I should imagine it was 1.30 when she struck, though it may have been later. We sounded our “hooter” and fired rockets, which were seen on the shore evidently. Unhappily for us, the water began to enter the boat at once, and the electric light gave out inside a couple of minutes. Everybody behaved well, however, the ladies especially. We had a very “snorty” run

from Las Palmas in the Grand Canaries, but the haze we entered when the Channel was ahead was the worst of all. Six days we took we took coming home, and we had hopes of being in old Plymouth Sound on Sunday night. There was a terribly heavy swell on, and I don't think we could have got a boat out on the weather side. They were very promptly in charge of the davits though, and two were lowered almost to the water's edge. The ship struck amidships and remained as you have seen her with a list to starboard. The watertight compartments were closed, and she filled very slowly, as the ports gave away. At ten o'clock this morning, when I went up to have another look at her, heavy seas were absolutely breaking over her, washing the deck from stem to stern. The cargo—very valuable stuff, ivory, bullion, rubber, and all that—wasn't moved. I don't think much of it will suffer. There is palm oil in casks, and the rubber, of course, won't hurt. The behaviour of the crew and passengers was all that could be desired. There was never the least suggestion of panic. The fishermen, and coast guards did noble work, and the people of Hope—well, I can't tell you what I feel. I'm pleased I'm a Briton, and I should be proud if I was a South Devonian."

"SHE BUMPED AND GROANED."

A passenger who had been shipwrecked once before, expressed the highest admiration of the conduct of all concerned, and was particularly enthusiastic as to the behaviour and self-control of the ladies. "It was about half-past one," he said, "that she appeared to strike the rocks or go aground. She never moved afterwards. Three minutes after striking one of her fresh water tanks was reported to be overflowing, and this seemed to point to some considerable injury. She took in water at a great rate. It was a very thick foggy night, and a certain amount of swell made things more unpleasant. At the same time you could not call it a big sea. She seemed to settle down very rapidly. She bumped and groaned in a particularly nasty way. Then the electric lights gave out, and we were in total darkness. I am still marvelling that nothing in the shape of an absolute panic occurred. There were a few ladies who fainted at the first shock, but that was all. When you remember that inside an hour every cabin and the saloon as well was flooded, and the passengers had to be on deck, I think the people behaved nobly. The crew were superb, answering the calm studied commands of their officers without the least difficulty. The men of the passengers were ready to help, and volunteered almost incessantly until they realised that it was best to let the crew do the work. The ladies—well, from the chief stewardess right on, they were bricks. Mrs. Dowling (chief stewardess) was the last of the ladies to leave the vessel. When we got ashore we were treated with the most splendid kindness. I cannot say too much about these excellently good hearted people. As long as I live I cannot forget their goodness to me, and those of our people I have met to-day say exactly the same."

"NOBODY INQUIRED"

A lady, wearing a light shawl in place of the headgear which the Jebba was, and is, slowly damaging beyond repair, shared in the diffidence as to revealing her identity, but informed our representative that after the first shock she felt no fear. The officers inspired confidence in everybody. "Nobody even stopped to inquire whether there was any danger. The captain and his officers simply told the crew what to do, and they were so cool that I don't think one of us was really frightened. And the Hope people, they pulled us ashore quickly and as cleverly as anything, and then brought us to their houses and gave us all the comforting and food we wanted. They have (with an emphasis on the "have") been good."

"It was very difficult work," said another of the passengers, "for the coastguards and fishermen, because each person had first to be hauled ashore and then pulled up over the cliff: but they didn't seem to mind a bit. It was broad daylight when they were fetching up the last lot, and these men had been working since three o'clock. They ought to have golden medals studded with diamonds."

One of the officers of the Jebba vouchsafed the remark that everything was done expeditiously, smoothly, and safely, and there was no hitch from the very first. It was apparent to all when she struck that she had suffered considerable damage. The work of rescue was carried out without a hitch. The ladies went first, then the old men. There was no unnecessary delay. It was not until we got to the top of the cliff that we knew where we were and who was rescuing us. We know where Hope Cove is now, though, and I don't think anybody on the Jebba will forget it.

Never have I experienced such kindness from strangers. If I can say so, under all the circumstances, our experience has been charming. We have had clothes, food, warmth, and a hearty welcome.

THE RUN OF THE JEBBA

There were, as has been noted, ten soldiers on the Jebba, and their conduct marked them as far as the other passengers were concerned. Their handiness at the moments of danger, their solid indifference to the position when matters looked worst, excited the admiration of all on the ship. When interviewed while waiting for the harnessing of a wagonette team to run them in to Kingsbridge (where they subsequently entrained for their homes —Liverpool and Plymouth chiefly), they showed great reluctance to speak of the night's adventures save to praise the conduct of the ladies and warmly eulogise Hope Cove hospitality. "We got out of the way of the crew as much as we could" said a Royal Engineer and we weren't in a hurry to go off out of our turn. Here we are, not much the worse for wear, through they say our "props" are gone." Another of the party was of opinion that the Kroo boys might have done more, but asserted that "never in the history of the world" did British people have greater occasion to be proud of their fellow countrymen and countrywomen.

The Jebba sailed from Lagos, and left Grand Canaries a week ago last evening. She carried passengers chiefly from Northern and Southern Nigeria and the Gold Coast. The Rev. Joseph Clark (American Baptist Mission, Congo), three male and two lady colleagues, were among the passengers.

Whether or not the Jebba will be salvaged —or even her cargo —it remains to time to disclose, but seventy nine of her crew were sent to their homes via Kingsbridge and Brent during the day. Several of the military men returned to Plymouth by rail, but when seen they were unable to add any new facts to the narrative of the wreck.

The only accident recorded at the time of the wreck was the jamming of the fingers of the quarter master of the Jebba while in the act of lowering one of the boats by the davits. It did not take the water, however. During the day hundreds of visitors, arriving by all manner of conveyance, inspected the wreck. Hope Cove has not been so densely populated for years.

SHIP PAPERS SAVED

The captain and officers of the Jebba went on board yesterday afternoon, and saved most of the ship's papers. They hope to go on board again today and recover the remainder.

Yesterday afternoon Elder, Dempster, and Co., of Liverpool, received the following telegram from Salcombe:— "Getting conveyance to bring passengers and crew from Hope Cove to Kingsbridge and arranging for special trains. Will wire later. Have representatives at Hope Cove and Kingsbridge. Doing everything possible. All lives saved. Everything else lost. Steamer total wreck."

THE JEBBA'S PASSENGERS

The passenger list of the Jebba was as follows:-

Ist Class — The Rev. Joseph Clark, Mrs Clark, Miss Mary Cork, the Rev. C. W. Padfield, and the Rev E. Creighton from Matadi (Feb. 3rd); Mr. V. A. Pritchard, from Cameroon (Feb. 15); Mr. M. H. Fisher and Dr. Burgess, from Calabar (Feb. 23); Mr. A. Urquhart, from Bonny (Feb. 24); Captain W. H. Brown and Mr. McNeil from Forcados (Feb. 25); Major and Mrs Blackwell, Mr J. E. Purcell, Mr. G. Boag and Mr. H. C. Withers, from Lagos (Feb. 26); Mr. H. S. Penny, Mr. R. W. Richards, Mr. H. R. Cherrill, Mr. F. Armitage, Captain Hastings, Lieutenant Cockcraft, Mr. A. H. Avery, Mr. Innes, Mr. H. G. Burbridge, and Captain Bonnyman, from Sekondi (Feb. 28); the Rev R. H. Gush, Sister H. McClean, Major and Mrs. Crowe, Lieutenant J. H. Rattom, Major Moss, Mr. A. W. Phillips, and Miss M. Tomlinson from Sierra Leone (March 4); Mr. H. H. Clegg and Mrs Clegg, Miss Sheldrick, Miss L. E. Smith, Miss. F. Snowden, Mrs. Snowden, Mr. W. Reason, Mr. Percival, Mrs. Percival, Mr. S. Gandy, Mrs Gandy, Miss Jenks, Mr. Nickels, Mrs Nickels, Mr. G. A. Strong, Miss H. Jamieson, Mr. R. R. Jones, Mrs. Machinnion, Miss McKenzie, Mr. C. Slingsby, Dr. O. Reilly, Mr. T. Evans, Mr. E. Griffiths, Mrs Greenwood, and Miss Greenwood, from Las Palmas (March 11).

2nd Class —Mr. F. Lyford, Mr. R. Anker, Mr. W. Down, Mr. E. J. Bennets, Mr. J. Bennett, Mr. J. Archibald, Mr. J. Rumble, Mr. A. Watson, and Mr. John Tully, from Sekondi ; Private W. Cook, Corporal Mills, Corporal Fisk, Sapper Buck, Sapper Lindsay, Sapper Noonan, Sapper Swift, Private Bolton, Col. Sergt. Mills, and C. M. S. G. Salter, from Sierra Leone.

OFFICERS AND CREW

The full roll-call of officers and crew is as follows (the addresses all applying to Liverpool, except where otherwise stated); Captain J. C. Mills, 40, Ladderdale street; Chief Officer Williamson, 22 Sainsbury road; Second Officer W. J. Nye, 47 Heman street; H. Windeatt, Carpenter 8, Pitt street; Th. Grower, A. B., 16 Erskine street; A. Moore, 14, Baxter street; J. Head, 50, Morton street; R. Montreith, 67, Park lane; F. Jarman, 53, Avery street; J. H. Rhodes, 22, Wesley street; O. S. R. Irvine, 329, Mill street; Frank Grover, 48, Regent street; W. Christian, 59 Brighton street, Seacombe; J. H. Crocker, 60, Sandy street; J. C. Porter, 260, Upper Parliament street; J. Ditty 15, St. George street; J. H. Irvine, 329, Mill street; W. Killen, 2, Sidesome street; R. Harrison, 34, Great Newton street; J. Wall, 12, Markham street; W. Johnson, 123 Stanhope street; J. Cole, J. Mahoney, Jno. Andrew, Toby Johnson, J. Smith, J. Davis, J. Grey, Jno. Shinto, Jno. Rule, and J. Smart, all of 123, Stanhope street; J. Millar, Freehold street ; R. R. Lyon, 42, Allington street; T. T. Weaver, 8, Church street; H. Searle, 39 Chester street; F. Scott, 255, Netherhold street; A. B. Harmondene, 38, Errol street; W. Price, 15, Candis street; W. Baldwin, 35, Goodwin street; Jno. Ireland, 33, Moor lane, Widnes; Sidney Manley, 29, Kenilworth road, Sale; Geo. Mann, Sailor's Home; H. Evans, 78, Hertfort road; F. Kainz, 7, Bamton street; J. K. Jervis, 38, Errol street; C. Kobb, 56, Burleigh street; W. Bennett, 48, Netherfield road; S. Pemberton, 4, Pool road, Egremont; T. Drysdale, 10, Ewart street; O. Lammney, 22, Alfred street; C. Rawlings, 25, Spellow lane; F. Thomas, 99, Cedar Grove; C. Hill, 7, Kelso road; Albert Davies, 36, Byron road, Seacombe; Jno. Jones, 23, Turnstall street; W. Bohn, 118 Pitt street; F. G. Garraty, 72, Mulgridge street; E. Wood 12, Egerton street; Sidney Smith, 31, Winstanley road, Waterloo; S. Lea, 11, Lord Nelson street; Jno. Roberts and Jas. Snowball, 123 Stanhope street; Fred. Warne, 43, Clovelly road; Th. Mundy, 71, Gore street; J. Long, 3, Water street, Pembroke Dock; Samuel Ellis, 5, Pleasant hill; T. Boatman, Victoria street, Sierra Leone; E. Wallis, 19, Ashton street; Miss Smith, Stewardess, 31, Wordsworth street; Wm. Shone, 59, Upper Warwick street; Jno. Williams, Bath street, Sierra Leone; Th. Brown, Steward street, Sierra Leone ; Bob Roberts, Robert street, Sierra Leone; Poor Man Friend, Charles street, Sierra Leone; Th. Africa, Harley street, Sierra Leone; Jn. Africa, Henry street, Sierra Leone; Mrs A. S. Dowling, Stewardess, 50, Garrick street; Edward Hughes, 41, Lockhart street; W. Baston, Rome lane, Moseley hill.

Capt. J. J. C. Mills, R. N. R.,

Captain J. J. C. Mills, R.N.R., the commander of the R.M.S. Jebba, is a Plymothian, his father being Mr. J. Mills, R.N., of Beatrice avenue, Plymouth. Captain Mills joined the Conway in 1878, and two years later went to the full rigged ship Roderick Dhu, in which he served eight years as apprentice and second officer. Then he was transferred to the S. S. Wanerlu, also owned by Messrs. Milligan and Williamson, but fifteen months afterwards went to Lagos in the capacity of chief officer in the Congo intermediate service. Eighteen months were thus occupied, and then for awhile traded to Canada in steamers of the Allen line. In 1892 he joined the Elder Dempster Company, and five years later attained command, his first ship being the Bonny. In succession he had charge of the Volta, Accra, Benguela, Fantee, Bathurst, Biafra and Oron, whilst the Jebba is, of course, his latest command. When Captain Mills passed out of the Conway in 1880 he won the first prize for seamanship, besides several other premier awards. Captain Mills married a Miss Northey, Plymouth, and now has a permanent address at Liverpool.

From: The Western Daily Mercury Wednesday 20 March 1907.

**THE LOST JEBBA.
LANDING THE MAILS AND SPECIE.
CREW SENT HOME.
PROSPECTS OF SAVING THE CARGO.
SECOND OFFICER INJURED.
NURSED BY HIS SUNDAY SCHOOL TEACHER.**

The wrecked West African mail steamer Jebba, which went ashore early on Monday morning near Bolt Tail, is showing no signs of breaking up as yet, and yesterday the prospects of the salvage of the cargo were more promising than had appeared possible on the previous day.

The arrangements which were made on Monday under the direction of Mr. Albert Ward (H J. Waring and Co.), the agent of Elder Dempster Company, for the conveyance to their homes of the passengers and crew worked most satisfactorily, and with the exception of a few who elected to remain at Hope Cove and the immediate district for a few days, the whole of the ship's company and the passengers were at their various and scattered destinations within twenty-four hours of the mishap to the Jebba. As soon as the news of the disaster reached Sir Alfred Jones, the head of the Elder Dempster Company, he gave directions that everything possible was to be done for the comfort and convenience of the passengers, and to facilitate matters Messrs Waring and Co. stationed experienced members of their staff at Salcombe, Kingsbridge, and Hope Cove. The system was an admirable one, and the results reflected the highest credit on all concerned. Vehicles of all descriptions were, of course, utilised to convey the ship wrecked people to Kingsbridge, where the Great Western Railway Company's officials co-operated most cordially. A special train to London was provided for the passengers, whilst later in the day through coaches to Liverpool were put at the disposal of the steamship company for the accommodation of the crew, which reached Brent in time to be attached to the night mail.

The representative of the Liverpool Salvage Company, Captain Batchelor, arrived at Plymouth late on Monday night from Liverpool, and was met by Mr. Orlando Davis, Lloyd's Agent at Plymouth, who had in waiting a motor-car on which they journeyed to Kingsbridge without delay, arriving there early yesterday morning. No good could be served by proceeding to the wreck until daylight, and so the night was spent at Kingsbridge. Both gentlemen were early astir, however, and soon after six o'clock they were at Hope Cove. There they met Captain Evans, one of the marine superintendents of the Elder Dempster Company, who had reached the scene from Cardiff, and Captain J. J. C. Mills, the commander of the wrecked vessel.

BOARDED BY THE ROCKET LINE.

The sea was still so boisterous that it was impossible to board the Jebba by means of boats, and as a consequence the officials had to proceed to the top of the cliff, where, three hundred feet below, the liner was pinnacled on a rock which had apparently penetrated the port bilge, and was holding her in position, very little changed from that of Monday. Her bow, however, was pointing more to the southward than it did originally, the force of the waves having driven the stern closer in to the cliff itself. The Jebba was standing almost upright but at low water she had a slight list to the starboard. At no time, however, yesterday, did she receive such a buffeting from the waves as she did on Monday, and, as far as could be ascertained from the shore, she did not appear to be bumping very heavily on the rocks, which arise abruptly from a sandy bottom.

Captain Mills, with Captain Evans and Batchelor, boarded the Jebba yesterday morning, communication being effected by means of the boatswain's chair and the rocket lines, which had been maintained in position from the time it was first secured. It was found that the holds were flooded, as first reported, and the rapidity with which she filled immediately after striking prepared the officials for the discovery that she was extensively holed. The actual extent of the damage to the bottom could not be ascertained, and, it has been decided to requisition the services of a diver, whose report after his descent will largely influence the programme of salvage operations. It was noticed that several of the starboard lifeboats had been washed away during the course of Monday night, and yesterday the stern of one was picked up on the beach at Hope Cove.

BAGGAGE AND MAILS LANDED.

A quantity of passengers' baggage, and effects were salvaged from the *Jebba* during the course of the day, as were also two large tusks of ivory, but work on any great scale was impossible; in fact, it was not attempted, as no boats could have lain alongside the steamer. A flotilla of lighters had been arranged for at Plymouth, and was in readiness to proceed without delay to the wreck directly instructions were received, but with the wind and sea as it was, it was useless to attempt an undertaking that might have involved a serious risk to life and property. Today the investigations of the diver will be made if the weather permits, and it is quite possible that one of the large tugs, with appliances belonging to the Liverpool Salvage Association will be despatched to the scene. Among the things recovered from the *Jebba* yesterday was the waybill for the mails, and this revealed the fact that all the mail bags and the bags of parcels post had been satisfactorily accounted for. These were landed on Monday afternoon, and were taken charge of by the Kingsbridge postmaster in time to catch the night mail, so that by this time all the letters brought by the ill-fated *Jebba* have been distributed all over the country. Only two of the mail bags were found to be wet. The cases of parcels post, which would not have been landed at Plymouth, but would have gone on to Liverpool in the ship, are still in *Jebba's* hold.

NUMEROUS SIGHTSEERS.

There were numerous interested sightseers at Bolt Tail throughout yesterday, watching what was transpiring, and among the number were many of the women who the day before had lent a hand in hauling in the line in connection with the rescue work. There were also there several of the *Jebba's* passengers, including a recently married bride and bridegroom, the former whom was roused from her bed and was rescued clad only in her night clothes and dressing gown. A fresh supply of clothing was secured for the lady in Kingsbridge, and attired in her newly acquired garments she was one of the onlookers at the wreck yesterday. The one topic of conversation at Hope Cove is naturally the wreck, and yesterday it was generally agreed that it was only the lightness of the draught of the *Jebba* which averted a very terrible catastrophe as before she went to her doom she must have steamed over a reef of rocks which rises suddenly from the bottom not far outside where she is now ashore. Had she been drawing eighteen or nineteen feet those rocks would have torn out her bottom, and she would have slipped off into deep water and foundered almost without a moment's warning.

THE JEBBA'S CARGO.

Expert opinion favours the belief that the greater and more valuable portion of the *Jebba's* cargo will be salvaged as the palm oil which is contained in barrels, as is also the rubber, will float, even if the ship should break up. Yesterday she was resting fairly quiet, but until the diver has reported no opinion can be formed as to what is likely to happen to the hull.

It is said that yesterday, in the course of conversation, Captain Mills stated that not only did the *Jebba's* officers fail to pick up the light of the Eddystone in the fog, but not even once was the fog signal heard from it. Soundings were also constantly taken with the lead, deep water being recorded until the actual stranding.

The Hamburg American liner *Graf Waldersee*, which arrived at Plymouth yesterday afternoon, passed fairly close to the stranded *Jebba*, and the sight of the large number of people on the headland led the officers of the German steamer to believe that the wreck had only just taken place, and that the passengers and crew had been saved by the rocket apparatus, and were awaiting what might happen to their vessel.

SALCOMBE RESIDENTS FIND AN OLD ACQUAINTANCE.

The mails were landed during Monday afternoon, numbering in all 100 bags. During the process a few of the bags slipped from the slings into the sea between ship and the shore. The second officer promptly went into the water to save them, and succeeded, but the strain and exposure were too much for him. He had previously been hard at it in sending the bags on deck, and now he collapsed and was seized with cramp. He was immediately carried by willing hands into Hope and put to bed. Every attention was shown him, with the result that he soon showed signs of improvement.

Special interest was evinced in this case, for as a lad the officer, Harold Nye, lived several years at Salcombe. His father, Mr. J. C. Nye, was P.C.O. of H.M. Customs at Salcombe, and is now, having taken his pension, residing at Poole, Dorset. So among the onlookers were many of Mr. Harold Nye's former schoolmates and friends, who had come from Salcombe to see the ill-fated *Jebba*.

He was taken to the house of Mr. A. Pearse, now living at Hope, but previously at Salcombe. On rallying, he asked Mr. Pearse who the woman was that he saw in the room. Being informed it was Mrs. Pearse, he asked that she would come up to him, for, said he, "She was my Sunday school teacher."

Prompt attention was given to the mails. Mr. Sneeling, the head postmaster of Kingsbridge, was at the cliff in readiness with a conveyance. He took charge of the bags as they were landed, and then proceeded to Kingsbridge, thence despatching them by the first train.

HEAVY SEA BEATING OVER THE SHIP.

Wiring late last night our Salcombe correspondent says:-

The wind is freshening from the West, and a heavy sea is breaking over the ill-fated ship, the rising tide increasing the strain. The decks are feeling the vibration. Earlier in the day strenuous efforts were made to save the passengers effects. One who went on board says that the ship is full of water fore and aft. Everything in the saloons and cabins is in good order -clothing, furniture, and pianos. Should the wind veer to the southward the ship will not stand the strain. The fore part seems to have shifted a little.

TOMATOES FROM THE WRECK.

A portion of the deck cargo of fruit was swept overboard during the course of the night, and wooden boxes containing tomatoes were smashed to pieces on the rocks, with the result that almost each incoming sea that broke on the shore at Hope Cove brought in with it tomatoes, many of which were secured by the inhabitants, apparently very little damaged.

LETTER DELIVERED AT TORQUAY.

A letter from Sierra Leone, which was salvaged from the wreck of the liner Jebba, was delivered to Mrs. P.C. Sutton, 22 Rosery Cottages, Chelston, Torquay, on Tuesday afternoon. The envelope which is in possession of ex P.C. Payne, of Chelston, bears marks of the water.

A FORMER DISASTER AT THE BOLT.

The exact position at which the Jebba went ashore must be within a few yards of the scene of the disastrous wreck of the Ramillies, frigate, in 1780, when out of a crew of 734 men only twenty-six were saved. For more than a century after that terrible event the coast remained without any adequate life saving apparatus, but in 1877 the Grand Lodge of Freemasons of England presented a lifeboat to the district to commemorate the recovery from a serious illness of the Prince of Wales, now King Edward, who was at that time the Grand Master. This lifeboat, the Alexandra, is stationed at a small inlet under Bolt Tail, known as Hope Cove, a favourite picnicking place for tourists in South Devon. It was the crew of the Alexandra who made a gallant but unsuccessful attempt to get in touch with the Jebba, an effort which had to be abandoned on account of the high seas running and the enormous waves breaking over the vessel.

From: The Western Daily Mercury Thursday 21 March 1907.

THE JEBBA'S MAILS. SALVAGE OPERATIONS.

There was a decided improvement in the weather yesterday at the Bolt Tail, where the West African mail steamer Jebba lies wrecked, but it was still impossible for any boat to lie alongside the vessel. The only means of communication with the ship was the line belonging to the rocket apparatus, by which the passengers and crew were rescued on Monday morning.

All day yesterday, as long as the daylight lasted, the work of salvaging the baggage of passengers was continued, and considering the difficulties under which the salvors laboured very good progress was made.

Five of the passengers, who had been at Plymouth since the wreck, awaiting developments, made the journey to Bolt Tail yesterday by motor car, and some of them ventured on board the stranded liner to search for their possessions. In the cabins which had been invaded by the seas but were accessible, they recovered some of their belongings, and one passenger was fortunate enough

to secure three out of four packages of his luggage, which were left behind when the ship was abandoned on Monday morning.

Last evening three of the passengers returned to Plymouth, but the other two remained at the scene of the wreck as there is a prospect of their baggage being salvaged today, when, if the improvement in the weather is maintained, it may be possible for boats to lay alongside the *Jebba*. Captain Evans, the marine superintendent of the Elder Dempster Company, regards the position of the *Jebba* as decidedly critical, but believes that a good deal of the cargo will be salvaged.

As the result of a consultation with Captain Batchelor, the representative of the Liverpool Salvage Association, it has been decided to send the salvage vessel *Linnett* to the wreck from Liverpool, and it is hoped that she will arrive there with her appliances today. Last evening a diving staff from Liverpool reached Plymouth, and with Captain Batchelor, who came into the town last night, they will proceed to Hope Cove this morning, and if the weather is sufficiently favourable, the under water investigation of the divers will at once be entered upon. It is probable that lighters will be sent from Plymouth today to receive any cargo, etc., that may be salvaged from the *Jebba*.

EIGHTEEN FEET OF WATER IN THE HOLD.

A Kingsbridge correspondent, telegraphing last evening, says: The *Jebba* remains in practically the same position. The wind has abated somewhat, but, although the sea washing over the vessel is not quite so heavy as on Monday and Tuesday, it is still impossible for any craft to get alongside. Should the weather become calmer, salvage operations on an extensive scale will be commenced forthwith, and although the *Jebba* must be much strained there appears to be no immediate fear of her breaking up. More mailbags have been recovered, but there are still about a dozen bags on board, and owing to the flooded state of the hold and cabins the work of recovering the mails and luggage is especially difficult. One of the salvage men today dived into the hold of the vessel, which contains 18 feet of water, for a box which he managed to secure.

Our Salcombe correspondent wires:— During the morning the wind veered west to north west, and the sea was calmer. The forepart of the ship is falling slightly seawards, and more movement is felt on board. Every effort is still being made to recover the passengers' personal effects. The salvage of the cargo may commence tomorrow.

The Liverpool Salvage Association report that they received the following telegram from their officer yesterday morning : “*Jebba* : Strong westerly wind: heavy swell last night. Stokehole bulkhead set up, vessel working heavily and apparently settling down on rocks and bulging outside plating: no work possible on ship or cargo until weather moderates.”

DIVERS WILL EXAMINE THE WRECK.

Lloyd's agent at Plymouth last evening received the following telegram from his representative at the scene of the wreck:- “*Jebba* holding together well. Sea calm. Cheerful outlook for successful salvage tomorrow.”

Captain Batchelor, the representative of the Liverpool Salvage Association, and Mr. Orlando Davis, Lloyd's agent, will this morning proceed to Bolt Tail, taking with them steam tugs and lighters and divers with their gear. With the former attempts will be made to save the cargo and the remaining part of the passengers' baggage. The divers will make a full examination of the vessel and her position in order to establish the extent of the damages and to procure data, by which to determine the course to be pursued by the salvors.

From: The Western Daily Mercury Friday 22 March 1907.

**THE WRECKED LINER
DIVERS EXAMINE THE JEBBA'S HULL
PURSER WOOD SERIOUSLY ILL**

Yesterday the diving staff belonging to the Liverpool Salvage Association left Plymouth for Bolt Tail, the scene of the wreck of the Jebba. They were accompanied by six men and a stevedore, engaged at Plymouth to assist in the salvage work, and Captain Batchelor, the Liverpool Salvage Company's representative. The journey from Plymouth was made on the barge Eleanor, which was towed by the Boarhound, Messrs. Treleven's tug, which has been employed to attend on the wrecked liner.

When the Eleanor arrived at the wreck yesterday morning there was too much sea running for the salvage work to be entered upon immediately, but after dinner, when the tide had gone down, the sea had moderated so considerably that the barge was able to go alongside the Jebba, which listing seaward at an angle which made work very awkward and difficult. The lighter jumped about a good deal, but the salvors worked with a will, and during the afternoon a large quantity of luggage, belonging to passengers, and about forty tons of tomatoes and bananas, a portion of the steamer's deck cargo, were got on board, and then the Eleanor was towed back to Plymouth, Sutton Harbour being reached about nine o'clock last night. Meanwhile during the day, a London flat, the Envoy, had been laden with salvage gear, including a steam hoist, and she will be towed to Bolt Tail by the Boarhound, in readiness to commence operations this morning. The Eleanor, which has brought to Plymouth the Jebba's lifeboat, besides the deck cargo and baggage, will be discharged today, and as soon as possible she will return to the wreck to be reloaded.

DIVERS EXAMINE THE JEBBA'S HULL.

Yesterday divers were sent down to examine the hull of the Jebba, and to ascertain the extent of the injury that she had sustained. A report was made to Captains Batchelor and Evans, and to Lloyd's agent, Mr. Orlando Davis, last evening on the subject, but the investigation was not completed, and it will be resumed today. So far the report is regarded as confidential, but at Hope Cove the belief is prevalent that there is far better prospect of salvage of the cargo than was at first thought possible, and that there is even hope of something being done with the vessel if the weather only lasts fine sufficiently long enough. Nothing definite can be said concerning the fate of the Jebba, however, until she has been lightened and the removal of her cargo has permitted an examination of her holds. Then it will be seen whether the rocks that have penetrated the hull can be blown up and a caisson constructed to exclude the water whilst salvage operations are in progress.

In some quarters there seems to be a belief that the Jebba may yet be refloated, but several experts who have been at the Bolt ever since the wreck are equally confident that the liner will never be salvaged, as in their opinion yesterday she appeared to have settled down more on the rocks, and showed signs of bulging and bursting on the side nearer the shore. Although the Jebba was canting seaward yesterday more than ever she was quieter than she has ever been since the stranding. There was great difficulty in working the deck cargo owing to the angle at which she was resting and the heavy swell which was running.

A quantity of passengers' baggage was saved yesterday, but all that belonging to the Liverpool passengers is still in the hold and inaccessible.

USHANT SIGHTED ON SUNDAY.

It has transpired that at 2.30 p.m. on the Sunday Captain Mills, the commander of the Jebba sighted Ushant and then shaped a course for Plymouth which was distant about 120 miles. Fog soon came on afterwards, and in the hours that ensued as the shore was approached the lead was kept constantly going, the deep sea lead, and the hand lead being used up to the moment of striking the rocks. Just before the disaster eleven fathoms had been reported.

BAGGAGE PLUNDERED.

It is stated that some of the baggage that has been recovered has been plundered, some of the packages having been found to have been cut open.

SHIPS PURSER SERIOUSLY ILL.

Our Salcombe correspondent wires: To-day, early closing day, there was beautiful weather, with clear sky and bright sunshine, very smooth water, light wind, east-south-east-ideal weather for an outing, a touch of summer. The cliff was lined by hundreds of people from Salcombe, Kingsbridge, and adjoining places. The ship's officers, with a large party of Hope fishermen and others are still landing passengers' effects: yet large quantities remain in the cabin and hold, but under water. If fine tomorrow (Friday) at low tide holes will be made inside to lower the water and reach more baggage. The hauling of goods up the high cliff being of necessity slow, a surf boat was launched with the view of taking a load round Bolt Tail to Hope Cove. The attempt, however, was abandoned owing to a heavy swell. A large box of books was being hauled up the cliff when the line parted. Had the box come in contact with the working party at the bottom of the cliff the consequences would have been serious, but the package was dashed to pieces in falling.

Purser Wood is still lying seriously ill at Salcombe from the effects of the night's exposure and the following day's efforts in assisting passengers. He is under the medical treatment of Dr. A. Pearce.

From: The Western Daily Mercury Tuesday 26 March 1907.

THE WRECKED LINER JEBBA PURSER'S DEATH

The traffic at Hope Cove on Sunday was unprecedented. It is estimated that at least 8000 went to view the Jebba.

RUBBER AND PALM OIL FROM THE JEBBA

Another consignment of passenger's baggage reached Millbay Docks, Plymouth, yesterday, from the R.M.S. Jebba. Already as much as has been claimed or identified has been forwarded to the individual owners.

Last evening a large quantity of cargo salvaged from the Jebba, chiefly rubber and palm oil, arrived at Plymouth from Bolt Tail by one of the vessels engaged in the salvage operations.

BANANA FAIR AT SALCOMBE.

It is estimated that on Sunday rubber and palm oil to the value of about £1,000 were obtained. No further attempts were made to save the fruit. It is stated the work of salvaging and getting the fruit on the market, with the uncertainty of it being in perfect condition, would result in a loss, and that owners of cargo would not take delivery at Plymouth. Consequently a large quantity of bananas, pineapples, and tomatoes were thrown overboard. Some Salcombe fishermen, who happened to be near, went alongside, and were allowed to load their boats with bananas, a large quantity of which were in splendid condition, not having been even touched by the salt water. The arrival of this interesting consignment at Salcombe on Saturday evening, created quite a banana fair in Fore-street.

The disaster is still drawing a large number of people to Hope Cove. The little fishing hamlet nestling in Bigbury Bay, close to Bolt Tail, has never before seen such a concourse of people as have gathered there every day during the last week. Hundreds of cyclists were there on Saturday and Sunday. Motor cars ran from Plymouth at 15s. per head, and from Exeter at 30s. per head. The weather continued exceptionally fine with a slight easterly wind.

The visitors on Sunday last probably exceeded the total of the whole of the previous week, and included crowds of pedestrians, cyclists, and motorists. Men in boats from Salcombe and Hope were permitted to go and take the bananas ad lib., in order to get the way clear for the better salvaging of the more valuable cargo. A lighter was working all day on the fore hold. The Jebba appears to be listing more to seaward.

DEATH OF PURSER WOODS.

We regret to say that Purser Woods, who had been lying ill at the King's Arms, Salcombe, since Monday evening, died on Sunday morning at two o'clock. His brother came on Saturday, and was present when he died. He was 44 years of age, and belonged to Liverpool. The funeral will take place at Salcombe to-day. Immediately on the receipt of the sad news, Messrs. Elder, Dempster, and Co., the owners of the stranded liner, telegraphed to Messrs. H. J. Waring and Co., instructing them to make all the necessary arrangements for the funeral, and intimating that they are bearing all expenses.

The microfilm copies of this paper have not been examined for references regarding the Jebba after the 26 March 1907, apart from the extract below.

From: The Western Daily Mercury Saturday 20 July 1907.

THE WRECK OF THE JEBBA. BOARD OF TRADE REWARDS.

The King has been graciously pleased, on the recommendation of the President of the Board of Trade, to award bronze medals for gallantry in saving life at sea to Edwin Purslow, coastguard chief boatman; Robert Hayter, coastguard commissioned boatman; William S. Day, Customs officer; and John Argeat and Isaac Jarvis, civilians, for their services with the Hope Cove life-saving apparatus at the wreck of the s.s. Jebba on the 18th March last.

This award was in fact the Board of Trade Bronze medal for gallantry in saving life at sea, and not, as published by some authors, the Albert Medal. See Page 116 for an illustration of one of the actual medals.

Appendix C

From: The South Devon Gazette Friday 22 March 1907

LINER ASHORE.
S.S. JEBBA WRECKED NEAR HOPE COVE.
PASSENGERS AND CREW SAVED.
EXCITING RESCUES.

In the fog and rough weather which prevailed in the English Channel on Sunday night and Monday morning the s.s. *Jebba*, of the Elder Dempster line, bound from West Africa to Liverpool, went ashore near Hope Cove, about 800 yards west of the Greystone Rock. The disaster occurred about one o'clock on Monday morning, and by eight o'clock, thanks to the coastguard and many willing helpers, all the passengers and crew were safely landed.

The *Jebba*, commanded by Captain J. J. C. Mills, Plymouth, was bound from the south-west and west-coasts of Africa to Liverpool, calling at Plymouth to land mails, of which there were about 100 bags on board, and some of her passengers. The steamer had 79 passengers altogether, 60 from Africa and 19 from Grand Canary. They consisted mostly of Government officials, mining men, and traders. There were also about twenty women aboard, and several invalids. Her crew numbered 76. The first mate is Mr. Williams, and the second Mr. W. J. Nye, son of a former Custom House officer at Salcombe. The engineers, with the exception of one from Aberdeen, are natives of Liverpool. The *Jebba* is a steel vessel, 352 feet long and 44 feet in breadth, and was built at Middlesborough in 1898 (sic). She has two masts and one funnel. Her net tonnage is 2,400, and her gross tonnage 3,813. The cargo was made up of West African produce, and included rubber, palm oil, cocoa, fruit, one box of specie, and other miscellaneous cargo.

Thirty passengers, and some of the mails, were to have been landed at Plymouth. About one o'clock on Monday morning there was a thick fog, with a strong wind blowing and a heavy sea running. The steamer was proceeding cautiously, with engines dead slow. The night was pitch dark, and the Eddystone was not sighted. Just as the bell sounded to indicate that supper was served for those who purposed landing at Plymouth there was suddenly a harsh grinding sound, followed by a slight shock. The passengers and crew, some in their night clothes, hurried on deck, and a signal of distress was fired. It was immediately answered by a flare on the cliffs above, where one of the Hope Cove Coastguard, Mr. E. J. Reed, was on the look-out. There was no panic whatever on board: everybody seemed cool and collected. Many of the passengers, expecting to be landed at Plymouth within an hour or two, were about to begin their supper in the dining saloon, and notwithstanding the fact that the vessel had struck the rocks the meal was proceeded with. Soon afterwards coffee, biscuits, etc., were handed round, and everything possible was done to take the passengers' minds off what had occurred. The gravity of the situation, however was apparent, and the orders for the boats to be lowered were given, and at once obeyed. Mean while news of the disaster was communicated by telephone from the watch-house to the Hope Cove Coastguard station. With commendable promptitude the coastguardsmen and villagers responded to the call for assistance, and to their gallant efforts the passengers owe their lives. First of all the lifeboat, with Coxswain J. E. Thornton in charge, was launched, under the supervision of Chief Officer Starke. Considerable difficulty was experienced in the launching, but it was not long before the boat was on the scene of the wreck. It was evident, however, that rescue work would have to be accomplished from the shore, and the lifeboat stood by in case of emergency, during the whole time it was being carried out.

The Bolt Head coastguard also rendered valuable assistance. Thomas Whitten, commissioned boatman, said it was his duty, and that of Jack Shepherd and James Pollard, to man the Hope Cove lifeboat. They received a message to do this about 2.20 on Monday morning, and they ran four miles across the cliffs, and reached Hope Cove in half an hour. The night was pitch dark, and the task was not an easy matter. In launching the lifeboat the men got up to their waists in water and had to remain in their wet clothes during the whole time the boat was standing by.

Assisted by horses and many villagers, other coastguardmen pulled the gun used in connection with the rocket life-saving apparatus to the top of the cliff. The first rocket fired hit the steamer, but slipped down her forestay. The second rocket sailed over her amidships, and

communication with the shore was established. A little girl was the first passenger to be hauled ashore, and then followed a lady and a stewardess. These were the only females who were drawn direct to the top of the cliffs, the others reaching safety by means of the connection that had been made with the ship at the bottom of the cliff. The dangerous duty of establishing this communication was carried out with great difficulty. It was impossible to see anything, and the task of descending the precipitous cliff, the face of which had been made treacherously slippery by the fog and the rain, entailed much risk. The men were quickly followed by others, and hawsers were quickly run out from the shore to the vessel. Two boatswain's chairs were got to work, and the passengers and crew were hauled from the vessel to the rocks. Captain Mills was the last to leave the ship. The second officer, Mr. Nye, was one of the most strenuous workers in connection with the rescue and salvage, and he eventually became completely exhausted. He was seized with cramp, and had to be carried into the village. Tuesday morning, however, saw him again at work, hard as ever.

The work of rescue took about eight hours, and while the men were engaged in the heavy work of hauling the passengers ashore, active preparations for their reception were made in the village of Hope. The shipwrecked company met with a most hospitable reception, and hot and stimulating drinks were awaiting them, and an abundance of dry and warm clothing. No words can sufficiently praise the splendid conduct of the people of Hope.

News of the disaster spread with great rapidity. Vague rumours reached Kingsbridge and other places early on Monday morning to the effect that a liner was ashore near Hope Cove. Later information confirmed this intelligence, and it was not long before crowds of people, on foot, cycles, and in various conveyances, were making their way towards the wreck. And it was a pitiable sight that met their gaze. There, in the Ramillies Cove, broadside on to the shore, was the stranded *Jebba*. She lay about 80 feet off from the mainland, with a list to starboard, and the heavy seas battered her unceasingly. From the towering cliffs, 200 feet above, an adequate impression could be gained of the direful position of the wreck, and the perilous conditions under which the work of rescue was effected.

The first person to board the ship again was Second Officer Nye, who, with another member of the crew, succeeded in landing the bulk of the mails on Monday. At the Kingsbridge Post-Office, where they were brought, the staff was already working under great pressure, entailed in dealing with the enormous number of private telegrams and press messages that were being despatched. On the whole the mails were in better condition than might have been expected. The bags were distributed with all speed, and the next day many letters that were contained in them were delivered in the locality.

In the little village of Hope all was bustle and excitement. Passengers and members of the crew were discussing the situation and congratulating themselves upon their providential escape. Food was at a premium, and many of the shipwrecked company were hungry. Fresh supplies, however, were soon forthcoming, and every possible arrangement for the comfort and convenience of the party was made. Many were clothed in borrowed garments; some had on night attire, and others any covering that happened to have been at hand when they hurriedly prepared to leave the ship. The vehicular accommodation of the village was taxed to its utmost as one party after another was conveyed to Kingsbridge station en route to their various destinations. A special train was put on, and hundreds of people flocked to the station to try and get a glimpse of the *Jebba*'s human freight, so providentially saved. Many of those residing in the vicinity of the station kindly brought hot drinks, etc., for the shipwrecked passengers.

Representatives of the *Gazette* had interviews with many of the passengers. They all emphasised the fact that there was no panic on board; and spoke in glowing terms of the conduct of the officers and crew, and of those who effected the rescue. Miss Cork, of Eastbourne, who is at present staying in Kingsbridge, as the guest of Mr. H. T. Adams, was one of a party of five missionaries returning home on furlough, she has been working, in connection with the Congo Balolo mission, for 7 ½ years, and was stationed 800 miles up the river. The furthest port which steamers can reach is Matadi, which the *Jebba* left on February 3rd. Miss Cork said the voyage was an exceedingly pleasant one up to Saturday, when heavy seas were encountered. "On Monday morning," she said, "I was in bed, and about one o'clock I heard the gong sounded for supper for passengers who were to land at Plymouth. Just as the gong sounded the ship grounded on the rocks. I looked out of the port hole and could see nothing but fog. Then someone came

down and told me to get some clothes on as quickly as possible, which I did, and came up on deck, leaving all my personal belongings below. We had no time to think of anything, and did not know then but that the ship might sink at any moment. We were ordered to put on lifebelts. The vessel was heaving with the heavy seas, and now and then the waves broke right over her. There were about 20 ladies on board, and many got soaked through. The chief stewardess, regardless of her own danger, went below and got blankets for us to put on. I was one of those who were rescued from the bottom of the cliff, and it was wonderful how expeditiously they got us off. The missionaries went to Mr. Thornton's cottage, where we were treated most kindly. The behaviour of the officers and crew was really splendid. Everything was done so orderly. There was not the least bit of excitement or panic ; absolutely none. The captain was on the bridge giving orders all the time, and the people on shore were heroic in their efforts to save us. When we landed we met with nothing but kindness on every hand."

Arrangements for the salvage operations were made on Tuesday by Captain Evans, on behalf of the owners, and Capt. Batchelor, representing the underwriters of ship and cargo and the Liverpool Salvage Association. During the day communication was kept up with the shore, and a portion of the passengers' baggage landed. Men were employed to make a fairway to admit of better and safer connection. Capt. Mills was continually on the scene of operations and supervised the work.

On Wednesday a party of 14 Plymouth fishermen left the Barbican for the scene of the wreck to see if they could get work. They started out on foot about six o'clock in the evening, and arrived at Hope Cove at one o'clock the next day by way of the cliff path from Salcombe, where they went by mistake, having missed the road. One man stripped off during the day, and dived down into the hold of the *Jebba*, in which there was about 18 feet of water, and brought up a package that was required.

Yesterday the wind and sea moderated, and vessels were able to get alongside for salvaging purposes. Up to Thursday morning the heavy seas prevented salvage operations being carried out except from the shore. There was a ground swell on, but the ketch *Elenor*, from Plymouth, got alongside and cases of tomatoes, apparently sound, were transhipped and towed to Plymouth by the *Boarhound*. During the afternoon a diver made a descent for external examination of the hull. Much interest was evinced in the proceedings by the crowds of persons on shore. As the afternoon wore on hundreds of people assembled along the cliffs, and all the way from Kingsbridge to Hope Cove was occupied by a ceaseless procession of people on foot, riding cycles, or driving in motor cars, brakes, and all kinds of vehicles. All the letter mails have been rescued, but there are many bags of parcels still remaining on the ship. A good deal of passengers' luggage lies at the base of the cliff, and hauling it to the top is a slow process. Yesterday afternoon the rope broke as a box was being drawn up, and the men working below narrowly escaped being hit by the falling package. The ship's purser, Mr. Wood, is lying ill with gastritis at Salcombe.

WRECK OF THE JEBBA.

The *Jebba* was bound to Plymouth en route to Liverpool, with passengers, mails, and specie from the West Coast of Africa. She should have reached Plymouth on Sunday evening, but nothing was heard of her until just before daylight on Monday, when a telegram reached Plymouth that a large steamer had gone ashore near Bolt Tail, and was likely to become a total wreck. This proved to be the *Jebba*.

It appeared that when the *Jebba* went ashore Captain Mills, with Chief Officer Nye, were on the bridge, the weather having been very thick for hours. As soon as the *Jebba* struck the captain realised that he was in Bigbury Bay, and at once had the steam whistle sounded, while signals of distress were fired to attract the attention of the coastguards. One of the men of the Hope Cove lifeboat crew was aroused by the reports, and seeing the signals from his bedroom window immediately warned the coxswain. The coastguardsmen quickly located the *Jebba*, and in spite of great difficulties of locomotion they were on the cliffs overlooking the steamer in a wonderfully short time. They discovered the liner in Ramillies Cove, less than a quarter of a mile from Bolt Tail, and on a stretch of rugged coastline, which extends from Bigbury Bay to the Start, broken only by the entrance to the harbour of Salcombe. The coastguards brought their rocket apparatus smartly into operation, but the awkward position of the *Jebba* caused the first rocket to miss the ship.

EXCITING RESCUE WORK.

They were more successful the next time, and the line fell right amidships, and was easily secured on board, while almost simultaneously three men were lowered over the cliff, and they managed to throw a lifeline on board. This accomplished, one of the most expeditious rescues known was effected. By this time day was breaking, and then two bo'sun's chairs were got to work from the top of the cliff. Helpers rigged a cradle-sling, and as quickly as the passengers were carried ashore, so rapidly were they hoisted to a position of safety beyond the reach of the waves, which were breaking furiously at the base of the cliffs.

In this way 190 passengers and crew were saved. So hurriedly had the Jebba to be abandoned that there was absolutely no chance of saving any of the baggage, jewels, or effects. The children were first brought ashore; then the women; next the old men; then the invalids and the married men and the native crew; lastly the English crew and the officers. Captain Mills was the last man of all to leave the ship. It was between two and three o'clock on Monday morning when the Jebba struck. By eight o'clock so smartly had the rescuers worked, every human being, as well as the ship's cat, and a couple of chimpanzees, had been removed ashore, leaving the Jebba a deserted wreck, over which the waves were now breaking. The vessel was awash all the time, and had the rescue been deferred even an hour there would probably have been serious loss of life. There were a few sprains and bruises sustained in the course of removal of the passengers ashore. It is gratifying to record that at no time was there the slightest panic.

LITTLE HOPE FOR THE SHIP.

Later in the afternoon Captain Mills, with the chief mate, boarded the Jebba and rescued the ship's papers. It is said that the cargo is not likely to suffer by the water. At Hope Cove the fishermen regarded the position of the Jebba as hopeless, and, as afternoon wore on, it was apparent she was a total wreck and must break up.

The villagers were most hospitable to the shipwrecked company, and readily provided changes of dry and warm clothing. Among the passengers were the Rev. Joseph Clark, American Baptist missionary from the Congo, and three male and two lady colleagues. There were also military officers and Government officials from Northern Nigeria.

The Jebba was bound from the south-west and west coasts of Africa to Liverpool, calling at Plymouth to land mails and part of her passengers. She had seventy-nine passengers on board, sixty from Africa and nineteen from Grand Canary. She was landing thirty at Plymouth. She had on board 600 casks of palm oil and 500 tons of palm kernels, several hundred packages of coffee and cocoa, and 8,000 packages of fruit from Grand Canary, besides other miscellaneous cargo.

The Jebba was built for the British and South African Steam Navigation Company in 1896 by Sir Raylton Dixon and Company, Middlesborough. Her registered tonnage is 3,182, length 352ft; breadth, 44.2ft; and depth, 23.4ft.

From: The South Devon Gazette Friday 29 March 1907

JEBBA SALVAGE OPERATIONS. LOOTERS HELD AT BAY.

Salvage operations began in earnest on Thursday on the Jebba. Divers and others from the Liverpool Salvage Association arrived at Hope Cove, and one of the company's salvage steamers is expected. The weather moderated sufficiently to allow lighters to go alongside the Jebba, so that the salving of passengers' luggage made greater progress. There were still about one hundred parcel mail boxes on board the steamer, and efforts were made to get at these. The hull of the Elder Dempster Liner is full of water, and she is firmly embedded in a number of sharp rocks. Divers, however, made more thorough investigations during the afternoon. Much alarm was caused at Hope Cove by the arrival of a large number of men from Plymouth of the loafer class. About thirty men tramped from Plymouth, and on their arrival in the little village threatened to loot the vessel unless they were provided with work. They applied to the officer in charge, who stated that he was prepared to engage them at 5s. a day from six in the morning to six at night. They refused the terms, and declared they were going on board the vessel, or would take away

some of the passengers' luggage already landed. Eventually, it was deemed advisable to arm the coastguard, and place a guard over the goods lying on the cliffs, which had been salvaged from the vessel, while the police were also sent for. After a good deal of threatening language the men left the scene, many returning to Plymouth.

From: The South Devon Gazette Friday 26 April 1907

THE JEBBA AWARDS.
APPORTIONMENT OF THE MONEY TO BE RECONSIDERED.

Mr. F. B. Mildmay, in the House of Commons on Wednesday, asked the President of the Board of Trade whether his attention had been called to the fact that in the recent operations in connection with the saving of the passengers and crew of the wrecked steamship *Jebba* the awards of the Board of Trade were apportioned in amounts of £15 10s. each for the ten coastguards, whose good work in saving thirty-eight lives is recognised, while the rewards to the fishermen who saved 117 lives at the peril of their own amounted to £1 each, and in the case of Henry Hurrell to nothing; and whether, in view of the help rendered by these fishermen, some further recompense may be forthcoming. Mr. Mildmay also asked the President of the Board of Trade, in view of the fact that Isaac Jarvis and John Argeat, in connection with the s.s. *Jebba*, descended a precipitous cliff at the risk of their lives and threw a line on board, and, having thus effected communication with the ship, hauled a number of passengers ashore in a boatswain's chair; whether he would consider the advisability of awarding them recompense more nearly equal to that of the coastguards, who worked the rocket apparatus and received £15 10s., than the sum of £1. which the two named received. The member for the Totnes Division further asked the President of the Board of Trade whether his attention had been called to the service rendered by His Majesty's Customs Officer at Salcombe in the rescue work of the steamship *Jebba*, and whether any reward has been, or will be, granted to him.

Mr. Lloyd George said: I propose to include in my reply the three questions the Hon. member has on the paper with regard to the wrecked *Jebba*. Since the awards for services rendered at the wreck were announced, fresh information has reached the Board of Trade, and the matter is receiving careful reconsideration. I will inform the Hon. member of the result in the course of the next few days. I thank him for the additional information with which he had supplied me.

From: The South Devon Gazette Friday 3 May 1907

JEBBA WRECK.
FISHERMEN APPRECIATE MR. MILDMA Y'S M.P. EFFORTS ON THEIR BEHALF.

When, on March 18th, the *Jebba* went ashore near Bolt Tail, and remained fast on the rocks, the first impression created upon the minds of many of those who, during this and succeeding days, visited the scene of the disaster, was, "How unlike a wreck she is!" It seemed as though the vessel, looking trim and bright were lying at anchor under the towering cliffs. But strained by the heavy seas, battered and broken by the waves, and exposed to all weathers, she has been reduced to a sorry plight. The ship has sunk deeper in the water, and lies with her back broken and a heavy list seawards. Practically everything on deck, and a good deal of what was below, has been washed away. The masts, however, are still standing. The *Jebba* now looks exactly what she is -- a proper wreck. Salvage operation during the past week or two have been greatly impeded by unfavourable weather, the heavy seas preventing any craft from getting alongside. On Sunday, however, with the aid of divers, a good day's work was accomplished. Six or seven hundredweight of rubber, two casks of palm oil, and other cargo were salvaged. One of the blades of the propeller was also secured and sent away. There are four blades in all. They are made of bronze, and are valued at £200 to £250 each. It is hoped that the two remaining blades may be recovered in the course of the next few days. In the opinion of those who have been working aboard, there is not much cargo left in the ship. As soon as the weather permits efforts will be made to salvage all that is available, and shortly afterwards it is expected that the wreck will be sold.

There are of course tons of steel, copper and machinery in the hull, which will in all probability, be shattered by explosives. Several charges have already been fired, in order to recover the propeller, and various other effects. In the course of conversation with a *Gazette* representative on Wednesday, several fishermen who helped to rescue the passengers and crew of the *Jebba* expressed their appreciation of Mr. Mildmay's action with regard to bringing about a fairer apportionment of the money awarded to those who rendered assistance. Isaac Jarvis, who, it will be remembered, in company with Jack Argeat, descended the precipitous cliff and effected additional communication with the shore, said he had seen in the *Gazette* that Mr. Mildmay had been bringing the matter forward in Parliament, and had furnished the Board of Trade with additional information, with the result that further steps would be taken regarding the awards. "It is a good job," one of the fishermen remarked, "that we have got somebody to take up such matters as these." It was evident, however, to the most casual listener, that when the ill-fated liner went ashore, the Hope Cove fishermen were not inspired to action by thoughts of monetary rewards; their only object was to save the lives of those on board, and right nobly did they work in order to achieve that object.

From: The South Devon Gazette Friday 31 May 1907

**HOPE COVE HEROES.
PUBLIC PRESENTATION TO FISHERMEN.**

Inhabitants of Hope and the surrounding district mustered in force on Friday afternoon last to do honour to two brave fishermen of Hope Cove, Isaac Jarvis and John Argeat, who, on the night of the wreck of the s.s. *Jebba* at Bolt Tail, descended the cliff at imminent risk of life and limb, and established a connection with the stranded liner, by which the majority of the passengers and crew were rescued. The awards made to these brave men of Devon by the Liverpool Shipwreck and Humane Society were publicly presented by Mr. J. S. Hurrell, J.P., C.C., who was accompanied by the Chief Constable of Devon (Capt. Vyvyan). The ceremony took place in the Lifeboat House at Hope Cove, those present including: Mrs. J. S. Hurrell, Mr. and Mrs. W. Beer, Miss Norman, Mr. N. Hurrell and Miss Hurrell.

In opening the proceedings, Mr. Hurrell said it was his pleasant duty that afternoon to ask those present to bear witness to the presentation of two medals which had been sent by the Liverpool Shipwreck and Humane Society for Isaac Jarvis and John Argeat for their bravery in descending the cliff on the morning of the wreck of the *Jebba*. He thought they would all agree with him that what these two men had done was

A VERY BRAVE ACT

indeed - (hear, hear)- and although they had not been properly recompensed for it, in the way of money, still he was sure they did not do it for that object, but did it for the one object of saving lives. (Hear, hear.) Although there had been a great deal of controversy about the payments made to the coastguards — and the fishermen being left out — they would still give the coastguards credit for doing their duty, as they always did, and they did not want to take it away from them. (Hear, hear.) On the other hand, he thought the fishermen of Hope, who had nothing to gain and everything to lose, deserved the greatest credit for what they had done. (Applause.) He felt sure that under similar circumstances they would be first and foremost to go and do the same thing or any other brave act for the purpose of saving lives. (Hear, hear.) He had known the people at Hope for some time, and more God fearing, respectable, sober men he did not think were to be found anywhere on the coast than in Hope Cove. That was a well known fact, and Isaac Jarvis and John Argeat were as respectable, as God-fearing, as honest, and as sober as any of the men of Hope. (Applause.) It was very difficult to praise people to their faces and say what their brave deeds were. This much he knew. There had been friction at Hope before about the lifeboat, but if it were a question of a wreck, and if there were lives to be saved, the whole thing was put aside, and every man would do everything he could. (Applause.) The men were a volunteer lifeboat crew, and there was no compulsion, but instead of keeping their hands in their pockets when there was a wreck they manned the boat. (Applause.)

WELL DESERVED AWARDS.

Amid applause, Mr. Hurrell handed to the two fishermen framed votes of thanks and cheques for £2.10s. each from the Liverpool Society. The handsome silver medals from the Society were pinned to the coats of the recipients by Mrs. Stanley Jones, a Plymouth lady visiting Hope. In addition to the above-mentioned awards from the Liverpool Shipwreck and Humane Society, Mr. Hurrell said he had received from a gentleman living in London, who said he had been a fisherman for 40 years, but who did not want his name known, a cheque for £2 2s., to be divided between the two fishermen. (Applause.) He might say that, as to the other fishermen at Hope, there had been a great deal of trouble about the awards from the Board of Trade. Mr. Mildmay was doing his utmost to get proper compensation from the Board of Trade for the fishermen — (applause) — and although it was not for him (Mr. Hurrell) to say, he had great hopes that he would get what he considered a just amount. He was quite sure that if anything could be done, Mr. Mildmay would do it. (Applause.) He thanked the Chief Constable of the county for the trouble he had taken with regard to that presentation. He had been assisted by the police — Sergt. Yendell and others — in trying to get those awards. (Applause.)

Capt. Vyvyan said the medals, framed addresses and money had been sent down by the society for him to present, but he, being a stranger, thought that the value of the awards would be enhanced if Mr. Hurrell, their member of the County Council, made the presentation. (Applause.) He congratulated Jarvis and Argeat on the noble appreciation they had shown of their duty in coming to the assistance of the people on the shipwrecked *Jebba*.

Mr. Jas. Fairweather said the men had asked him to propose a vote of thanks to Mr. Hurrell for having kindly come out to present the medals. Mr. Hurrell was well known to them, and was always ready to fulfil any act of kindness or any public duty. (Applause.)

Cheers for Mr. Hurrell and the Chief Constable concluded the proceedings.

The votes of thanks were couched in the following terms :-

LIVERPOOL SHIPWRECK AND HUMANE SOCIETY

“At a meeting of the committee of the Liverpool Shipwreck and Humane Society, held at the Underwriters’ Room, Exchange Buildings, Liverpool, on the 25th day of April, 1907 it was resolved unanimously that the thanks of the committee be presented (with a silver medal) to John Argeat (or Isaac Jarvis) for most gallant conduct in descending the cliff at Bolt Tail, near Salcombe, Devon, at night, and in stormy weather, to make connection by rope between the s.s. *Jebba* and the cliff head for the rescue of the crew and passengers of the said steamship on the 18th March 1907.- (Signed), Dashed E. Glynne (chairman), Edwd. Charles Phillips (secretary).”

From: The South Devon Gazette Friday 5 July 1907

HAPPY SEQUEL TO THE JEBBA WRECK.

It is stated that a pretty little romance comes as a happy sequel to the wreck of the *Jebba* near Bolt Tail in Bigbury Bay. One of the male passengers on the *Jebba* was brought ashore unconscious, and when he recovered it was to find attending him an attractive young lady, who was staying at Thurlestone. Her kindly action was the stepping stone to a more intimate acquaintance, which culminated in the engagement of the young couple. When the gentleman’s father was told of the affair he found that his prospective daughter-in-law was one of the children of an old friend of his who resided in New Zealand.

Appendix D

From: The Totnes Times and Devon News Saturday 13 April 1907.

LOSS OF THE LINER JEBBA.

REPORTED TO BE BREAKING UP.

During the course of Saturday and Sunday considerable damage was done to the wrecked West African mail steamer Jebba, ashore at Bolt Tail. Throughout the day on Saturday, the liner was constantly awash, and the huge seas wrought extensive havoc ; more mischief being occasioned in the course of 36 hours than during the whole of the time she has been on the rocks. Everything was practically adrift in the holds, and throughout the ship, and a large quantity of cargo, besides saloon fittings, etc., were being washed out. On Sunday the Jebba had listed heavily. The seaward fore part was at times entirely submerged. The hull was intact, but straining heavily. Large quantities of wreckage, including palm oil and rubber, are strewn along the shores between Bolt Tail and Prawle Point.

On Saturday the Liverpool Salvage Association reported having received the following telegram that morning from their officer ; Jebba has suffered much during the last three days from heavy swell, the vessel rolling heavily on rocks with big inrush of water, which has reduced to matchwood many casks palm oil and rubber, everything being covered with the former, which makes salvage difficult. Went off with Condor and Eleanor early morning, and floated off about 45 casks oil and rubber. Increasing sea prevented further salvage, returned here eight last night.

On Monday, as on Sunday, seas broke over the vessel continuously. She had a very heavy list to seaward, and had gone down about 14ft. Her decks were open, the bulwarks all swept away, and the funnel, rigging, boiler, and steam hoist had also been washed over the side. The vessel had parted under the bridge, and the masts were swaying very much. There was a very heavy sea running, and salvage was out of the question. The valuable cargo was being washed in and out of the vessel wholesale. The coast was strewn with wreckage, and in all directions fragments of barrels of palm oil were being washed on the rocks.

A report from the officer of the Liverpool Salvage Association stated : ---Jebba has gone down about 12ft., listed badly seaward, decks open partly washed away, bulwarks, rigging, funnel, winches, steam hoist, boiler, afraid most gear washed away ; vessel parted under bridge, mast swaying badly ; cargo washing out ; heavy sea breaking completely over wreck.

From: The Totnes Times and Devon News Saturday 31 August 1907.

THE JEBBA WRECK.

CUSTOMS OFFICER'S GALLANTRY REWARDED.

On Tuesday a ceremony, probably unique in the annals of the Exeter Customs House, took place there, when Mr. William Samuel Day, the officer in charge of H.M. Customs at Salcombe, was presented with the bronze medal for gallantry in saving life at sea, awarded by the King, for his services on the occasion of the wreck of the s.s. Jebba, on the 18th March, on Bolt Tail, near Salcombe. The presentation was made by Mr. W. W. Boucher, the collector of the South Devon district, in the presence of his staff. Mr. Boucher, after recalling the scene at the wreck, some details of which are given below, said that the man they were assembled to honour had, when faced with a sudden and great emergency, acquitted himself in a manner worthy of the glorious traditions of his race. Not only his official colleagues throughout the ancient service of which Mr. Day was a member, but all who read of his heroic conduct would be proud to claim him as their countryman. The ill-fated vessel, bound from the West Coast of Africa to Liverpool via Plymouth, with mails and a valuable cargo, and with 155 passengers and crew, went ashore near Bolt Tail, Hope Cove. This part of the coast is extremely dangerous, and it was only by the splendid efforts of the Hope Cove Rocket Brigade, assisted by some local fishermen, that a terrible disaster was averted. Two fishermen named Isaac Jarvis and John Argeat descended the almost precipitous cliffs in the face of a raging storm of wind and rain, and by means of a heaving crane got a hawser from the vessel to the rocks and began to land the passengers in a boatswain's chair. When Mr. Day arrived from Salcombe in performance of his duties as receiver of wreck, finding the work going on slowly, he himself descended the cliff in the darkness and the storm, and had a second hawser got to work. By these means the whole of the passengers and crew were saved, 38 by the rocket apparatus and 117 by the hawsers to the rocks below.

Appendix E

From : The Times Tuesday 19 March 1907

PASSENGERS AND CREW RESCUED

The Elder Dempster Company's *Jebba* belonging to Liverpool, met with disaster in the English Channel during the early hours of yesterday morning. The *Jebba* was homeward bound to Plymouth, *en route* to Liverpool, with passengers, mails, and specie from the West Coast of Africa. The ship was commanded by Captain J. J. C. Mills an officer of the Royal Naval Reserve.

The *Jebba* was due to call at Plymouth on Sunday to land passengers and mails. During the night the weather in the Channel was very thick and a south-westerly gale was blowing, with occasional rain squalls. In the fog the *Jebba* passed Plymouth and at 2 a.m. ran on the rocks in Ramillies Cove, close under the precipitous cliffs of Bolt Tail. She had 79 passengers on board, of whom 60 were from West African ports, and 19 from Grand Canary, which the *Jebba* left last Monday. In all there were 190 persons on board. Among the passengers were a number of returning soldiers, of whom several were invalids, and six missionaries — the Rev. Joseph Clark, American Baptist Mission, from the Congo, and three male and two lady colleagues. It should be added that the passengers also included military officers and Government officials from Northern Nigeria. In response to the ship's signal of distress, the lifeboat from Hope Cove was launched, but heavy seas immediately began to break over the ship and it was impossible to get the lifeboat close enough to take off the passengers and crew. By this time the rocket apparatus had been brought on to the cliffs above and, communication having been established by the coastguard, the work of rescue was begun. In the first place the women and children were hauled ashore, the work being attended with much difficulty owing to the height of the cliffs. Then followed the rest of the passengers, and finally the crew reached the shore safely by the same means. The work of the coastguard and lifeboat men and others was very smart, and much praise was bestowed upon them by the rescued passengers and crew.

It appears that owing to thick weather Captain Mills and the other officer on the bridge were unable to make the Eddystone lighthouse. The vessel was going very slowly. As soon as she struck the captain ordered the vessel's siren to be sounded, and this aroused the lifeboat men and coastguard in the neighbourhood. By 8 o'clock every one aboard had been landed, together with the ship's cat. At no time was there the slightest panic. Some ladies fainted, but the behaviour of passengers and crew alike was magnificent. The cabins and saloons were flooded within three minutes of striking, and the electric light supply suddenly failed. A panic would not have been remarkable in such circumstances, but all kept their heads, thereby materially assisting in the work of rescue. Late in the afternoon the captain and mate made an attempt to rescue the ship's papers. A number of vehicles from the surrounding neighbourhood conveyed the passengers to the villages, and arrangements were made for sending them to their homes. In the opinion of seamen in the neighbourhood there is very little prospect of the vessel being got off the rocks. She made water rapidly, and soon her holds were full and the engine-room and stokehold were flooded. In addition to the passengers and mails she carried a miscellaneous cargo, including 600 casks of palm oil, 500 tons of palm kernels, 8,000 packages of fruit from Grand Canary, and several hundred tons of coffee and cocoa and other cargo. Yesterday afternoon the *Jebba* was bumping heavily, and it was feared that, if rough weather continued, she would break in two.

Telegrams received by Messrs. Elder, Dempster, and Co. yesterday afternoon from their Plymouth agents, Messrs H. I. Waringe and Co., stated that all lives had been saved but everything else was lost and that the steamer was a total wreck. If there was no salvage from the *Jebba*, it was believed that the loss of ship and cargo would amount to over £100,000.

From : The Times Wednesday 20 March 1907

THE WRECKED LINER

The work of salving the mails and baggage of the wrecked liner *Jebba* proceeded yesterday morning. The ship's papers, together with about 100 bags of mails and the specie, were landed in the afternoon. The *Jebba* had only one box of specie on board, valued at £200. Some of the passengers' baggage was also recovered. The mails were sent on to Plymouth, and will be

forwarded thence to their destination. The weather was fine, with a moderate breeze, which however, increased in the evening. If the weather is favourable, the work of salving the cargo is expected to begin on a large scale to-day. It is now stated that unless a gale springs up the vessel may not break up quickly, but it is doubtful if it will be possible to get her off the rocks.

A special train conveying 76 members of the crew of the Jebba, together with the box containing the ship's papers, arrived at Lime-street Station, Liverpool, yesterday morning. An interesting story of the wreck was told by the Jebba's bugler boy, George Mann. He said that he was blowing the midnight bugle when the ship grounded on the rocks. All the passengers were brought up on deck, and a great many came rushing up half clothed. Parts of the vessel were soon awash, and it was impossible to go either forward or aft, as heavy seas were sweeping over the ship. He helped the crew to serve out lifebelts to the passengers, and after they were all supplied the crew fitted on belts themselves. It was pitch dark, and very wet owing to the seas constantly breaking over the vessel, and they had to wait for hours before there was any sign of a rescue. In the meantime all the boats were got ready. The saloon was flooded with water, but one of the missionaries went to the piano and played pantomime tunes with his feet in water. The monkey-house broke adrift, and was washed about the deck with luggage and cargo of all sorts. After a long while they saw a light somewhere on the rocks, and then another light, and then green and red lights. "They're going to fire a rocket," someone shouted. In a minute a rocket was fired from the cliff, and it landed right amidships. The second mate ran forward and got it. They made a rope fast to the mainmast, and a breeches buoy was rigged up. Three lines were got out, one to the top part of the cliff, and on this the gentlemen passengers were hauled ashore, the ladies going to a lower part of the rocks. The ship was cracking all the time, and they were frightened that it might break up any moment.

Prompt measures were taken by the Great Western Railway Company to convey the passengers and crew of the Jebba to their destination. Special trains were run from Kingsbridge both to London and to Liverpool.

THE MARINE INSURANCE MARKET

The case of the Elder, Dempster steamer Jebba is described as critical ; the sea is breaking over her fore and aft, and the only possible communication with her is by life-saving apparatus. It is considered possible that part of the cargo may be salvaged if the weather becomes favourable.

From : The Times Thursday 21 March 1907

SHIPPING ACCIDENTS

A large quantity of the passengers' baggage and other effects were salvaged from the stranded liner Jebba yesterday. A heavy sea prevailed in the morning, but later in the day it moderated, and the afternoon was calm. The ship's position remains practically unchanged, and it is hoped that to-day lighters will be got alongside. Yesterday's salvage operations were carried out by means of travelling chairs rigged up between the cliff and the ship. One of the salvage men yesterday dived into the hold of the vessel, which contains 18 ft. of water, for a box which he managed to secure.

THE MARINE INSURANCE MARKET

Telegrams from the Liverpool Salvage Association's officer at the Elder, Dempster steamer Jebba state that the stokehold bulkhead has set up ; the vessel is working heavily and apparently settling down on the rocks and bulging the outside plating. No work is possible on the ship or cargo until the weather moderates.

From : The Times Friday 22 March 1907

THE MARINE INSURANCE MARKET

From the Elder, Dempster steamer Jebba comes good news. The weather is calm, and the prospects of salvaging cargo are much more cheerful. Lighters and a tug have gone to the vessel to break bulk.

From : The Times Saturday 23 March 1907

THE MARINE INSURANCE MARKET

Reports from divers who have examined the bottom of the Elder Dempster steamer Jebba show that she is badly damaged. The rocks are through her amidships, and she is overhanging 60 ft. forward and 40 ft. aft.

From : The Times Monday 8 April 1907

SHIPPING CASUALTIES

A Salcombe telegram last night said that a strong westerly gale was prevailing with heavy seas, and that the Jebba had listed heavily seaward, the fore part being at times entirely submerged. The hull was intact, but straining heavily. Large quantities of wreckage, including palm oil and rubber, were being washed ashore.

From : The Times Wednesday 1 May 1907

THE LOSS OF THE JEBBA

The official inquiry into the stranding and loss of the steamship Jebba, of London, near Bolt Tail, Devon, on March 19 will be held on May 7 in Liverpool.

From : The Times Friday 10 May 1907

THE LOSS OF THE JEBBA

Judgement was given yesterday in Liverpool in the Board of Trade inquiry into the circumstances attending the loss of the African steamship Jebba, of London, belonging to Messrs. Elder, Dempster, and Co., on Bolt Tail, coast of Devon, early on the morning of March 18, while on a voyage from the West Coast of Africa to Plymouth. The Board of Trade inquiry was held before Mr. W. J. Stewart, stipendiary magistrate, assisted by Captain Jenkin Thomas and Captain L. M. Wibmer, nautical association.

Captain James John Cornish Mills, who was master of the Jebba, this being his first voyage in the steamer, stated that at 3 p.m. on March 17 he got the position of the Jebba by four-point bearings. From noon, when he got an assumed position, he steered an E.N.E. course, going ten miles an hour, and Ushant was abeam at 3 p.m. From that time the speed became 11 knots. If he had made his course good he expected to have passed nine miles to the eastward of the Eddystone. Owing to the thick weather he did not expect to see the Eddystone light at its full range, and at 11.45 p.m. a sounding was taken, which gave 37 fathoms. The log registered 97½ miles, and he came to the conclusion he was ahead of his position and further to the eastward than he should have been. One hour and ten minutes later he took another sounding, and got 11 fathoms, and then speed was reduced to half. The whistle was sounded at intervals, the weather having become thicker, and as the witness realised the vessel was in danger he gave the order "Hard aport," and shortly afterwards the steamer went on the rocks, parallel to the land. He did not hear any fog-signals from the Eddystone. He calculated he had been set seven miles N.N.E. of his course by some unusual current. The distance they had travelled was more than was shown by the log. In reply to the STIPENDIARY MAGISTRATE, the witness said it would have been more prudent had he taken more soundings between 11.45 and 12.55.

In their judgement the COURT held that safe and proper measures were taken to ascertain and verify the position of the vessel at 3 p.m. on March 17 by a four-point bearing of Ushant lighthouse. A course was then set to pass nine miles east of the Eddystone lighthouse, and the Court were of opinion that, in the circumstances of wind and weather and the probable time of approaching close to the land, this course, in the absence of a chain of soundings, was not a safe and proper one. A course should have been steered directly for the Eddystone light. No allowance was made for tide or current. The vessel was navigated at too great a speed after 11.45 p.m. of March 17, and the lead was not used with sufficient frequency. A good and proper look-out was

was made for tide or current. The vessel was navigated at too great a speed after 11.45 p.m. of March 17, and the lead was not used with sufficient frequency. A good and proper look-out was kept. The Eddystone light was not seen, nor was the fog-signal heard by those on board the ship before stranding, the cause being the state of the atmosphere and the well-known uncertainty of sound signals. The cause of the stranding and loss of the *Jebba* was due to the vessel's having overrun her distance and the failure of the master to ascertain this by proper use of his lead. The vessel was not navigated with proper and seamanlike care. The Court found that the stranding and loss of the vessel were due to the default of the master, Captain James John Cornish Mills, whose certificate they suspended for a period of three months.

From : The Times Friday 31 May 1907

THE WRECK OF THE JEBBA

A sequel to the wreck of the *Jebba* between Bolt Tail and Hope Cove, in March last, came yesterday in the form of a series of prosecutions in Plymouth Police Court against local fishermen found in possession of wreck which they had failed, without reasonable cause, to deliver as soon as possible, to the receiver of wreck of the district. The prosecutions were conducted by Mr. S. Carlile Davis, on behalf of the Liverpool Salvage Company. The property consisted of palm oil, tomatoes, and, in particular, rubber. The defendants were fined in sums varying from £5 to £15. Some of the defendants complained that the reward, offered for the salvage of the rubber and palm oil was of small amount, and said that for salving and bringing to Plymouth cases of the tomatoes they received a sum which represented only 1½d. an hour. Charles Bracken, a marine store dealer, was summoned for being in possession of 4 cwt. 87 lb. of rubber, value £50. He had given the fishermen from 7d. to 10d. per lb. for it. It was argued for the defence that if the rubber was found outside the three-mile limit the men had a right to it. The magistrate's clerk, however, disagreed with this interpretation of the law, and the Bench fined the defendant £20 and costs, the maximum penalty.

From : The Times Saturday 20 July 1907

REWARDS FOR GALLANTRY

The King has been graciously pleased, on the recommendation of the President of the Board of Trade, to award bronze medals for gallantry in saving life at sea to Edwin Purslow, coastguard chief boatman; Robert Hayter, coastguard commissioned boatman; William S. Day, Customs officer; and John Argeat and Isaac Jarvis, civilians, for their services with the Hope Cove life-saving apparatus at the wreck of the steamship *Jebba* on March 18 last

From: Hansard (proceedings of the Houses of Parliament) 19 June 1907 vol 176 c460

§ MR. MILDMAY (Devonshire, Totnes)

To ask the President of the Board of Trade whether he has come to any decision with regard to the awards for services rendered by fishermen and others at the wreck of the "*Jebba*."

§ MR. KEARLEY

Yes, sir. The following awards have been granted:— To the ten coastguard employed, £16 2s. each. To the nineteen assistants continuously employed and to Henry Hurrell, £2 each. To the fourteen assistants employed from 6.30 a.m., £1 each. To T. Thornton and F. Hurrell an extra award of 10s. each, making a total of £2 10s. each. It is also proposed to recommend E. Purslow and R. Hayter, coastguards; I. Jarvis and J. Argeat, assistants; and Mr. W. S. Day, Customs officer, to His Majesty the King for the grant of the bronze medal for gallantry in saving life at sea. With the grant of this medal Jarvis and Argeat will also be given £3 each, making their total remuneration £5 each.

Appendix F
Postcards published by Woods & Singleton, Totnes



Posted at Falmouth on 3 August 1907



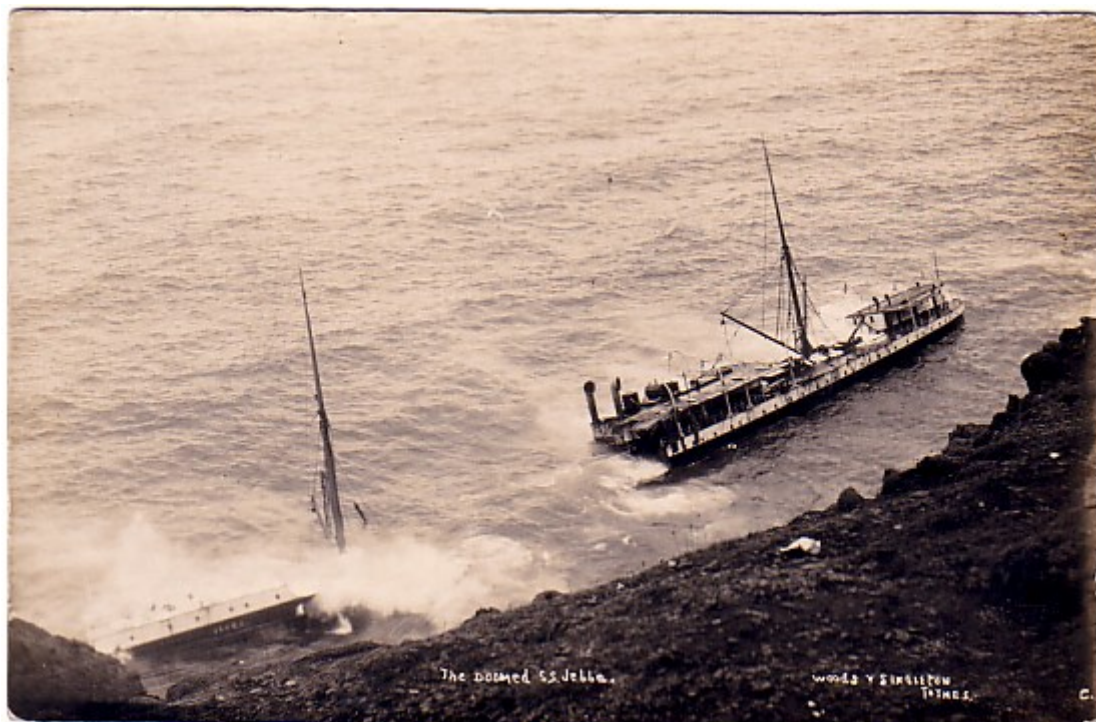
WRECKED S.S. JEBBA

WOODS & SINGLETON



WRECKED S.S. JEBBA.

WOODS & SINGLETON,
TOWNES



The Doomed SS Jobb.

WOODS & SIMPSON
1912.

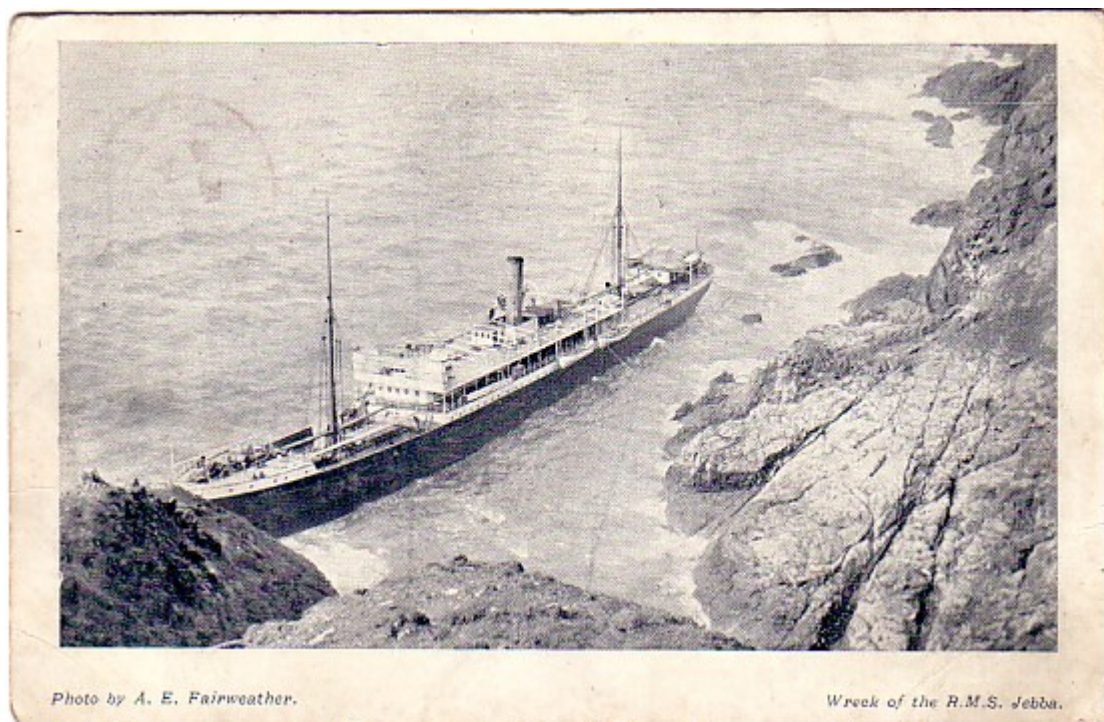
Alan Savory Collection



The Doomed SS Jobb.

WOODS & SIMPSON. 701115

Appendix G
Postcards published by A.E. Fairweather, Salcombe



Posted at Kingsbridge on 13 April 1907



The two postcard designs on this page have been produced from the same negative





Posted at Salcombe 15 April 1907

Stribling collection

**Appendix H-
Postcard published by Gibson**



Appendix I
Postcards published by W.R. Gay



These multiple view cards are the same apart from the bottom image which must have been updated later as the wreck deteriorated. The images appear on the next pages as single cards as well.

The main hand-written caption says
THE WRECK OF SS JEBBA

During the dense fog which prevailed in the English Channel on Sunday night the 17 March 1907 the LINER "JEBBA" bound from WEST AFRICA to LIVERPOOL (calling at PLYMOUTH) and carrying 79 passengers in addition to a crew of 76 ran ashore on the rocks at BOLT TAIL, HOPE COVE, S. DEVON. The passengers and crew were all safely landed, thanks to the brave exertions of the coastguards and local fishermen by means of the ROCKET APPARATUS having to be hauled from the deck of the wrecked ship to the top of the towering cliffs 200 feet above sea level."

Small captions between the photographs also read:

"Built 1898 at Middlesbrough. 352 feet long. 44 feet breadth. Gross tonnage 3813" The built date is wrong: it should have read "1896".

"Cargo Rubber, palm oil, coffee, cocoa, fruit, specie etc"

Under the view at lower right

"The scene of the wreck is to the seaward of the cliff under the spot marked X"



Note spectators on the cliffs

Alan Savory collection



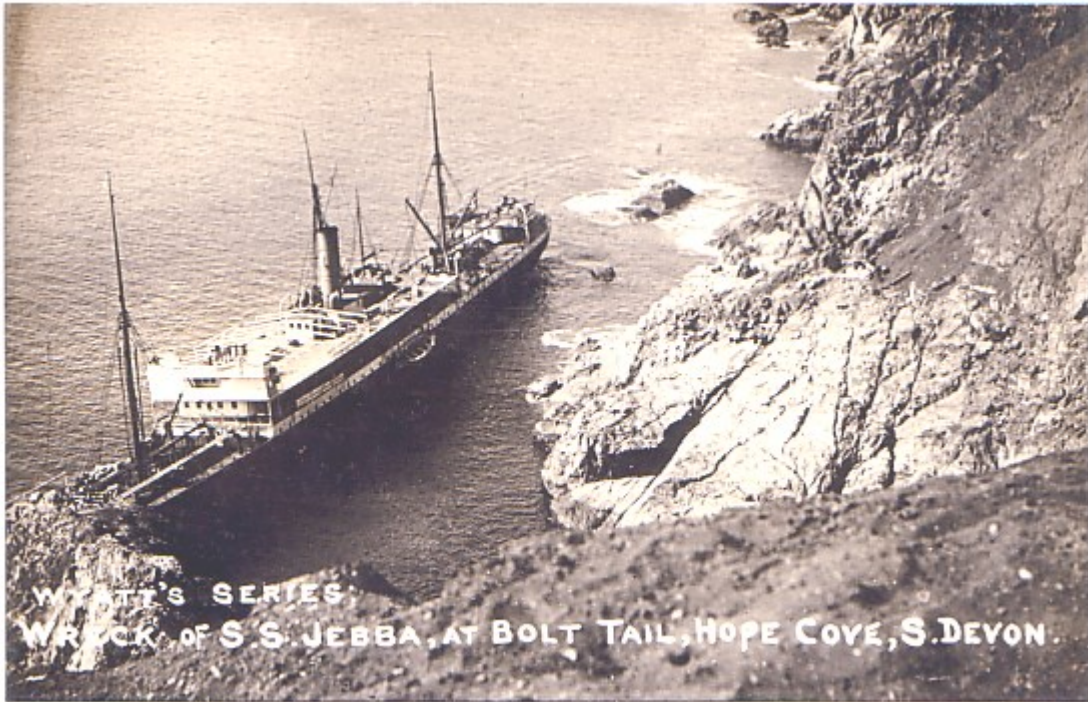


Posted at Ermington on 15 August 1907

David Evans collection



Appendix J
Postcards published by Wyatt



Two postcard designs printed from the same negative



Appendix K
Postcards published by Balley & Flower



This card was posted at Kingsbridge on 23 March, just five days after the wreck. The message on this card includes:

The SS Jebba is lying just under Greyston Signal station like this. The passengers came across by ropes to rocks, then up the steep, steep cliffs. Some of the luggage is being landed same way. Wish you were here to go out to Hope, also to see Missionaries, one went off from our house with his black boy on Thursday”



This card was posted at Teignmouth 16 September 1907 and includes the message “This is an actual photo. The old Man got off his track same night as the Suevic.”



S.S. JEBBA ON THE ROCKS AT BOLT TAIL
BARRY C. SLOTTEN



S.S. JEBBA ON THE ROCKS AT BOLT TAIL

Appendix L
Postcards published by H.F. Vincent



This card was posted from Marlborough, Kingsbridge on 4 April 1907.



Appendix M
Postcard produced by Gibson of Penzance and Isles of Scilly



Appendix N
Postcard publisher unknown







Wreck of U.S. Tebba



Appendix O
Photographs by Gertrude Boyns

This lady took a series of at least 9 photographs, some of which are illustrated here



Card number 2



Card number 4



Card number 3



Gertrude Boyns has not numbered this card but has posted it from Marlton, Kingsbridge on 21 March 1907 to a friend. Her message includes "I am sending you a card of the wreck. It was quite an exciting time."



Card number 5



Card number 9

The two photographs on this page are similar in appearance to Gertrude Boyns' cards but do not have any inscription as evidence of that origin, or of any other publisher



Posted at Salcombe 22 July 1907

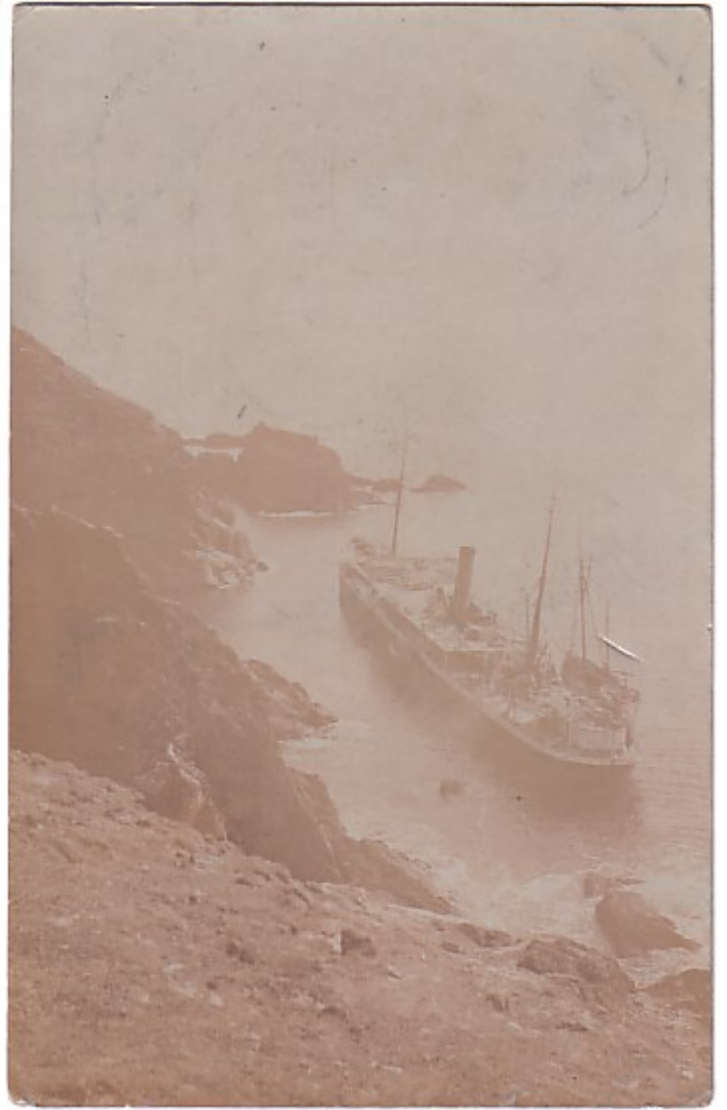


Posted at Plymouth 4 September 1907.

Message reads "We passed the spot where "Jebba" wrecked today in steamer Plymouth to Salcombe and back to Plymouth by train. Lovely day."

Appendix P
Images by anonymous photographers





Both these images above are from the Alan Savory collection

An unusual
view of SS
Jebba

Posted at
Kingsbridge
9 May 1918,
long after the
event.





Message reads "I thought you might like to have one of these. It does not look a wreck from the photo, but you can see the water in the hold from land"



Posted at Salcombe 20 March 1907
Message reads "Snap shot of S.S. Jebba aground in Ramilles Cove, taken 12.30 March 19."

Wreck of S. S. Jebba at Bolt Tail, Hope Cove, S. Devon.

