

Itself was so turbulent that the Brenda, one of the Forth Corinthian Club racing yachts, was smashed, and several other smaller yachts moored in the harbour were sunk. Wardie Bay, which lies between Granton and the fishing village of Newhaven, was a seething cauldron. It was impossible to make out anything, rain being driven along in sheets and great clouds of spindrift blowing in off the sea. Shortly after 3 o'clock in the morning he and others were watching, from the middle jetty, the waves, which were mountains high, then sweeping across the eastern breakwater, when a vessel rose to full view on the weather side and with the next fall of the waves it had disappeared. The men about the harbour immediately made for the breakwater, and at the greatest danger to themselves crawled along to the spot. When about 200 yards along they met a man, attired only in his under-shirt, bleeding and bruised, crawling half unconsciously to the lights on the shore. There is no lifeboat at Granton, but if there had been it could not have been launched, and there was nothing for it but to wait for daylight. In the harbour, however, two men were picked up. At the moment the vessel struck they had jumped for their lives and a wave had sent them over the breakwater. One man was dashed against a steamer, and the second mate, noticing something in the water, pulled him out. The other man, Trevers, made a great effort for life, and, swimming with wind and tide, struck the slip. He felt himself that he would never get up, the water washing him from his hold many times, but he finally got clear of the swirl and a railway porter found him in a terrible state, after being one hour in the water. He is 23 years of age.

The three men saved from the wreck were conveyed to Edinburgh Royal Infirmary, and last night one of them, Pearce, had recovered so far as to be able to give some account of what happened during the storm. It appears that when the majority of the crew were endeavouring to get some sleep they were all wakened on deck by the captain. The yawl was not lying far enough out in the Forth to receive any shelter from the fortified island of Inchkeith. There were three anchors out, but a hurricane was blowing and a tremendous sea running, the vessel was dragging her anchors, and the decks were being swept every moment. The tiller was smashed and the spare one was brought from below. The foremast was ordered to be set so that they might sail up to the anchors, and see what was wrong with them. They could not, however, get the yawl's nose round to the wind, and signals of distress were sent up. They were either not seen from the shore or there was no one about at that time of night. Then the captain advised the men to climb the rigging, adding that it was no use trying to launch the boats. Some of the men made attempts to get life-jackets, but they were waist deep in water and they scrambled up the rigging. Of what happened subsequently Pearce has but a faint and hazy idea. The cables, short time the Active was carried before the hurricane to the breakwater. Mr. Culley, the chief officer of the Active, who leaves a wife and six children, resided at Granton, and was drowned almost at his own door. He had been in charge of the Active for the past three years.

Lloyd's agent at Kingstown, Dublin, reports:—"His Majesty's Revenue cutter Flora total wreck. Crew saved." Like the Active, the Flora, a cutter of tons, was a coastguard cruiser. She was tender to the Melampus coastguard ship at Kingstown, and was in charge of Mr. Walter Vincent, senior mate.

## WRECK OF A COASTGUARD CRUISER.

### LOSS OF NINETEEN LIVES.

The Secretary of the Admiralty regrets to report that the following telegram has been received from the District Captain at Queensferry:—

Mate of cruiser Active reports that Active was lost during night on Granton breakwater, captain and 19 hands drowned, five saved—namely, Donovan, mate; Wakeham, quartermaster; Travers, Pearce, and Eady, (ordinaries. Am sending Coocheater to Granton with my steamboat, launch, and divers, am also proceeding myself at once to Granton to make inquiries and ascertain what further steps to take to save ship and recover bodies. Names of officer and men who formed crew and are not accounted for are—Chief Officer Charles Culley; Carpenter's Mate Williams, Official No. 340753; Able Seaman Thompson, Official No. 185551; Able Seaman Farrow, Official No. 157772 (P 187772); Able Seaman Handish, Official No. 183065 (P 183065); Chief Quartermaster Donovan, Official No. 142294; Petty Officer 2nd Class Weller, Official No. 185254; Able Seaman Gregory, Official No. 180118; Able Seaman Pearson, Official No. 167387; Able Seaman Brandon (Barton), Official No. 180250; Able Seaman Plummer, Official No. 107304 (P 107304); Ordinary Seaman Temple, Official No. 202801 (P 202801); Ordinary Seaman Walker, Official No. 208312; Boy Busham, Official No. 207560; Melling, Official No. 207571; P. Ryan (P Ryan), Official No. 207544; Ordinary Seaman Bottoms, Official No. 183735; Ordinary Seaman Lyall, Official No. 208116; Boy McAvaney, Official No. 206473.

Admiralty, Nov. 13.

It will be observed that, while the official telegram states that the "captain and 19 hands" were drowned, the names of only 19 men, including that of Mr. Culley, the chief officer, are given as "not accounted for."

An Edinburgh Correspondent telegraphs that early yesterday morning, in the height of the storm, the coastguard cruiser Active was driven upon the breakwater at Granton and battered to pieces in a few minutes. All on board, with the exception of three men, were drowned. The dock officials saw the Active rise suddenly above the breakwater, and in another minute due waves had hurled it into a thousand pieces. The vessel, which is a yawl of 111 tons, had been cruising during the summer round the Shetland Islands and had come into the Firth of Forth at the close of her cruise. She anchored about a mile and a half to the north-east of Granton Pier, and on Monday night two of her crew of 25 men—the mate, John Donovan, and the quartermaster, William Wakeham, both residing in Leith—were granted leave of absence. They were under orders to return to the Active at 8 o'clock on Tuesday morning. At that hour half a gale from the north-east was blowing and a dirty sea running, and the men were unable to get on board. A small boat would not have lived in the sea. The two men waited on Newhaven Pier all day in the hope of the wind moderating, but towards evening it increased in force, with intermittent squalls of hurricane strength. It was then impossible to reach the Active that night, and the two men returned to Leith. They had watched the Active all day, and when they took their last look at her she seemed to be standing the strain remarkably well. A trawler hurrying to port for shelter passed the Active later on in the night, and there was no sign of anything amiss, the vessel then riding at anchor. This was the last seen of the yawl until the dock officials were appalled to see her rising above the breakwater on the crest of the billow.

One of the Granton Customs officials, who was an eye-witness of the disaster, states that about high-tide the gale appeared to have reached its height. Along the breakwater the sea was rising in great green walls, and the harbour