

# Wreck of Star of Hope

and loss of Andrew and William Henderson

Aberdeen Press and Journal 6<sup>th</sup> December 1905

## ABERDEEN TRAWLER ASHORE AT COLLISTON.

Three lives lost. Fishery board officer drowned.

### Severe privations of Survivors

The Steam Trawler Star of Hope, belonging to Mr Andrew Walker, Aberdeen, which was engaged in inshore fishery investigations on behalf of the Scottish Fishery Board was wrecked on the rocks at Collieston, about a mile north of the Ythan, yesterday morning, and three lives were lost. The vessel carried a crew of eight, and had on board Mr John Burgoyne, of the Fishery Board's hatchery at Bay of Nigg, who was conducting the investigations on behalf of the Board. A melancholy feature of the disaster is that two of those who have perished were sons of the engineer of the vessel, who saw his boys drowned and was unable to save them.

### The Drowned

The names of the drowned are

John Burgoyne (30), 49 Menzies Rd Torry

Andrew Henderson (20), 53 Menzies Rd

William Henderson (16), 53 Menzies Rd

### List of Survivors

William Gall ( master) 26 Walker Rd Torry

Alexander Ross (mate) Grampian Rd Torry

William Murray (second Fisherman) 59 Walker Rd

James Gault ( Deck hand) 59 Walker Rd

John Henderson (Engineer) 53 Menzies Rd

James May (Cook) 8 Mealmarket Street

The last mention was with great difficulty brought round when, with the others, he was conveyed to the hotel at Collieston, suffering as he was from severe shock. Mr Williamson, the hotel keeper, gave the men every attention, and Dr Sinclair, Ellon, having been called in rendered prompt medical assistance. May is likely to recover, and is at present lying in the house of Mr Brookshaw, Coastguard. The story of the wreck is one of tragic suffering, the crew having been exposed to the wind and waves for nearly 12 hours after the vessel struck before six of them were rescued by rocket apparatus from Collieston. By this time the survivors were in a pitiable state from cold and hunger; and there is considerable comment in the neighbourhood regarding the men having to remain in such a situation so long although the flare lights were repeatedly burned on the vessel to attract attention. Captain Gall and three of his crew arrived in Aberdeen by train from Ellon this evening.

## The Captain's story

Captain William Gaul, in the course of an interview with a representative of the 'Journal' stated that the Star of Hope left Aberdeen about nine o'clock on Monday morning for a week's cruise in the service of the Fishery board's flag, and was engaged to carry on inshore water investigations up to Friday. She had tanks on board in which to place the live fish when caught. The crew were using the vessel's own nets. They cruised about the Aberdeen Bay during the day and on till evening. Between one and two o'clock yesterday morning the vessel struck on the rocks at Collieston. The night was very dark but comparatively clear, and the wind was blowing freshly from the west-south-west. The captain had left the deck a few moments before the vessel struck, and he at once rushed on deck to see what could be done. So badly had the vessel been holed, however that, she soon filled up with water, and the crew found themselves in a perilous position, and had at once to see about saving themselves as best they could. The men got on top of the galley, aft, and there clung together, drenched occasionally by the waves which swept over the vessel as she lay fixed on the rock. One of the men – John Burgoyne – found refuge in the rigging of the foremast, and clung there for hours, but eventually became so benumbed that he could retain his grasp no longer and fell into the sea. Those on top of the galley lashed themselves together as best they could and did their utmost to attract attention from shore by putting up flare lights. Those lights were burned at intervals from between one and two o'clock when the vessel struck, till after six o'clock in the morning, but whether they were seen from the shore or not, no attention was paid to them, and the men had to endure the greatest privations from the cold and wet, waves breaking over the vessel every now and again. Andrew Henderson was washed from the galley top his father being unable to hold him longer because his hands were benumbed powerless. The younger Son William, who was lashed to the top of the galley before four o'clock, died from exposure about nine o'clock.

## The Rescue

The first alarm of a wreck having occurred was given about ten o'clock in the forenoon by John Walker, Fisherman, Collieston, who proceeded to report the circumstances to the coastguards at the Coastguard Station at Collieston. It was about half past twelve o'clock, however before the rocket apparatus could be got along the coast to the scene of the wreck. The vessel was lying quite close inshore, and communication having been established by means of the rocket apparatus, the six survivors were taken ashore. The bodies of John Burgoyne and William Henderson were also brought to land, but the body of Andrew Henderson has not yet been recovered. The distance from the shore to the wrecked vessel was only about eighty to 90 yards, but the sea breaking among the rocks was so dangerous that considerable difficulty was experienced in effecting a rescue. The bodies were conveyed to the Hotel at Collieston.

## Pathetic Scenes in Aberdeen

When the news reached Aberdeen in the course of the Afternoon that the Star of Hope had been wrecked, and that two or three men had been drowned, there was great anxiety among the relatives of those on board, because none of the telegrams mentioned the names of those who had been lost. When the Buchan train arrived at Aberdeen joint Station about a quarter to nine o'clock there were waiting in addition to several relatives of the crew, Mr Andrew Walker, the owner of the vessel, Mr William Collier, superintendent of the Walker Steam Fishing Company; Councillor Newton, one of the Directors of the United Kingdom Insurance Company, with which the vessel was insured; Mr Robert Seivewright, sailor's missionary; Mr William F Walker, fish Sales man; Mr Thomas Walker, fish curer; Mr William Hardy representing ex Lord provost Mearns, hon agent of the Shipwrecked Mariners Society etc

Eager groups clustered round the captain and others of the crew as they stepped from the train to the platform. Mrs May, on seeing that her husband was not among those who came off the train, became hysterical, and could scarcely be got to believe that her husband was among those saved, although he had been left behind at Collieston. Thereafter she fainted, and required attention from willing hands. Others became hysterical through joy at seeing their friends safe. Several of those interested, however, had not seen the news of the wreck in the last editions of the evening papers, and to those who had been bereaved, Mr Seivwright undertook convey the sad news. There was a heartrending scene when he informed Mrs Henderson of the loss of two of her sons. Her husband remained at Collieston to take charge of the body of the one who had been recovered, and to see if the other body could be found. There was also a heartrending scene when the young widow of the Fishery Board's servant was informed of her loss. Her sister, who had come to the door of the house, completely broke down when she heard the news. It may be mentioned that Mrs Burgoyne is left with a baby boy of fifteen months.

## THE STAR OF HOPE.

The trawler Star of Hope was built nine years ago by Messrs A. Hall and Company, shipbuilders, Footdee, for Mr George Murray ("Baron"), Buckie, where she was registered, although she did not fish from that port. A few years ago she was bought by Mr Andrew Walker, Aberdeen, whose father, the late Mr Thomas Walker, trawl owner, had taken a great interest in the vessel when she was being built, and afterwards. It is expected the trawler will become total wreck, considering the position in which she lies on the rocks and the smashing she has got with the waves.

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.....A DOUBLE BEREAVEMENT. Much sympathy is expressed in Torry and district with Mr and Misses John Henderson, who, by the disaster, have lost two of their sons— Andrew, about 20 years age, who was second engineer on the Star of Hope, and William, aged 16, who was employed as fireman the vessel. Both were bright, intelligent young men, recognised as good workmen, and are spoken of terms of appreciation by the owner and captain of the vessel, as well their shipmates. The young men were the eldest of a family of eight. Mr John Henderson, the father, who was engineer of the Star of Hope, saw his sons perish before his eyes, but was unable save them. One of the lads, indeed, was torn from his benumbed fingers wave which wept over the top of the galley. The body of William was brought ashore, but that of Andrew has not been recovered in her sore bereavement Mrs Henderson has received many messages of sympathy.

The body of Andrew Henderson was brought from last night a special conveyance road. The deceased's father, John Henderson, chief engineer, who was one the survivors, drove in the vehicle. The body was taken to the father's house, 53 Menzies Road.

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## THE WRECK OF THE STAR OF HOPE.

The body of William Henderson, one of the victims of the wreck of the Star of Hope at, Collieston on Tuesday morning, arrived in Aberdeen last night. The body was conveyed to the deceased's father's house, 53 Menzies Road. Torry, in a special conveyance by road- The funeral of the two victims, Andrew and William Henderson, aged 20 years and 16 years respectively, will take place to-morrow at two o'clock from the house to Allenvale Cemetery.

Peterhead sentinel and General advertiser for Buchan District 9<sup>th</sup> December

## Wreck of a Trawler at Mouth of Ythan.

### Three Lives Lost.

Another disastrous wreck has to be recorded on the east coast of Aberdeenshire. The scene of the wreck this time was about a mile north of the mouth of the river Ythan. The steam trawler *Star of Hope*, belonging to the Walker Trawling Co., Aberdeen, and employed under the command of Captain Gall, in the service of the Fishery Board, left Aberdeen at nine o'clock Monday forenoon for scientific research in Aberdeen. After passing Donmouth they used the trawl net and fished with varying success till 1 a.m. Tuesday morning. The night was very dark, there was slight haze, and the wind was blowing fresh from the south or south-west. Between one and two o'clock a terrible shock was felt and the crew knew that the vessel had run ashore. Effort was made to back the vessel off, but was failing rapidly and within fifteen minutes her decks were awash, and eight of the crew betook themselves to the top of the galley and another climbed into the fore-rigging. Flares were kept burning at intervals in the hope of attracting attention ashore. The sea swept the vessel all over, lying as she did broadside on to the rocks, and the men on the roof of the galley had to lash themselves best they might to the mizzen mast and ratlines to keep there. A weary night was passed, and about 6 o'clock the last flare was burnt, but there was still no sign of assistance. The chief engineer, Mr Henderson, had been strenuous in his endeavours to keep up his youngest son, the fireman, a lad of 16, but the boy gradually succumbed to the exposure, and, losing his hold, was carried into the scuppers. The assistant officer of the Fishery Board, Mr John Burgoyne, was next struck a heavy sea and washed overboard, no attempt of rescue being possible. The second engineer, also son of the chief, was the next to succumb to the terrible exposure. The forenoon dragged slowly on for the ship-wrecked men, and it was past ten o'clock when they caught a sign from the shore that their situation was perceived. John Walker, fisherman, Collieston, discovered the wreck and reported once to the Coast Guard at Collieston. They arrived at the wreck about 1230, and succeeded in saving six of the crew. Even then, however, it was almost one o'clock when the coastguard rocket apparatus got a line fast. One after the other the six survivors and the two dead bodies were conveyed through the surf, a distance of some 100 feet by the cradle. The survivors were hospitably treated at the hotel in Collieston, and four of the crew came to Aberdeen last night, leaving the cook, who had not recovered from his terrible night's exposure, and the bereaved engineer, who remained with the bodies of his two sons. It is doubtful whether the vessel will be got off, but in Captain Gall's opinion the successful floating of the trawler will be difficult, if not impossible.

### THE MEN LOST.

The names of those lost are Andrew Henderson (20), second engineer.

William Henderson, fireman (16), both sons of the chief engineer, and residing 53 Menzies Road, Torry and both single men.

John Burgoyne (30), 49 Menzies Road, Torry, married and one child.

### THE SURVIVORS. The survivors are:

William Gall, master, 26 Walker Road, Torry.

Alexander Ross, mate, Wood's Buildings, Grampian Road, Torry.

William Murray, second fisherman, 59 Walker Road, Torry.

James Gault, deck hand, 59 Walker Road, Torry.

John Henderson, chief engineer, 53 Menzies Road, Torry.

James May, cook, 8 Mealmarket Street.

The two latter remained for a time at the scene the disaster, Mr Henderson, unfortunately, having to make arrangements for conveying the remains of his two sons —who acted under him aboard the vessel —to Aberdeen, The remains of William Henderson were conveyed to Aberdeen on Wednesday night, and in the course of the day the body of his brother Andrew was found. It may be mentioned that Mr Burgoyne was the superintendent on board the vessel acting for the Fishery Board. He was employed as a tank attendant at the Nigg Hatchery, and it was principally to augment the flat fish at this hatchery that the Star of Hope was sent out, the vessel being amply provided with tanks for the purpose of keeping the fish alive. Mr Burgoyne belonged to Dunbar, and had been twelve years in the service of the Fishery Board. His remains were removed to Torry on Wednesday.

#### ARRIVAL OF THE SURVIVORS AT ABERDEEN.

Four out of the six survivors arrived in Aberdeen by the 9 o'clock train on Tuesday night. The news of their intended arrival had evidently become known, as a number friends had congregated at the station to meet the train, including Mr Andrew Walker, the owner of the vessel. There were some affecting scenes at the station as the four men stepped from the train. It was unknown exactly who the three were who had been drowned, and the wife of the cook—James May fainted on the station when she saw that her husband was not among the arrivals. Mrs May, however, was soon reassured when brought round by the statement that her husband was alive, and only stopped behind because was unable to travel through the effects of the exposure he had suffered. The men quickly left the station and proceeded to their respective homes.

THE NEWS, TORRY. It will be noticed that all the men who are lost lived close to each other in Menzies Road. The first news were brought to their relatives after the train came in at 9.10 p.m. particulars having come to hand as regards the men's names previously. When the cab, containing Captain Gall, drove up Victoria Road, there were eager inquiries the names of those who were lost. When Menzies Road was reached Mr Seivwright, the missionary to the Sailors' Institute, had already broken the news to Mrs Henderson and Mrs Burgoyne, Some affecting scenes were witnessed, all three men have relatives in the vicinity where they lived, and was heartrending to witness the distress which the disaster aroused. A large crowd of friends also gathered round the cab anxiously seeking for information regards the rest of the crew.

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#### THE WRECK AT COLLIESION. THE RESCUE THE MEN.

A correspondent furnishes the following, which he terms "Facts about the wreck the trawler Star of Hope, at Collieston, related by an eye-witness"

At 11.10 a.m. Tuesday, the Coastguard were informed that a ship had gone ashore at Rockend three and a half miles south of the station. The Life-Saving Brigade at once —proceeded to the scene of the wreck, to rescue the crew. The first man was landed at 12.50 p.m., and last about 1.30 p.m. From the time the information was received to the time the last man was ashore was exactly two hours twenty minutes, and, as the cart load had to be dragged over rough and marshy links, where there is no road, I consider that the rescue was performed very smartly, taking into consideration the difficulties the brigade had contend with, some of them working up to their waist in the surf the whole time.

After Landing the last man, Mr Brookshaw who was in charge of the brigade. was informed that there were two dead bodies on board. Immediately on this being made known, two the Coastguard volunteered to go off and send them ashore, which they managed, after encountering some difficulty on board, as the sea was continually breaking over ship, and as she was lying over on her starboard beam, the work was very difficult to perform. The wreck was about 120 yards from the place where the rocket was fired, and not 100 feet, as reported. After the men were landed, they were sent the Station, four of being supplied with food and dry clothing the officer's house, not in the Hotel, as previously reported. Afterwards, they all went the hotel, with the exception of James May, who, being unconscious on landing, remained at the station officer's house and was brought round, the assistance of Rev. J. Ogilvie, Mr Buthlay, Mr Milne, Mrs Brookshaw, Mrs Main, and Miss M Sangster, they using their utmost exertions resuscitate life. Mr May was afterwards made comfortable for the night under the supervision of Dr Sinclair, Ellon, about 9 p.m., the remainder proceeding to their respective homes with the exception of Mr Henderson, chief engineer. It was the Coastguardsmen who supplied the men with dry clothing, and not Mr Williamson as reported. Mr and Mrs Brookshaw deserve the highest praise for their kind attention and comfort to the crew.

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## THE COLLIESTON DISASTER. IMPRESSIVE FUNERAL AT TORRY

There was an impressive scene at Torry on Saturday afternoon when the funeral of John Burgoyne, aged about 30 years, fishery officer, under the Fishery Board of Scotland, at the Bay of Nigg Fish Hatchery, and of the brothers Andrew and Wm. Henderson, aged about 20 and 16 years respectively, sons of Mr and Mrs John Henderson, Menzies Road, Torry, took place. The greatest sympathy has been manifested in the community with Mr and Mrs Henderson in the loss of their two sons, who perished as the result of the wreck of the trawler Star of Hope, on the rocks at Collieston early on Tuesday morning, as also with Mrs Burgoyne, who has been left with a sixteen months-old son, and the attendance the seafaring class at the funeral was very large, a company of between 500 and 600 following the two hearses to Allenvale Cemetery, where the interment took place.

In the house of Mrs Burgoyne, before the funeral, a short service was conducted by Rev. G Wauchope Stewart, Rosemount Parish Church. Many tokens of esteem for the deceased were conveyed to the widow and other relatives in their sad bereavement. A large and magnificent wreath was sent from the Fishery Board for Scotland, and other wreaths were forwarded from Dr Fulton, Mr Andrew Walker, owner of the Star of Hope: Mr Gall, skipper of that vessel, Mrs Carsey, Mrs Chalmers, Mr and Mrs James Thomson. Clifton Road; Mr and Mrs A. Ross, etc.

The chief mourners were Mr William Peters (step-father), Mr Robert Brown, Mr William Bain, and Mr John Peters (brothers-in-law), Mr John Bain, and Sir John Campbell. Prior to the funeral of the brothers Henderson, short service was in the house by Rev. A. Macintyre, St Fittick's Church, Torry. The chief mourners were Mr John Henderson (father), his brothers Andrew Henderson and Mr Leslie Henderson. his nephew Mr Alexander Henderson, his six brothers-in-law from Cellardyke Robert Montador, Mr James Dick, Mr John Smith, Mr James Watson, Mr Robert McCruvie, and David Brown. Beautiful wreaths were sent from, among others, Mr Andrew Walker, owner of the ill-fated Star of Hope, and Mrs Walker, Holburn Road, Aberdeen; Mr and Mrs W. F. Walker, Mr and Mrs McCrae, Powis Terrace; Mr and Mrs Duncan, Balnagask; Mr Gall, captain of the Star of Hope, and Mrs Gall; Mr and Mrs Lawson, Walker Place; Mr and Mrs Scott, Grampian Road ; Mr Doig, skipper of the trawler Monarch, and Mrs Doig; Doig, skipper of the trawler Faith, and Mrs Doig; Mr and Mrs Butler, Menzies Road. Torry; Mr and Mrs Cunningham, Menzies Road; Mr and Mrs Butler, Longside; Miss Stephen, Peterhead; and "From a few friends." As mentioned, there was a very large attendance at the funeral. Ex-Lord Provost Mearns was present in a dual capacity— as member of the Fishery Board of Scotland, in the service of which the deceased, Mr Burgoyne, had been

employed both at Dunbar and the Fish Hatchery at Bay of Nigg for thirteen years, and one of the directors of the Walker Steam Trawling Company. There were also present, as representing the Fishery Board of Scotland, Dr Fulton, in charge of the hatchery at Bay of Nigg; Dr Scott and Dr Williamson. Others present, were Mr Andrew Walker, owner of the Star of Hope; Mr W. F. Walker, Mr Thomas Walker, and Mr Duthie, directors the Walker Steam Trawling Company; Mr Charles Middleton, secretary; and Mr William Collie, superintendent engineer of that company; Councillor Christie, Parish Councillor McDonald, Captain Roes, of the East Coast Fishermen's Mission; Mr Seivwright, sailors' missionary; Mr Nichol Thomson, etc the mournful procession wended its way along Menzies Road—the houses of the deceased being almost next door to each other—across the Victoria Bridge and along the Esplanade and Riverside Road, thousands of spectators assembled, and the two hearses passed one of them containing two coffins many of those spectators were seen to be in tears. There were also affecting scenes of grief at the new portion of Allenvale Cemetery, where the interments took place in close proximity, many of those present—men as well as women being in tears. Short services were conducted at the graveside by the two ministers, and afterwards the numerous wreaths were placed on the graves.

<i>Name</i>	STAR OF HOPE
<i>Construction</i>	STEEL
<i>Type</i>	TRAWLER
<i>Date</i>	1896
<i>Description</i>	Yard Number: 363  Renamed: RAFALE (by 1926)  Owned in 1902 by T Walker, Aberdeen. Owned in 1908 by R Irvin, Aberdeen. Owned in 1909 by J Morrice, Aberdeen. Owned in 1914 by A Robb, Aberdeen. Requisitioned into the Fishery Reserve 1917. Returned to owners, 1919. In January 1921 this vessel was sold by A Robb, Aberdeen to Aberdeen owners at an auction on 5 January for £3300. Owned in 1926 by L G Lesueur, Dieppe and renamed RAFALE. Scrapped 1937/38.
<i>Shipbuilder</i>	A. HALL & Co., Aberdeen
<i>Owner</i>	Murray & Walker, Buckie
<i>Dimensions</i>	length 96 3/6' x breadth 19 7/12' x depth 10 11/12' gross tonnage 124 ton