

MARRIAGE: Sept ¼ 1840 (General Registrars ref: Tiverton Reg Dist. vol 10. page 341)
Joseph Tanner SANGER & **Harriet MERSON**.

1878 WHITE's DIRECTORY of Hampshire & Isle of Wight - page 482
SANGER Rev Joseph Tanner (Wesleyan), 73 Swanmore-road, Ryde, IW.

1881 CENSUS: RG11/1179. folio 82. page 18.
Address: Town Cottage, Monkton-street, Ryde, IW.

Joseph Tanner SANGER. Head. Mar. 65. Wesleyan Minister. Wiltshire.

Harriett SANGER. Wife. Mar. 61. Devonshire.

Harriett SANGER. Dau. Unm. 35. Warwickshire.

Catherine GRIFFITHS. Visitor. Unm. 29. Montgomeryshire.

THE PENNY ILLUSTRATED NEWSPAPER 11 June 1881

A boat accident near Ryde Pier on Saturday caused the death of Mrs. **SANGER**, the wife of the Rev. J. SANGER, formerly a Wesleyan Minister, but now residing at Osborne Villa, Monkton-street, Ryde.

ISLE OF WIGHT OBSERVER Saturday 11th June 1881 page 5

MELANCHOLY BOAT ACCIDENT

An inquest was held at the Strand Tavern on Tuesday afternoon, by the deputy coroner, H.R. HOOPER, Esq. on the body of **Harriet SANGER**, aged 63 years, the wife of the Rev. J. SANGER, Wesleyan minister, of Monkton-street, who died on Saturday evening from the affects of a boat accident. The jury, of which Mr. EVANS was foreman, having viewed the body, the following evidence was taken :

William Edward SANGER, son of the deceased, deposed- On Saturday afternoon, the 4th inst, I went out with my mother, a young lady named Miss Ellen LEWIS, and John FORD, a waterman, in a four-oared galley fitted with sails. She had a sprit sail and small jib. When off the pier I saw a steamer coming from the mainland to Ryde crowded with passengers I was sitting on the seat immediately after the mast. John FORD had the helm and the main sheet. About five minutes before the accident I said "We will come about and go in shore." My reason for this was that we might get into smoother water ; not that I apprehended any danger. The object of our trip was to go towards Fishbourne. The waves were steep, and the rudder being shallow the boat did not answer her helm, so I took out an oar. I said to John FORD, "She won't tack," or something to that effect. He replied to the effect that we would wear instead of tack, but he added we had better go a little further first. I then saw the steamer coming across our bows at about 200 yards, and I said, thinking he could not see her, "There's a steamer coming; she will not get out of our way, we better get out of hers" John accordingly altered the helm. I then turned my back on the others and watched the steamer coming. I was on the weather side of the boat, which was port. We tried to get stem on the rollers and wash of the steamer, but I think the first after she had passed us upset us. The wind was S.W., and naturally after the steamer had passed us we should feel the wind again. These large steamers obstruct a great deal of wind. I was leaning out the water with my arm partly over the side of the boat, so that when the boat capsized I was hardly thrown out into the water, and I managed to

catch hold of the boat's keel. I saw FORD, but could not see my mother, and I shouted to him to catch hold of her, as he was near her, and I fancied he could see her dress. Miss LEWIS came and took hold of my neck, I cried, " For God's sake take hold of the keel or we shall both go down together." She then let go of me and took hold of the boat. In that position we remained till we were taken off by the yacht's boat, it was the crew of the Boudicea which rescued us. When I first saw the steamer after my immersion the yacht was lowering the boat to our assistance. I don't think the steamer could of reversed her engines or come to our assistance. They could not have lowered the boat quick enough, because I have noticed that their boats are not adapted for lowering quickly. The most they could have done would be to throw out life bouys, though at the time I first saw the steamer I did not think that they would have reached us. The yacht's crew took Miss LEWIS off first, and would have helped me, but then I told them to look after my mother, which they did, and they lifted her into the boat at the same time I jumped in. My mother foamed a little from the mouth, and Miss LEWIS wiped it off, and it did not come again. She was conscious, and moaned quite loud. Before we got her ashore, we went to the yacht, where they gave her some brandy, and I believe that she swallowed it. There was some rules on board the yacht for treating the apparently drowned, but I thought it best, as she had appeared conscious, to give stimulants. Once she seemed to recognise me. We then went ashore where we were met by Dr. TURNER. I should say that it was FORD'S boat and that I had given him the sails in part-payment of his services last year. My watch stopped at 20 minutes to 5 o'clock. The sails were not fastened. After starting I gave a turn round the cleet to the end of the sheet. It might of jammed, but I certainly did not make it fast. I handed the sheet and the rudder line to FORD shortly after the starting. Do not think we were in the water for more than five minutes.

John FORD, 40 years of age, said he had always been used to the boat. On the 4th of June Mr. SANGER engaged him to go for a sail. There was not much wind. His boat was a big powerful boat, with a very small sprit sail and a small sheet. They went from the slipway all right and got on very well till they got to the Boudicea. They then found that the boat would not tack- would not answer her helm- and they could not get her to head round. Witness said they had better go on a little further before tacking. Thought the reason they were upset was because the puff of wind caught them when they were in the wash of the steamer. It was the Albert Edward. Should think she was about 30 yards off. When they capsized Mr. SANGER'S mother left the boat and witness swam to her and supported her till the boat came. Then one of the men of the boat's crew threw him a painter, and they pulled him into the boat. Did not attribute blame to the captain of the Albert Edward in any way. By the jury : The sail was not big enough to bring the boat about sharp enough.- Mr. SOUTHCOTT (juryman); big enough to upset her.

William Frederick John TURNER, M.D., deposed that on Saturday the 4th inst., he was on the Victoria Bathing Pier and seeing the yacht's crew pulling rapidly to the landing stage he thought there was something wrong and immediately walked round. He stepped into the boat and examined Mrs. SANGER. He found her in a state of collapse, almost pulseless, and with very feeble respiration. He tried to administer brandy and water which, however, deceased could not swallow. He then placed her on her side on the floor of the boat and had recourse to the usual methods of restoring the apparently drowned, but without any success. He then sent Mr. SANGER round to his home to get some blankets and a warm bed ready. He then had deceased placed in a cab in a recumbent position, but she expired before she reached her home. Considered that death was caused by shock to the system occasioned by the immersion. Did not think she was, in any ordinary sense, drowned because she breathed. Witness remained in the house using the usual remedies for a hour after they reached it. Had previously attended Mrs. SANGER. She was a lady of feeble health, and suffered from a weak heart.

Mr. SANGER.- I think it right for me to state that if it had not been for the great promptness of the Boudicea's crew there would have been another life lost- a young lady. I don't think, in a rough water with my clothes dragging me, I could have helped her.

The Coroner briefly summed up, and said the boat was evidently capsized from the combined effects of the wash of the steamer and the wind. It was extremely creditable that the crew

of the Boudicea displayed such promptitude in saving these lives- he might add Mrs. SANGER, who was breathing when rescued, and whose death was owing to a feeble heart and age not enabling her to withstand the shock of the immersion. He did not think that blame was attributed to any one. It was one of those unfortunate accidents to which all might be liable. He knew that in these cases an impression generally got about that someone was to blame.

Mr. SOUTHCOTT (juryman) said that the great fault in the case was putting a sail on a rowing boat and then not properly staying her. With three heavy people in the boat they could not expect her to stay. That was where the mistake was. He did not say there was any blame, but of course if the boat was not trimmed and the people all sat at the stern and brought her boughs out of the water they could not expect her to behave well. He had no doubt the rollers from the steamer took her broadside. A sailing boat was a sailing boat and a rowing boat was a rowing boat. They did not know how to trim the boat. Why he could steer a boat by trimming her.

The Coroner said that it was a common thing to put sails to a rowing boat. It was such a convenient thing to row one way and sail another, and he must plead guilty to having done so.

Another juryman (nautical man) said to show how careless people were, he saw a gentleman go out every day in a canoe hardly wide enough to sit in with two sail set. He would not go out in her for a pound a minute.

The jury returned a verdict to the effect that the death of the deceased was occasioned by the shock of immersion, and that capsizing of the boat was accidental.

The captain of the Albert Edward, in consequence of certain rumours, attended, but finding that no blame was attached to the steamer he left before the inquest concluded.

Researched & typed by
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