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then rolled, with the water rushing across like an avalanche sweeping everything away. Ropes were stretched across the deck to provide handholds, but sometimes they found themselves swept off their feet too, crashing like a ton of bricks right into the scuppers with a white wave and perhaps five or six men on top of you.

"The apprentices, lacking experience in how to manage their wet weather gear, were drenched day in and day out, until they learned how to fasten their oilskins properly. The ship's bulkheads and hull ran with water which burst through their cabin door, and for five days a foot of water flooded their sea chests and the bottom bunks. Many of the apprentice's meals were swept away as they carried them from the galley, and one miserable night their lamp went out and in desperation the boys slept in the poop for three nights with their oilskins on."

The worst came on the awful night of April 10th. James Moody was trying to shout above the wind to a crewman standing just two feet away when they heard a dull thud on

the deck. Gropping forward, barely able to see in the dark, they found one of the crew, Able Seaman Victor Benninghaus, had fallen from the fore yard, smashing his skull on the deck timbers. He died the next night and was buried at sea, with a huge chunk of iron tied to his feet.

"As horrific as the voyage was for James Moody and the other apprentices, it was ten times worse for Frank Haywood who was being continually bullied and must have wished he'd never left the safety and comfort of his home town of Lye.

Despair.

"Throughout the progress of the storm, when often it was feared that the ship would keel over, there was no let-up from Frank's tormentor, and his despair was such that one night James Moody returned to the cabin just in time to stop Frank cutting his wrists with a sharp blade. Although his fellow shipmate had prevented his suicide attempt on this occasion, Frank's obvious cry for help went



Captain Smith and officers of the Titanic, all of whom perished in the disaster.

unheeded. "His other colleagues had their own anxieties and fears to contend with and appear to have been unsympathetic towards him, which was probably understandable in the circumstances. And no one seems to have intervened when the bully, who had targeted Frank so frequently, told the homesick lad that he should 'Go drown himself.'"

Frightened, thoroughly demoralised, and facing a hopeless situation, it is little wonder that Frank finally reached breaking point. On the morning of April 22nd 1904, as the apprentices were waking up at 4am for their early morning watch, Frank Haywood suddenly ran from his cabin onto the deck without dressing himself. Thinking his actions were due to a call of nature, no one took any notice, but after fifteen minutes had elapsed he hadn't returned. A full scale search ensued throughout the ship, but it was assumed the poor lad had thrown himself overboard and his body was never recovered.

"Six days afterwards the 'Boa' finally anchored off New Jersey before moving up river

with the tide, coming alongside Brooklyn later in the day. The following day Captain Jones, accompanied by James Moody, visited the British Consulate to report the two deaths that had occurred on board the Boadicea. Vice-Consul Joseph Smithers was given the official log and the version the Captain chose to tell him, namely that the deaths of both Frank Haywood and Able Seaman Benninghaus were due to unfortunate accidents.

Speculation

"The New York Times reported the story of the horrific voyage and the two deaths, speculating that a sudden lurch of the ship had catapulted Haywood off the deck. James Moody sent a clipping from the same newspaper home to his family across which he had written, 'The skipper dare not say suicide.' It is interesting to note that on arrival in New York twelve out of the 'Boa's' crew of twenty-two deserted immediately on docking, with three more following suit a few days later.

"It wasn't until June that the ship resumed its voyage to Sydney, but in

the meantime Frank Haywood's shipmates found his tragic death hadn't altered the behaviour of the bully one iota. To protect themselves they banded together and threatened violence against the bully, and later that year he left the ship. This action of course was too late to save the lad from Lye, whose mother back home in the Black Country would never know the exact details behind her son's death.

"On an April night eight years later, James Moody was serving on the mighty Titanic as Sixth Officer, once again on a voyage across the Atlantic. He was manning the bridge with First Officer William Murdoch just before disaster struck. The lookout bell rang out three times, and a second or two later the bridge telephone began to ring. James instinctively recognised danger and when he picked up the phone he quickly asked, 'What do you see?' Lookout Frederick Fleet replied, 'Iceberg, right ahead!' What followed were probably some of the most dramatic moments ever experienced on an ocean going liner, and James Moody and the other officers and crew did what they could to evacuate as many passengers as possible from the ship.

"As a junior officer, Moody had the right to join them in one of the lifeboats, but instead he gave up his place to Fifth Officer Lowe, and continued to help with the evacuation, trying to launch the collapsible boats. James was lost when the Titanic finally slipped beneath the waves and his body was never recovered, and it is a sad irony that both he and his former shipmate Frank Haywood lost their lives, albeit through different circumstances, in roughly the same location of the Atlantic Ocean. The fate of the ship Boadicea was sealed during the First World War when it was sunk by



James Moody, a friend of Frank Haywood's on board the Boadicea.

a German U-Boat in 1917."

The name of James Moody will always be associated with RMS Titanic and the biggest maritime disaster of the 20th century. He is mentioned on a memorial plaque in the Church of St Martin's on the Hill, Scarborough, and on an additional monument in Woodland Cemetery, which also tells a brief story of the role he played. But from now on, we hope he will also be remembered for his friendship with a young man from Lye called Frank Haywood, who went to sea to find work and adventure, but who

died a tragic death. Frank's name together with the words 'Peace, perfect peace' were eventually engraved on the family headstone, even though the ocean had claimed his body.

And his story will now be added to many other intriguing and locally interesting tales that are included in Jean and Marlene's guided walks of Lye & Wollescote Cemetery.

The tours begin again on Saturday 7th May with two tours, the first starting at 11am and the second at 2pm. The cemetery chapel building will also be open to visitors



Marlene Price and Jean Weston, ready to recommence their guided tours of Lye & Wollescote Cemetery in May.



Jean holds her audience captive with a story from the grave.

Bugle Sudoku

Fill in the blanks so that each row, each column and each smaller 3 by 3 block contains all the numbers from 1 to 9. Solution on page 23.

8	3	5			7
9			8	1	
		3		5	2
	9	2			6
6	2			3	9
4			9	7	3
		6	7	3	
	4		2		
2	8		1	5	