

(No. 3680.)

“REGINA” (S.S.)

The Merchant Shipping Acts, 1854 to 1876.

IN the matter of a formal Investigation held at the Board Room of the Sunderland Union Offices, John Street, Bishopwearmouth, in the Borough of Sunderland, on the 18th and 19th days of December 1888, before JOHN POTTS and GEORGE CLIFTON PECKET, Esqrs., two of Her Majesty's Justices of the Peace acting in and for the said Borough, assisted by Captains WARD and KENNETT HORE, into the circumstances attending the stranding of the British steamship “REGINA,” of Sunderland, on or near Hammonds Knoll, North Sea, on the 27th day of November 1888.

Report of Court.

The Court, having carefully inquired into the circumstances attending the above-mentioned shipping casualty, finds, for the reasons stated in the annex hereto, that the stranding was caused by the course of the vessel having been altered to the eastward at 1.40 p.m. The Court finds the master, Thomas Angus, solely in default for such stranding, but taking into consideration his previous long service and character the Court suspends his certificate for the space of three calendar months only. The Court recommend that he be granted a chief mate's certificate in the meantime.

Dated this 19th day of December 1888.

(Signed) JOHN POTTS, } Judges.  
GEORGE C. PECKET, }

We concur in the above report.

(Signed) C. Y. WARD, } Assessors.  
KENNETT HORE, }

Annex to the Report.

The “Regina” was a British steamship built of iron at Sunderland, in the County of Durham, in the year 1881. She was registered at the Port of Sunderland, her official number being 84,987. Her length as per register was: length 292 ft., main breadth 38 ft., and depth of hold 29 ft. She was rigged as a schooner, and was fitted with two compound surface-condensed engines of 250 horse-power combined, the diameter of the cylinders being 36 and 68 inches respectively, with a length of stroke of 42 inches, her registered tonnage, after deducting 813.19 for propelling power and crew space, being 1564.87 tons. This vessel was owned by Mr. John Sanderson, of Sunderland, and others, Mr. Sanderson being the managing owner, and was commanded by Mr. Thomas Angus, who holds a certificate of competency as master No. 86,791, granted to him by the Board of Trade on 24 December 1867.

The “Regina” sailed from Sunderland at 6.30 p.m. on the 26th day of November 1888, with a cargo of 2,300 tons of coal bound for Constantinople, and having on board a crew of 25 hands all told, the tide being two-thirds flood, and the wind W.N.W. and moderate, her draft of water being 22 ft. 3 in. aft. and 22' 2" forward. When the vessel left Sunderland she was in good order and well found. She was supplied with four boats, viz., two lifeboats and two pinnaces; the boats were furnished with all necessary gear, except masts and sails, one of them having patent lowering gear; all the boats were hung in davits, and stood on chocks, and all ready for immediate use, a cask of fresh water being kept in each boat. There were three compasses on board—a pole compass, by which the courses were set and the vessel navigated, also one in the wheelhouse on the bridge, and one aft. There was steam steering gear fitted on the bridge, but the vessel was steered by the ordinary steering gear aft.

At 1.40 a.m. of November 27th the vessel was abreast of Flamborough Head, and distant from it five or six miles, from which point a course was set S. by E. ½ E.

by pole compass, and on this course the compass had no deviation. The weather at this time was moderate, wind W.N.W., but hazy, and the above course was continued till noon, when the vessel was supposed to be between the Haisborough Light-vessel and the coast at Cromer, when in fact she was to the eastward of the Haisborough Sands.

No cast of the lead was taken to verify the position, and nothing was seen, but at noon the course was altered to south by the pole compass, on which point there was no deviation either, and the vessel kept on at full speed, although the weather seems to have been much thicker and the wind stronger than when off Flamborough Head.

At 1.45 p.m. a light-vessel was seen abeam on the starboard side about two and a half miles off, and a buoy ahead a little on the port bow. The course was then altered from south to east, under the supposition that the light-vessel was the “Cockle,” and the master went below to consult his chart some little time after; and while the vessel was going full speed on the east course she struck the ground, and although the engines were worked for some time after half-speed ahead, with the idea of driving her over the sand, she remained fast, and the sea commenced to break over her, smashing one of the starboard boats. In about half an hour the boilers had moved, the steam pipe broken, and the engines could be worked no longer, and the two port boats were got over the side and provisioned with six two-pound tins of preserved meat each and a bag of biscuits, the casks of water being already in them. The water in the vessel had by this time increased to 5 feet in No. 2 hold, and was over the floor of the cabin aft, and as it was getting dark the crew got into the boats, 12 going in the lifeboat in charge of the master, and 11 into the second boat in charge of the mate. They hung on to the side of the vessel till dark, and then the light from the light-vessel being plainly visible they pulled towards it, keeping end on to the sea as much as they could. After pulling some hours till they were exhausted, and finding they could make no way against the wind, sea, and tide together, they lay on their oars, just keeping the boat end on to the wind and sea, and baling her out as the waves broke over her. The second boat was in company with the lifeboat up to about 10 p.m., when they were lost sight of, and the second boat and her crew were never seen afterwards, nor has anything been heard of them since.

The next morning, about 9 o'clock, the lifeboat and her crew were picked up by the fishing smack “John Macey,” of Yarmouth, and the master, Thomas Angus, and the 12 men safely landed at Yarmouth on the morning of the 29th November.

From the crew of the smack “John Macey” the master learned that the light-vessel he had taken for the “Cockle” was in reality the “Would” Light-vessel, and that by altering the course to the eastward they had run their vessel on to the Hammond Knoll, where she had become a total wreck.

In the opinion of the Court, the loss of this vessel is to be attributed to the neglect of the master to use the ordinary precautions necessary for safe navigation. In thick hazy weather, when he had seen nothing, he allowed his vessel to run upwards of one hundred miles without once heaving the lead, and when a light-vessel was indistinctly seen thro' the haze he immediately assumed it to be the “Cockle” Light-vessel; whereas it was the “Would,” a mistake that would at once have been discovered had he steered sufficiently close to her to make out her distinguishing marks; instead of which, although in doubt, he steered away to the eastward, which was the cause of the loss of the ship.

At the conclusion of the evidence the solicitor acting for the Board of Trade desired the opinion of the Court on the following questions:—

1. What number of compasses had the vessel on board, where were they placed, and were they in good order and sufficient for the safe navigation of the vessel?

Ans.—The vessel had three compasses—one pole, one in the wheelhouse on the bridge, and one aft. They appear to have been in good order and sufficient for the safe navigation of the ship.

2. When and by whom were they made, and when and by whom were they last adjusted?

*Ans.*—They were made by Mr. Wilson, of Sunderland. There is no evidence before the Court to shew when they were made, or when they were last adjusted.

3. Did the master ascertain the deviation of his compasses by observation from time to time; were the errors of the compasses correctly ascertained, and the proper corrections to the courses applied?

*Ans.*—The master stated that he did ascertain the deviation of the compasses from time to time by observation, that the errors were ascertained, and the proper corrections to the courses applied.

4. Whether proper measures were taken to ascertain and verify the position of the vessel at or about 1.40 a.m. of the 27th November, and from time to time thereafter, and particularly at noon and at 1.30 p.m. on that date, when a light-vessel was abeam and a buoy in sight?

*Ans.*—For all practical purposes proper measures were taken at 1.40 a.m. of the 27th November, when off Flamborough Head, to ascertain and verify the position of the vessel, but not afterwards.

5. Whether safe and proper courses were set and steered after passing Flamborough Head, and whether due and proper allowance was made for tide and currents?

*Ans.*—Proper courses were set after passing Flamborough Head, and proper allowance made for tide and current, but the courses set could not have been correctly steered.

6. Whether a safe and proper alteration was made in the course at or about noon and at 1.30 p.m. of the 27th November, and whether due and proper allowance was made for tide and currents?

*Ans.*—The alterations made at noon and at 1.30 p.m. of the 27th November were safe and proper, if the vessel had been in the position estimated by the master.

7. Whether a good and proper look-out was kept?

*Ans.*—Yes.

8. Whether the lead was used, and if not, whether such neglect was justifiable?

*Ans.*—The lead was not used; the omission to do so was not justifiable.

9. Whether the vessel was navigated at too great a rate of speed?

*Ans.*—Considering the state of the weather at 1.40 p.m., when the light-vessel was seen, and thereafter, the ship was navigated at too great speed, especially when the nature of the light-vessel and buoy was not distinctly ascertained.

10. What was the cause of the casualty?

*Ans.*—The casualty was caused by the vessel's course being altered to the eastward at 1.40 p.m. when abreast of the "Wold" Light-vessel, which the master had taken for the "Cockle" Light-vessel.

11. Whether the pinnace left the ship properly equipped?

*Ans.*—The pinnace was properly equipped with oars, rowlocks, provisions and water, but had no sails.

12. Whether the vessel was navigated with proper and seamanlike care?

*Ans.*—The vessel was navigated with proper and seamanlike care up to noon of the 27th of November, but not afterwards, the master not having verified his position at that time.

13. Whether the master and second mate are, or either of them is, in default?

*Ans.* The master alone is in default.

(Signed) JOHN POTTS,  
GEORGE C. PECKET, } Justices.

We concur in the above report and judgment.

(Signed) C. Y. WARD.  
KENNETT HORE.

" R E

The Merchant

In the matter of the Board Room Offices, John St. land, on the 4th ROBERT BOOTH and Her Majesty's Ju for the said Bor and ANDERSON, the stranding of of Sunderland, a Gulf, Adriatic, last.

The Court, having circumstances attending casualty, finds, for hereto, that the str navigation. The C Thomas Ling, in de pends his certifica months from the dat that he be granted meantime.

Dated this 4th day

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We concur in th

(Signed

The "Remus" w at Sunderland in th ing to the register breadth 32 feet 2-t 2-tenths. This ves had two compound 160 horses power co being 32 and 59 in stroke of 36 inches. derland, her official nage, after deductin and crew space, wa Mr. John Henry W others, Mr. Culliford owner in November

The "Remus" l 31st day of January command of Richar ficate of competen granted to him by t of November 1881, a all told, and one daughter.

The vessel's cargo 46,000 oak staves, b feet six inches aft, a

The ship was furn lifeboats, a cutter, a three of them being namely, a pole comp compass; the comp in August 1887 by for that purpose, an a new steering comp

When the vessel l in good order and the latest charts on