

(No. 3895.)

"GOOD HOPE" (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, in the Borough of Sunderland, on the 11th and 12th days of October 1889, before GEORGE ROBERT BOOTH and JAMES HORAN, Esquires, two of Her Majesty's Justices of the Peace, acting in and for the said borough, assisted by Captains ANDERSON and BRAGG, Nautical Assessors, into the circumstances attending the stranding of the British steamship "GOOD HOPE," of Sunderland, at or near Saint Mary's Island, on or about the 24th of September 1889.

*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 through careless navigation, and that William Rees, the master, is in default for such stranding; but, taking into consideration his previous long service and freedom from casualty, 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 12th day of October 1889.

(Signed) GEO. R. BOOTH, }  
JAMES HORAN, } Judges.

We concur in the above report.

(Signed) ABM. ANDERSON, }  
J. THRELFALL BRAGG, } Assessors.

*Annex to the Report.*

The "Good Hope" is a British steamship, built of iron at Sunderland, in the county of Durham, in the year 1868. Her length as per register being 268'6 feet, breadth 32'1 feet, and depth 17'75 feet. She is rigged as a schooner and fitted with two compound surface condensing engines of 150 horses power combined, the cylinders being 60 and 32 inches respectively, with a length of stroke of 33 inches; and her tonnage, after deducting 560'29 tons for propelling power and crew space, is 1,027'46 tons. She is owned by Messrs. James Laing and William Stobart. Mr. William Rees, of Sunderland, being the manager and also the master of the vessel. This vessel carried three compasses, namely, a pole compass, by which the courses were set; one on the upper bridge, which was the standard compass; and one on the lower bridge, by which the courses were steered, and one spare compass. These were made by Mr. Plumb, compass maker, of Sunderland, and they were last adjusted by Messrs. Blair and Co., of Cardiff, on the 17th July last, in Cardiff Roads. She had four boats, two of which were life boats, and they were all in good, furnished with all requisites, and kept ready for use.

The "Good Hope" left Bergen in ballast on the 22nd September 1889, under the command of Mr. William Rees, who holds a certificate of competency as master, numbered 22,863, and dated the 16th day of September 1864, and having on board a crew of twenty-three hands all told, and one passenger (namely, the master's daughter), bound for Sunderland; her draught of water at the time of leaving Bergen being 12 ft. aft and 9 ft. forward. At about 11.30 a.m. Marstene Island was abeam, the vessel then steered away W.  $\frac{1}{4}$  N. magnetic for five or six miles, then the course was altered to S.W. magnetic till one o'clock, when it was altered to S.W.  $\frac{1}{4}$  W. magnetic. The vessel proceeded on her voyage, and all appears to have gone

well, and at noon of the 23rd September observations were taken which placed the vessel in latitude 56.56 N., and longitude 1.9 E.; here there appears to have been some little discrepancy between the dead reckoning and the observations.

The same course was continued. The second officer came on watch at midnight of the 23rd, the weather at that time being hazy, and about 2 a.m., the weather still continuing hazy, a fleet of fishing boats was seen, and the vessel was steered various courses to avoid the boats. About 2.20 a.m. a light, which was said to be a flash light, was seen on the starboard beam; the master was called, and he put the vessel half-speed and hauled her towards the light in a W.N.W. direction; but after keeping on that course for about twenty minutes or half-an-hour the vessel was hauled off to the S.S.E. until 3.30 a.m., when the second officer saw something which he took for the land, and he called the master, who came on deck, but the master stated to the Court that he could not make anything out; the weather at this time was hazy, but the sea was smooth and calm. At 3.35, or five minutes after the land was reported, the helm was put hard-a-port. The master stated to the Court that it was his intention to put the vessel on her original course, S.W.  $\frac{1}{4}$  W., which was directly towards the land; but she had scarcely got on to that course when breakers were seen ahead; the helm was kept hard-a-port, the engines were ordered full speed astern, but before the vessel had lost her way she took the ground on the north end of Saint Mary's Island, at about 3.45 a.m. Efforts were made, and assistance obtained, to get the vessel off; and with the help of three tugboats she was floated at about 3 p.m. the same day, and brought to Sunderland, where she was put into dry dock, when it was found that the rudder-post was broken and fifteen or twenty plates damaged.

According to the evidence before the Court, the lead was never used, although both a light and land had been reported to the master, and the Court considers that the neglect to use the lead was quite unjustifiable.

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 she on board, where were they placed, and were they in good order and sufficient for the safe navigation of the ship?

Ans.—She had three compasses, one pole, one standard, and one on the upper bridge, and also a spare compass, all in good condition.

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

Ans.—They were made by Mr. Plumb, optician, Sunderland, and they were adjusted at Cardiff, on 17th July last, by Messrs. Blair & Co., opticians, of that place.

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 did ascertain the deviation of the compasses, and they were tested from time to time during the voyage.

4. Whether a safe and proper course was set at or about 11.30 a.m. of the 22nd September, and whether due and proper allowance was made for tide and currents?

Ans.—A safe and proper course was set about 11 30 a.m. of the 22nd September.

5. Whether proper measures were taken from time to time thereafter to ascertain and verify the position of the vessel?

Ans.—Proper measures were taken to ascertain and verify the position of the vessel until noon of the 23rd September.

6. Whether safe and proper alterations were made in the course at and after 2 a.m. of the 24th September, and whether due and proper allowance was made for tide and currents?

Ans.—Safe and proper courses were steered up to 2.20 a.m. of the 24th September, but not afterwards.

7. Whether, having regard to the state of the weather on the morning of the 24th September, the vessel was navigated at too great a rate of speed?

Ans.—The vessel was not navigated at too great a rate of speed.

8. Whether the total neglect of the lead was justifiable?

Ans.—The total neglect of the lead was not justifiable.

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

Ans.—A good and proper look-out was kept.

10. What was the cause of the casualty?

Ans.—Careless navigation and neglect of the use of the lead.

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

Ans.—Up to 2 a.m. of the 24th September, the vessel was navigated with proper and seamanlike care, but not afterwards.

12. Whether the master and officers are, or either of them is, in default?

Ans.—The master alone is in default.

(Signed) GEO. B. BOOTH, } Justices.  
JAMES HORAN, }

We concur in the above report.

(Signed) ABSM. ANDERSON, } Assessors.  
J. THRELFALL BRAGG, }

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