

(No. 5134.)

## "ANDRADA."

The Merchant Shipping Act, 1894.

In the matter of a formal Investigation held at the Magistrates' Room, 107, Dale Street, Liverpool, on the 17th and 18th days of April 1895, before JOHN KINGHORN, Esquire, Deputy Stipendiary Magistrate, assisted by Captains RICHARDSON and EDWARDS, into the circumstances attending the stranding of the British sailing ship "ANDRADA," of Liverpool, on St. Patrick's Causeway, on the 24th March 1895.

*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 master's taking the light seen at 8.15 p.m. of the 23rd March 1895 to be the Coningbeg Light, and thereafter steering improper courses, coupled with the non-use of the lead. The Court finds that the master, George Arthur Adams, was in default, and suspends his certificate (No. 017,707) for three calendar months.

Dated this 18th day of April 1895.

(Signed) JOHN KINGHORN, Judge.

We concur in the above report.

(Signed) GEORGE RICHARDSON, } Assessors.  
T. TOLSON EDWARDS, }*Annex to the Report.*

This inquiry was held in the Magistrates' Room, 107, Dale Street, Liverpool, on the 17th and 18th days of April 1895, when Mr. Paxton appeared on behalf of the Board of Trade, and Mr. Horridge, instructed by Messrs. Hill, Dickenson, and Co., represented the master.

The "Andrada," official number 97,836, is a British sailing ship, built of steel by Messrs. Wm. Pickersgill and Sons at Southwick, near Sunderland, in 1891, and was registered at the port of Liverpool. She had two decks and four masts, and was barque-rigged, her length being 304.5 ft., her main breadth 43.2 ft., her depth of hold 24.05 ft., and her registered tonnage 244.16 tons. She was owned by the Andrada Sailing Ship Company, Limited, whose principal place of business was at 5, Castle Street, Liverpool, and Edmund Roberts and William Roberts, of the same address, were designated as the persons to whom the management was entrusted on behalf of the owners, her master being George A. Adams (certificate No. 017,707).

On the 29th October 1894 the "Andrada" left Tacoma, on the west coast of North America, for Liverpool, with a crew of 30 hands all told and a cargo of about 3,712 tons of wheat. At 7.20 a.m. of the 23rd of March 1895 she was abeam of the Fastnets Lighthouse, which was from five to six miles distant, and bore N.  $\frac{1}{2}$  E. magnetic. From this point the course was set E. by S.  $\frac{1}{2}$  S. by compass, there being no deviation on this course, nearly all her sails being set except the spankers, and the wind blowing fresh from S.S.W. and her speed 10  $\frac{1}{2}$  knots; but as there was no log on board (she having lost her patent log and the ordinary ship's log while coming round the Cape, and there being no materials on board with which to make a log) this was only an estimated speed. She was kept on this course till noon—the weather at this time being too thick for any observations to be made—when the course was altered to E. by compass (there being no deviation for this course) till 6 p.m. in order to keep more to mid-channel, her speed on this course up to 4 p.m. being estimated at 9  $\frac{1}{2}$  knots. At 4 p.m. the wind freshened, and her speed was increased to 11  $\frac{1}{2}$  knots. At 6 p.m. her course was altered to E. by S. to again

get more into mid-channel, it being still too thick to make the lights, and she was kept on this course till 8.15 p.m. At this time the master saw a light which to him seemed to flash three times, and distant from a half to one mile on the starboard bow, and which he took to be the Coningbeg Light (which flashes three times a minute, and is visible at a distance of ten miles). According to the courses steered, he ought to have been 20 miles from the Coningbeg Light; and, assuming that this was the light seen, he must have been driven to the N. and W. of his course. He at once hauled out for seven or eight minutes, the wind being S.S.W., and brought her as near to the wind as the yards would allow, and set the course E. by S.  $\frac{1}{2}$  S. till 10 p.m., her estimated speed being 7  $\frac{1}{2}$  knots. The course was then altered to E.  $\frac{1}{2}$  S.; at 1 a.m. of 24th March it was altered to N.E. by E. by compass, there being half point of W. deviation on this course, or N.E.  $\frac{1}{2}$  E. magnetic; at 4.30 a.m. the course was altered half point to N.E. till about 5.15 a.m., when land was reported by the second mate on the starboard quarter. When the master, who was in the chart-room, came on deck, he could, he said, just see the loom of the land, and he then hauled out to the N. for ten minutes, when land was again reported, and he then hauled to the N.W., and soon after, at about 20 minutes to 6 a.m., she struck on St. Patrick's Causeway at the upper end of Cardigan Bay, about four miles from the shore. He tried to back her off, but without success. At noon the Barmouth lifeboat came and took off 19 of the hands, but the others, including all the officers, remained on board.

She made a little water, one inch an hour, on the Sunday, but on the 26th March the Salvage Association boat came round from Liverpool, and they sent other men on board in the place of the 19 hands who had left, and with their assistance the water was kept under. On the 27th March the master and crew left the ship, there being then 6 feet of water in her, but the Salvage Association's men put their pumps on board and kept her clear, and after ten days she was got off and brought round to Liverpool.

When the Fastnet was sighted on the morning of the 23rd March the lighthouse could be plainly seen, but by noon the weather was too thick for observations, and at 6 p.m. it was still too thick to make out any lights. At 8.15 p.m., when the light which was supposed to have flashed three times was seen, the master did not look to ascertain whether it flashed again, but at once hauled off and saw nothing but the loom of the light afterwards, while the first mate, who did not see the flashes but only the loom of it, described it as being not a shore light but moving. At 4 a.m. of the 24th March the weather was not very thick, the first mate, who went below then, describing it as a dark clear atmosphere, but after that it got thick; at 4.30 a.m. it had become quite thick and nothing was visible, and between 5 and 6 a.m. it was described as being thick dirty weather, and continued so up to the time when the ship struck.

The master, George A. Adams, who had been in command of the "Andrada" since 1891, when she was built, stated that he had made a deviation card for his own compasses, and that from E.  $\frac{1}{2}$  N. to E.  $\frac{1}{2}$  S. there was no deviation; that there was a considerable inset into Cardigan Bay, but that he did not consider it necessary to make any allowance for tides or currents on the courses steered, and that he had the lead on deck ready for use, but took no cast of it, although had he used it when he saw the light at 8.15 p.m. he would have found that he was not in the position that he then supposed he was in.

At the conclusion of the evidence, Mr. Paxton, on behalf of the Board of Trade, submitted the following questions:—

1. Whether proper measures were taken to ascertain and verify the position of the vessel at 7.20 a.m. on the 23rd March?
2. Whether a safe and proper course was then set and thereafter steered, and whether due and proper allowance was made for tides, currents, and leeway?
3. What was the character of the light seen at 8.15 p.m. on the 23rd March, was the master justified in then assuming that it was the Coningbeg Light, and were proper measures then and thereafter taken to ascertain and verify the position of the vessel?

4. Whether safe and proper alterations were made in the course at 8.15 p.m. on the 23rd March, and at 1 a.m. on the 24th March, and whether due and proper allowance was made for tide, currents, and leeway?

5. Whether the master was on deck at a time when the safety of the vessel required his personal supervision, and whether, when land was seen at or about 4.45 a.m. on the last mentioned date, prompt and proper measures were taken to avoid it?

6. Whether the lead was used before the stranding, and, if not, whether its neglect was justifiable?

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

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

9. What was the cause of the stranding of the vessel?

10. Whether the master and officers, or either of them, were in default?

Mr. Horridge having addressed the Court on behalf of the master, the Court afterwards delivered judgment as follows:—

1. The only measure taken to ascertain and verify the position of the vessel at 7.20 a.m. on the 23rd of March was a bearing taken of the Fastnet, and the distance estimated only, and this, under the circumstances, was a proper measure.

2. A safe and proper course was then set and steered. No allowance was made for tide and currents.

3. The master stated he thought the character of the light seen by him at 8.15 p.m. on the 23rd of March showed three flashes, which he took to be the Coningbeg Light, but taking into consideration the courses he had been steering and the position in which he made the light, he was not justified in assuming it to be the Coningbeg. No measures were then or thereafter taken to ascertain and verify the position of the vessel.

4. Safe and proper alterations were not made in the course at 8.15 p.m. on the 23rd of March, nor at 1 a.m. of the 24th of March. No allowance was made for tide and currents.

5. The master appears to have been on deck at the time when the safety of the vessel required his personal supervision and when land was seen at or about 4.45 a.m. on the last-mentioned date. Prompt measures were taken, but too late to avoid it.

6. The lead was not used before the stranding, and its neglect was not justifiable.

7. A good and proper look-out was kept.

8. The vessel was not navigated with proper and seamanlike care.

9. The cause of the stranding was the master's taking the light seen by him at 8.15 p.m. of the 23rd of March to be the Coningbeg, and steering improper courses thereafter, coupled with the non-use of the lead, which, if used, would certainly have indicated to him that his vessel was not in the position he assumed her to be.

10. The master alone is in default.

The Court suspends the master's certificate for three calendar months.

On the application of the master, the Court decided to recommend the Board of Trade to grant him a certificate as first mate during the period of suspension.

(Signed) JOHN KINGHORN, Judge.

We concur in the above report.

(Signed) GEORGE RICHARDSON, } Assessors.  
T. TOLSON EDWARDS, }

Liverpool, 19th April 1895.

Issued in London by the Board of Trade on the 30th day of April 1895.

“ G  
The M

In the matter of  
Town Hall i  
on the 17th  
JOHN SANDE  
Esquires, tw  
Peace for th  
G. KENNETT  
stances atte  
steamship “  
Summerhous  
the 22nd of

The Court, ha  
circumstances atte  
casualty, finds,  
hereto, that the  
gation and the n  
land Point. Th  
in default for su  
cate for the spac  
date hereof. Th  
a chief mate's ce

Dated this 18th

(Sig

We concur i

(Sig

The “ Glenda  
Sunderland, in  
1886. She was  
her official numb  
as per register  
depth in hold 14  
357·86 tons p  
She is schooner-  
engines of 99 h  
owned by Mr. A  
Mr. Laing being  
she was under th  
held a certificate

The “ Glenda  
20th March last,  
her draught of  
and 10 ft. 4 in.  
namely, master,  
cook and stewar  
three firemen, a  
saving apparatus

At about 2 a.m.  
off the Eddysto  
about three or  
measures to veri  
contrary, stated  
eight miles. Th  
a light westerly  
magnetic. At 6  
6.30 a.m. it was  
in 45 fathoms, th  
was hauled up a  
going full speed  
time, and cont  
were taken. A  
taken and 44 f  
altered to N.W.  
an hour. At  
taken, and 38 f  
altered to N.W.  
full speed until  
consequence of t