get more into mid-channel, is being still too thick to make the lights, and she was kept on this course till 2:15 p.m. At this time the master saw a light which to him seemed to flash three times, and distant from him a half to one mile on the starboard bow, and which he took to be the Cuningham Light, which flashes three times a minute, and is visible as a distance of ten miles (9). According to the courses steered, he ought to have been 20 miles from the Cuningham 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. by compass, there being half point of W. deviation on this course, or N.E. by E. magnetic; at 4:30 a.m. the course was altered half point to N.E. about 10:15 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 boom 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., he struck on St. Patrick's Causeway at the upper end of Cardigan Bay, about four miles from the shore. He said that he had been unable to see any land, 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 Saturday, but on the 26th March the Salvage Association boat came from Liverpool, and they sent other men on board in the place of the 18 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 8 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 Paxton was sighted on the morning of the 23rd March the lighthouse could be plainly seen, but by noon the weather was too thick for observation, and at 6 p.m. it was still too thick to make out any lights. At 8:10 p.m., when the light which was supposed to have flashed three times was seen, the master did not look to ascertain whether it was flashed again, but at once hauled off and saw nothing but the beam of the light afterwards, while the first mate, who did not see the flashes but only the beam of it, described it as a dark and clear and not a shore light but moving. At 4:30 a.m. of the 24th March the weather was not very thick, the first mate, who went below then, describing it as dark and clear and not a shore light. At 4:30 a.m. it had become quite thick, and nothing was visible to keep her off, and between 5 and 6 a.m. it was described as being thick, cold, cloudy, 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. N. to E. S. there was no deviation; that there was a considerable intake into Cardigan Bay, but that he did not consider it necessary to make any allowance for tides or currents on the course steered, and that he had the lead on deck ready for use, but took no cast of it, although hard he used it when he saw the light at 8:15 p.m. he would have found that he was not in that position that he 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, and was the master justified in then assuming that it was the Cuningham Light, and that proper measures were then and there 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 seamanship 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 was 7.20 a.m. on the 23rd of March, when 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 Cuxingeb Light, but taking into consideration the course he had been steering and the position in which he made the light, he was not justified in assuming it to be the Cuxingeb. 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 seamanship 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 Cuxingeb, 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, Assessor.
T. Tolson Edwards, Assessor.

Liverpool, 19th April 1885.

Issued in London by the Board of Trade on the 30th day of April 1885.

The Court, having examined the circumstances attending the event, finds, hereby, that the master was guilty of mismanagement and neglect of his duties, and did herewith he was held liable for the cost of the expenses incurred in consequence thereof.

Dated this 18th day of April 1885.

(Signed) John Kinghorn, Judge.

We concur in the above report.

(Signed) George Richardson, Assessor.

The "Glendale," a steamer built at Sunderland, was registered as a passenger steamer in 1880. She was 149 feet long, 25 feet wide, and had a tonnage of 650 tons. Her draught was 10 feet 3 inches. Like many of her class, she was built for a wide variety of purposes, including passenger, cargo, and military service.

At about 3 a.m. on the 20th March, the "Glendale" steamed out of the Alderney channel with a crew of 30, including the master, cook, and steward. The weather was fine, and the vessel was expected to make good time. The master had been ordered to set a light weather's course, and to keep the ship working hard, even at the risk of damage.

At about 6.30 a.m. it was seen that the ship was in difficulties, and the master ordered the ship to be put to windward. The ship was then taken in tow, and was finally brought into port. The captain was ordered to proceed to the nearest port, and to report immediately to the admiralty.

The "Glendale" was found to be in a very bad state, and the master and his crew were charged with neglect of duty. The master was ordered to be suspended for three months, and the ship was condemned.

At the conclusion of the proceedings, the master was fined £50, and the ship was condemned. The proceedings were then adjourned to a future date.

81845-201