

(No. 6034.)

“DINORWIC” and “GALATEA” (S.S.)

The Merchant Shipping Act, 1894.

In the matter of a formal investigation held at the Shire Hall, Carnarvon, on the 25th, 26th, and 27th days of April, 1900, before WILLIAM TAYLOR MORGAN and JOHN HUGHES, J.P., for the County of Carnarvon, assisted by Captain W. B. BIGLEY, Captain S. BROOKS, and Rear-Admiral G. T. H. BOYES, into the circumstances attending the collision between the schooner “Dinorwic” and S.S. “Galatea,” whereby loss of life ensued.

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 serious damage to the “Dinorwic” and loss of her mate was caused by the wrongful act and default of Mr. C. Nette, second officer of the S.S. “Galatea,” and the Court hereby suspends his certificate as second mate, No. 034688, for nine calendar months from the date hereof.

Dated this 27th day of April, 1900.

W. TAYLOR MORGAN, } Judges.
JNO. HUGHES.

We concur in the above report.

WM. BARNETT BIGLEY, } Assessors.
SAMUEL BROOKS,
G. T. H. BOYES.

Annex to the Report.

This inquiry was held at the Shire Hall, Carnarvon, in the County of Carnarvon, on the above-mentioned dates, when Mr. Charles A. Jones, solicitor, Carnarvon, appeared for the Board of Trade. Mr. A. T. Miller, solicitor, Liverpool, appeared for the master of the steamship “Galatea.” The second officer of the “Galatea” and the master of the “Dinorwic” appeared in person, but were not represented by counsel.

The “Dinorwic,” official number 44234, is a British sailing ship, built of wood, at Portdinorwic, in the year 1862. She is a three-masted schooner, and her dimensions are as follows:—length 85.55 feet, breadth 21.7 feet, depth of hold 11.33 feet, and 98.68 tons nett register. She is registered at the Port of Carnarvon, and the managing owner is Mr. Robert Griffith, 10 Chapel Street, Amlwch, Anglesea.

The “Dinorwic” left Par, in Cornwall, on the 21st day of February last, with a cargo of 190 tons of China clay, bound for Runcorn, with a crew of five hands all told, including the master, Mr. William Evans, who holds no certificate. She was well found in every respect, had one boat, which was carried on the main hatch, two life-buoys and five life-belts.

On the same day she put into Falmouth windbound, and proceeded on her voyage on the 28th day of February.

On the 2nd day of March she put into Waterford, again windbound, and left there on the following day.

On the 4th day of March, at 10.20 p.m., she sighted Bardsey light, 8 to 9 miles off. The weather at this time was fine and clear, with smooth water. All sail was set, the wind was light from the north-east, steering full and by, heading east by south, making about 3 knots.

At 11.35 the master saw a steamer’s mast-head light abaft the starboard beam. He then went below for supper, leaving the deck in charge of Griffith Hughes, A.B., who was at the wheel, Richard Griffith, the cook, being on the look out. The master had been below but a short time when Griffith Hughes shouted out “Come on deck, a steamer is running into us!”

Griffith Hughes in his evidence states that after the master left the deck he saw the steamer coming very near, so sent the look-out man to see that their lights were burning brightly. He reported them all right. Seeing that the steamer still came on without changing her course and would evidently run into them, Hughes called all hands on deck and shouted to the steamer “What are you trying to do?” The master by this time had reached the deck, and he ordered the helmsman, Griffith Hughes, to “Keep her steady.” There was a general shout from the schooner “Steamer ahoy!” and immediately afterwards the steamer, which proved to be the “Galatea,” ran into the “Dinorwic,” striking her on the starboard bow, about five feet abaft the stem, and cutting her down to within three planks of the water’s edge.

At the moment of collision the mate, Thomas Owen, who had just come on deck from the cabin, jumped at once for the “Galatea,” but missed his hold and fell into the sea. Griffith Hughes, who was standing near and witnessed the attempt, saw him fall into the water, and heard his cries for assistance. Hughes threw him the log line. This, however, he failed to grasp, and passing astern he was not seen again.

The master of the “Dinorwic” at once ordered the boat to be got out. This was done, then all hands getting into her pulled away from their vessel, and, seeing nothing of the mate, who had fallen overboard, they proceeded alongside the “Galatea.” The master of the “Dinorwic” then asked the master of the “Galatea” what he proposed to do. The latter replied he would stand by until daylight. The two masters then went on board the “Dinorwic” and after inspection the damaged bow was covered with a sail. Arrangements were next made for towing the vessel to Portmadoc for repairs. At 3.30 a.m., on the 5th, the “Dinorwic” was taken in tow by the “Galatea” and arrived off Portmadoc bar at 11.15 a.m. of the same day. A tug then took charge of the “Dinorwic,” and the “Galatea” proceeded on her voyage. These are the facts of the case as stated in evidence by the master and crew of the “Dinorwic.”

The steamship “Galatea,” official number 94322, is a British screw steamer, built at Sunderland by the Sunderland Ship Building Company in the year 1887, and is of the following dimensions:—length, 170.3 feet, breadth, 27 feet, depth, 12.8 feet, and nett register 292.79 tons. She is fitted with three triple compound engines of 95 nominal h.p., and is owned by Mr. John Thomas Harrison, of Nos. 11 and 12 Great Tower Street, London, and designated manager from 23rd August, 1890.

She had two boats in chocks abaft the bridge, and was well found in every respect.

She left Treport on the 3rd day of March last at 0.30 a.m., bound for Garston, with a cargo of 560 tons of beech logs, under the command of Mr. Edward Grant, who holds a certificate of competency, No. 0035.

Her crew consisted of 13 hands all told.

All went well, and on the 4th day of March, at 11.30 p.m., the weather being fine and clear with a moderate breeze from the north-east, Bardsey Island light was sighted, bearing east, distant 8 miles. The vessel at the time was going full speed, about 9 knots. Course N.E. by N. The master then left the bridge in charge of the second officer, with instructions to keep a sharp look-out.

The watch on deck consisted of Thomas Williams, A.B., on the look out forward, and John Lupton, A.B., at the wheel, steering by hand gear.

At 11.45 p.m. (one bell) the look-out man left the forecandle head to call the watch below. He was still absent when, at 11.50 p.m., the second officer saw a green and a bright light of a sailing vessel, 1½ points on the port bow, distant about two to three ships lengths off. He at once ordered the helm to starboard, with the intention of passing under her stern, but the green light disappearing, he was under the impression that the vessel had altered her course. He then ordered the helm hard-a-port. This was done, but too late to avoid the collision, as immediately afterwards the “Galatea” struck the vessel (which proved to be the “Dinorwic”) on the starboard bow.

The master, who, as above stated, had gone below at 11.30 p.m., hearing the orders given by the second officer to starboard and port the helm, hurried on deck, and, seeing that a collision was inevitable, ordered the

helm to be kept hard-a-port. The engines, which had been going full speed up to this time, were then stopped and reversed. Directions were at once given by the master of the "Galatea" to lower the port lifeboat. This was done and she was sent to the "Dinorwic," in charge of the chief officer, who, on learning that there was a man overboard from the "Dinorwic," proceeded at once in the direction where the man was last seen. After pulling about for some considerable time, and finding no traces of him, the boat returned to the "Galatea."

The steamer stood by the "Dinorwic" until daylight, and then, as already stated, towed the disabled schooner to Portmadoc.

These are the facts of the case as stated in evidence by the master and crew of the "Galatea."

At the conclusion of the evidence, Mr. Charles A. Jones, on the part of the Board of Trade, submitted the following questions for the opinion of the Court.

(1.) Did both vessels carry and exhibit the lights required by the regulations for preventing collisions at sea?

(2.) Did the "Galatea" comply with Articles 20, 22, and 23, and did the "Dinorwic" comply with Article 21 of the said regulations?

(3.) Was the watch on deck of the "Galatea" after 6 p.m. of the 4th March sufficient for the safe navigation of the vessel?

(4.) Was a good and proper look-out kept on board both vessels?

(5.) What was the cause of the collision and loss of life, and were prompt and proper measures taken by the "Galatea" to render assistance?

(6.) Were both vessels navigated with proper and seamanlike care?

(7.) Was the serious damage sustained by the ship "Dinorwic," and the loss of life, caused by the wrongful act or default of the master of the "Dinorwic," and the master, chief and second officers of the "Galatea," or of any of them?

Mr. Miller then addressed the Court on behalf of the master of the "Galatea," and Mr. Charles A. Jones having replied on behalf of the Board of Trade, the Court gave the following judgment:—

(1.) Both vessels did carry and exhibit the lights required by the regulations for preventing collisions at sea.

(2.) The "Galatea" did not comply with Articles 20, 22, and 23. The "Dinorwic" did comply with Article 21 of the said regulations.

(3.) The watch on deck of the "Galatea" after 6 p.m. of the 4th March was not sufficient for the safe navigation of the vessel, inasmuch as if any duties were required to be carried out about the decks, the man had to be taken from the look-out. Just prior to the collision the look-out man had gone below to call the watch, and returned only a few seconds before the casualty. Still, independently of the above, as the night was fine and clear, and the lights of the schooner were burning brightly, the second officer, on the bridge of the "Galatea," should have seen them in time to have avoided the collision had he been keeping a proper and vigilant look-out.

(4.) A good and proper look-out was kept on board the "Dinorwic" but not on board the "Galatea."

(5.) The cause of the collision was the careless and negligent look-out kept by Mr. Curt Nette, second officer of the steamer "Galatea," who was in charge of the deck, thereby failing to see the lights of the schooner (which were burning brightly) in time to admit of any measures being taken to avoid the collision. The mate of the schooner, Thomas Owen, lost his life in attempting to jump on board the steamer at the time of the collision, but failed to reach her, fell into the water, and was drowned. Proper measures were taken by the "Galatea" to render assistance.

(6.) The "Dinorwic" was navigated with proper and seamanlike care, but the "Galatea" was not.

(7.) The serious damage sustained by the "Dinorwic" and the loss of life was caused by the wrongful act and default of the second officer of the "Galatea," Mr. Curt Nette, alone, and the Court suspends his certificate, number 034688, for a period of nine calendar months from this date.

W. TAYLOR MORGAN, } Judges.
JNO. HUGHES. }

We concur.

WM. BARNETT BIGLEY, } Assessors.
SAMUEL BROOKS, }
G. T. H. BOYES. }

(Issued in London by the Board of Trade on the 25th day of May, 1900.)

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