

(No. 6157.)

“BOTHWELL.”

FINDING AND ORDER of a Naval Court held at the British Consulate General, Callao, on the 5th, 6th, and 7th days of February, 1901, to investigate the circumstances attending the stranding and total loss of the British sailing ship “BOTHWELL,” O. N. 89,849, when on a voyage from Newcastle, N.S.W., to Callao, and the cause of such loss; and to inquire into the conduct of the master and certificated officers.

The “Bothwell” was a British sailing ship, built of steel, of 1950 registered tonnage, official number 89,849, built at Port Glasgow in 1886, and belonging to the port of London.

It appears from the evidence given before the Court that she sailed from Newcastle, N.S.W., on or about the 20th October last past, bound for the port of Callao with a cargo of coal and a crew of (31) thirty-one hands all told.

The vessel proceeded safely on her voyage until the morning of the 18th January, 1901, when the vessel suddenly stranded at 3.45 o'clock a.m. in latitude 13° 16' S. and longitude 76° 20' W.

The Court having carefully inquired into the circumstances attending the above-mentioned shipping casualty, finds that the loss of the ship was caused by the careless and reckless navigation on the part of the master, Robert Guthrie:—

(1) In not having fixed the positions of the ship with more accuracy during the forenoon of the 17th January, when passing the island of San Gallan.

(2) By recklessly steering a course directly on to the shore during a dark night and foggy weather, which, although a good look-out seems to have been kept, ran the ship into danger which was not discovered until it was too late to get her out of it.

(3) By not having used the deep-sea lead which would have given him timely warning of the ship approaching the shore, there being soundings of 20 to 25 fathoms five miles off the coast, and 9 fathoms at three miles off shore.

The Court also considers that considerable blame is due to the chief mate Thomas Edwards, who holds a master's certificate of competency, No. 99,170, issued at the port of London on the 3rd of April, 1879, for his not having taken any soundings during his watch from 8 o'clock p.m. until midnight, although he admits hearing plainly the sound of the surf on the beach during the whole of that time, and knew the ship was

steering directly on to the land; also his not having called the master's attention to the fact of the ship being kept running into danger, which circumstance he seems to have been fully aware of.

The Court also finds that the crew appear to have conducted themselves properly and that discipline seems to have been maintained on board the vessel at the time of stranding and afterwards; and that no lives were lost.

And the Court, in pursuance of the powers vested in it by Section 483—57 & 58 Vict., (c. 60), therefore orders: That a statement of the case upon which the investigation was ordered having been furnished to Mr. Robert Guthrie, master, and Mr. Thomas Edwards, first mate, before the commencement of the investigation,

That Mr. Robert Guthrie's certificate of competency as master, No. 95,247, issued by the Board of Trade at the port of Liverpool, and dated the 17th day of March, 1877, be, for the wrongful act aforesaid, suspended for the period of twelve calendar months from this date, but the Court recommends that a first mate's certificate be granted to him until such term of suspension of his certificate expires; and

That Mr. Thomas Edwards's certificate of competency, No. 99,170, be, for the wrongful neglect before-mentioned, suspended for the period of three calendar months from this date.

The Court returns to Mr. E. G. Hammersley, second mate, his certificate of competency as second mate, No. 033,377, issued at Liverpool on the 2nd August, 1898, with a caution that he be more careful in the future in the use of the lead when in charge of the deck and the ship approaching the land during night time and foggy weather.

The expenses of this Court fixed at £18 17s. sterling are approved, and are to be paid by the Board of Trade.

GEORGE G. WILSON,
H.B.M. Acting Consul General,
President of Naval Court.

W. B. MINHINNICK,
Master of the British s.s.
“Retriever.”

G. A. THURBER,
Master of the British barque
“Still Water.”

Dated at the British Consulate General, Callao, this seventh day of February, one thousand nine hundred and one.

(Issued in London by the Board of Trade on the 26th day of March, 1901.)