

(No. 6215.)

## "BRUTHEN."

REPORT of an inquiry held under the provisions of "The Wrecks Inquiry Act" at Stanley, on the 3rd and 17th days of April, 1901, before CHARLES THOMAS SMITH and HARRY G. SPICER, Esquires, Justices of the Peace, and Mr. WILLIAM TITLEY, Nautical Assessor, to inquire into the wreck of the schooner "BRUTHEN" on Sea Elephant Reef, King Island, Bass Strait, on the 13th day of March, 1901.

(1.) The following witnesses were examined:— Archibald Grubb (officer in charge of Customs at Stanley) and Peter Johnsen (master of the "Bruthen").

(2.) The evidence disclosed the following facts:—The schooner "Bruthen," 45 tons register, Peter Johnsen, master, left Burnie, on the north-west coast of Tasmania, at 6.30 o'clock a.m., on the 11th ultimo, bound for Port Adelaide, South Australia, with a cargo of palings, consigned by William Jones to the Globe Sawmill Company, with fine weather and variable winds. At noon next day the schooner was eight miles east-north-east of Three Hummock Island. With a four or five knot breeze from the eastward, she ran until 11 o'clock p.m., when it fell calm, the weather thick and hazy. The captain had charge, and, "according to the course steered and by calculations," the schooner was eighteen miles off Sea Elephant Reef. This was guess-work. The mate, John Roddy, came on deck at midnight, and the captain went below. At 2 o'clock a.m. of the 13th, the schooner struck the reef, and was beached in Sea Elephant Bay at 5 o'clock, in a sinking condition. The occurrence was reported by the captain to the Customs Officer at Currie Harbour, King Island, on the 15th, and on the 27th of the month the captain abandoned the schooner, and, with his mate and crew, sailed for Stanley in the fishing ketch "Elsinore," and on the next day reported the wreck to the Officer of Customs at Stanley, where he paid off his crew without obtaining a discharge from the Shipping Master.

(3.) The evidence shows the captain was guilty of carelessness in the navigation of his vessel, in not being provided with a patent log, and in failing to use the lead, knowing he had King Island under his lee.

(4.) The departure from the State of the mate and crew before the inquiry was unsatisfactory, as the evidence of the officer in charge of the schooner at the time she was found to be in danger was of great importance.

(5.) The Court therefore orders the certificate of the master, Peter Johnsen, to be suspended for six months from the date hereof, and that he pay the costs of the inquiry.

H. G. SPICER, J.P.  
CH. TH. SMITH, J.P.

I concur in the above report.

WM. J. TITLEY,  
Nautical Assessor.

Expenses referred to in the above:—  
William Titley, services as Nautical Assessor ... £6 6s.

(Issued in London by the Board of Trade on the  
19th day of July, 1901.)