

After midnight of the Court is of opinion not being used. but was kept. deck at a time when required his personal

able the Court to say of the stranding, but to the vessel being n, the sea and wind er course.

y the stranding. ated with proper and

s.s. "Drumbain" was e master, Mr. John l second officers, or of suspends the master's

B. MARSHAM, Judge.

ENS, } Assessors. GHAME, }

ard of Trade on the ver, 1903.)

(No. S. 206.)

"DREADNOUGHT" (S.S.)

The Merchant Shipping Act, 1894.

In the matter of a formal investigation held at Dundee, on the 4th, 5th, and 6th days of February, 1904, before JOHN CAMPBELL SMITH, Esquire, Advocate, Sheriff Substitute of Forfarshire, assisted by Mr. ALEXANDER GRAY, Engineering Assessor, Captain WILLIAM G. B. MELVILLE, Nautical Assessor, and Mr. JOHN REED, Fishery Assessor, into the circumstances attending the loss of the s.s. "DREADNOUGHT," of Dundee, official number 110982, about 10 miles south east of Gourdon, North Sea, on or about 6th November, 1903.

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 sinking of the vessel was due to an inrush of water consequent on the forcing out of the stern gland, but that the evidence did not disclose the cause of this casualty.

Dated this 8th day of February, 1904.

J. C. SMITH, Judge.

We concur in the above Report.

WM. G. B. MELVILLE, } Assessors. A. GRAY, Engineer, } JOHN REED, }

Annex to Report.

This inquiry was held in the Sheriff Court House, Dundee, on the 4th, 5th, and 6th days of February, 1904, when Mr. John Thomson, solicitor, Dundee, appeared for the Board of Trade; Mr. J. M. Hendry, solicitor, represented the owners, the Dundee Steam Trawling Company, Limited; and Mr. Edward Cowan, solicitor, was present on behalf of the Trawler's Mutual Protecting and Indemnity Association, of Sunderland. The other parties to the inquiry were Mr. James Gall, master, Mr. Alexander Christie, chief engineer, Mr. John William Bartlett, second engineer, Mr. William Smith, first fisherman, Mr. A. Knight, second fisherman, Mr. J. G. Ross, fireman, and Mr. James Findlay, cook, of the vessel, who were not professionally represented but appeared in person. The "Dreadnought" was a screw steam trawler built of steel at Dundee, in 1899, by Messrs. Gourlay Bros. & Co., and was owned by the Dundee Steam Trawling Company, Limited, of 11, Murraygate, Dundee, Mr. William High, fish salesman, Dundee, designated manager, advice dated 4th May, 1899, under the seal of the Dundee Steam Trawling Company, Limited, and was registered at that port, her official number being 110982. Her principal dimensions were:—Length 100 ft., breadth 20.1 ft., and depth in hold 8.05 ft. Her gross tonnage was 116.14 tons, and her registered tonnage 27.96 tons. She was rigged as a schooner, and was propelled by tri-compound inverted engines of 57 nominal horse power, made by the same builders, and was fitted with the usual pumps and auxiliaries suitable for Lloyd's requirements. There were fitted on the vessel's shell, on the port side, three injection valves, donkey sea

suction valve, and the discharge valves, three in number, were below the water line; there were also fitted, on the starboard side, the boiler blow-off cock and the ashes cock.

After the "Dreadnought" landed her cargo of fish on the morning of the 5th November, 1903, and was intending to proceed to Tayport to take in bunker coal, it was found that the vessel was on the ground in the south-west corner of the Fish Dock; the engines were worked ahead and astern for a few minutes, when they found she was fast, the engines were stopped and she remained aground for about one hour; after she floated she proceeded to Tayport, took in her bunker coal, and returned to Dundee the same day, the vessel having made no water and everything working as usual. There was no report made to the managing director or superintending engineer of anything being wrong or her having been aground. The "Dreadnought" was put into the dry dock at Dundee in July, 1903, for overhauling purposes, when all the sea connections were examined and put in proper working order. The propeller shaft was also drawn out for examination, when it was found to be corroded at the after end. The shaft was taken on shore and turned up in the lathe, and was reduced about 1/4 in. in diameter. The stern tube of this vessel, which was alleged to be damaged, was made of cast iron, and was 6 ft. 5 ins. long, 12 1/2 ins. in diameter outside, and 1 1/4 in. thick, and was fixed in the usual way into the stern post, with a nut behind it. The bulkhead, which had a doubling plate, was bored out to suit the size of the stern tube which was bolted to the bulkhead with eight 3/4 in. bolts, and packed with wood behind the flange, to make the after peak water-tight. There was a new white metal bush fitted into the after end of the stern tube, to fit the reduced size of the propeller shaft. There was also a new white metal neck bush fitted, and the stern gland was also put in good order, and the Court was told by Mr. Alexander Smith, the superintending engineer, that everything was done to make a first class job. The propeller shaft was replaced and the vessel came out of dry dock. There has been no complaint about the working of this shaft since, but the engineers complained to the superintending engineer of a fore and aft vibration which they attributed to the top of the engine seat being loose. The "Dreadnought" left Dundee on the 6th November last, at 9.30 a.m., the weather being fine with smooth sea, bound for the fishing grounds off Tod Head, under the command of Mr. James Gall, who holds no certificate, with a crew of seven hands, all told. She was drawing about 11 ft. 6 ins. of water aft, and about 6 ft. forward. She had one boat, which was of the usual size and description carried by such vessels, and was supplied with life-saving appliances in accordance with the statute.

The "Dreadnought" arrived at the fishing ground 10 miles S.E. of Tod Head, about 4 p.m. of the 6th November last. All hands were then called to shoot the trawl, which was done in the usual way, the engines were set away at trawling speed, the chief engineer being in charge of the engines and the only one below at that time. Shortly after this the chief engineer sent the cook forward to tell the second engineer to come below, that the vessel was making water fast. The second engineer went below at once, took a lamp and went in under the cabin floor as far as he could get for water. He told the Court that he saw the stern gland right out of its place and forced up against the shaft coupling, the inrush of the water was so great that it put out the lamp and prevented him from seeing anything more. He immediately went and started the Worthington donkey pump, the chief engineer was at the same time closing the main injection, and opening the bilge injection. The Court was told the pumps were working all right, and pumping full bore out of the engine room. The second engineer then went forward and told the skipper to cut the gear away, and steam towards the land as the vessel was sinking; instead of cutting away the gear the skipper decided to heave it up, which was done in about 10 minutes. During the time the gear was being hove up the boat

was put out and passed astern and the engines were put full speed ahead, and the vessel steamed towards the land. After the engines were started full speed ahead with all pumps working, the water increased so rapidly that, in a short time after, the fires were drowned out and the water was rushing over the taff rail into both cabin and engine room. The skipper then decided to leave the vessel and the chief engineer shut the steam off the boiler, from the deck, to allow all hands to get safely into the boat, which they were able to do. In a few minutes after they got into the boat and about 15 or 20 yards away from the vessel, she went down stern first about 7½ miles S.E. from Tod Head. They then pulled for the shore and landed safely on Bervie Beach, at about 9 p.m.; there being no surf on the beach, and the weather being fine with smooth sea. According to the evidence adduced, the loss of the "Dreadnought" was caused by the stern gland being forced out of its place, causing a sudden and excessive rush of water to flow into the engine room, and the pumps not being able to cope with it, the vessel foundered in about 35 minutes.

At the conclusion of the evidence the following are the questions which were submitted on behalf of the Board of Trade, and the answers thereto by the Court:—

1. Was the vessel aground in the Fish Dock Dundee, on the 5th November last? If so, were Mr. William High, registered manager, and Mr. Alexander Smith, superintending engineer, aware of the fact? Was a proper and sufficient examination of the vessel made to ascertain the extent of the damage, if any, sustained before she left Dundee on the 6th November?

Ans.—The vessel was on the ground in the Fish Dock, Dundee, on the 5th November last. Mr. William High, registered manager, and Mr. Alexander Smith, superintending engineer, were not made aware of the fact until after the loss of the vessel. As it is a common occurrence for steam trawlers to take the ground in Fish Docks, which is understood to have a muddy bottom, no special notice was taken of this occurrence and no examination was made.

2. Was the "Dreadnought" in good and seaworthy condition when she left Dundee on the morning of the 6th November last?

Ans.—According to the evidence adduced the "Dreadnought" was in good and seaworthy condition when she left Dundee on the morning of the 6th November last.

3. After the vessel arrived at the fishing ground at or about 4 p.m. of the 6th November, was the fishing gear carefully and properly lowered?

Ans.—After the vessel arrived at the fishing ground at or about 4 p.m. of the 6th November, the fishing gear was carefully and properly lowered.

4. What was the cause of the vessel making so much water thereafter?

Ans.—The cause of the vessel making so much water was on account of the stern gland

being forced out of the stuffing box, and thus allowing an excessive inrush of water into the engine room.

5. Was every possible effort made by the skipper, engineers, and crew to keep the water under and save the vessel?

Ans.—According to evidence adduced, the engineers did use every possible effort to keep the water under and save the vessel, but the skipper and crew do not appear to have made any effort to keep the water under, as they did not so much as ship the hand pump in the after well.

6. Was the vessel prematurely abandoned?

Ans.—The vessel was not prematurely abandoned.

7. Was she navigated with proper and seamanlike care?

Ans.—The vessel was navigated with proper and seamanlike care.

8. Was the loss of the s.s. "Dreadnought" caused by the neglect of the skipper, chief and second engineers, or any of them? Does blame attach to Mr. William High, registered manager, and Mr. Alexander Smith, superintending engineer, or to either of them?

Ans.—The loss of the s.s. "Dreadnought" was not caused by the neglect of the skipper, chief and second engineers, or any of them, but the Court are of opinion that the stern gland had not been watched and attended to with sufficient care. The Court are unable to explain how the gland came to be displaced because of the want of attentive and skilled watching. No blame is attached to Mr. William High, registered manager, and Mr. Alexander Smith, superintending engineer, or to either of them.

9. What was the cost of the vessel to her owners? What was her value when she last left Dundee? What were the insurances effected upon and in connection with the ship?

Ans.—The cost of the vessel to her owners was £5000, the original estimate being £4700, and the cost of extras being £300. Her value when she last left Dundee would be to her owners not less than £4000; her selling value would depend upon variable and speculative considerations. The managing director, Mr. William High, stated in the course of his examination as a witness that the vessel was insured for £5000.

J. C. SMITH,
Judge.

We concur.

WM. G. B. MELVILLE, Assessor.
A. GRAY, Engineer.
JOHN REED.

(Issued in London by the Board of Trade on the 26th day of February, 1904.)

"LOCH MAREE"

The Merchant

IN the matter of a petition for the winding up of the Loch Maree Steam Navigation Co., Ltd., the Moot Hall, Newcastle-on-Tyne, on the 18th, and 19th days of December 1903, EDWARD ARMORER, OLIVER HESLOP, Messrs. Justice of the Peace for the City and County of Newcastle-on-Tyne, by Captain H. N. W. B. BIGLEY, assessors), into the liquidation of the British Dundee, off the coast of Dundee, on the 19th of October, 1903.

Report

The Court, having considered the circumstances attending the loss of the vessel, and the casualty, finds, for the reasons stated hereto, that the loss of the vessel was caused by the loss of life ensued, while the vessel was proceeding on her voyage, while the vessel was improperly stowed on the starboard bow, thereby causing the vessel to be lost. The Court finds the chief manager, who was among the crew, to be responsible for the loss of the vessel at the time of the accident.

Dated this 19th day

EDWARD ARMORER,
R. O.

We concur in the above.

HENRY KNOX,
WM. BARNETT,
H. PARSELL, Esq.

Annex

This was an inquiry into the loss of the vessel "Loch Maree," whereby loss of life occurred on the 18th and 19th days of December 1903, of the Loch Maree Steam Navigation Co., Ltd., Armorer Hedley and Esquires, assisted by Captains Bigley and P.

Mr. Burton appeared and Temperly represented the representatives of the Loch Maree Steam Navigation Co., Ltd., the chief officer of the vessel. The "Loch Maree," No. 96415, was a steel screw steamer, built at Newcastle-on-Tyne, in the year 1890, by Messrs. James & Iron Coy., Limited. Dimensions:—Length 100 ft., breadth 23 ft. 6 in., and depth in hold 23 ft. 9 in. fitted with triple expansion engines, 100 horse power, constructed by Messrs. James & Iron Coy., Ltd., 1890. She was of 260 tons register, and was registered amended to the Dundee Loch Line Steam Navigation Co., Ltd., by Mr. Andrew Leitch, of Dundee, being appointed master on the 19th of September, 1890.

180 Wt 40 11904