

(No. 6679.)

“VANCOUVER” (S.S.).

IN the matter of a formal investigation held at the Harbour Commissioners' Offices, Montreal, P.Q., on Friday, the 27th May, 1904, before Captain R. SALMON, Wreck Commissioner, assisted by Captains ARCHIBALD REID and WILLIAM WALLACE, Assessors, into the causes which led to the stranding of the British steamship “VANCOUVER,” official number 87963, near Matane, on the south shore of the Gulf of St. Lawrence, at or about 8.50 p.m. on Sunday, the 22nd day of May, 1904.

Report of Court.

The Court having carefully inquired into the circumstances attending the above-mentioned shipping casualty, finds—

(1) That the steamship “Vancouver” was properly equipped and in a good and seaworthy condition when she left Liverpool, England.

(2) That, considering the state of the weather, proper precautions were taken with regard to speed, and a good look-out was kept.

(3) That the course set with Cape Chatte abeam was a safe and proper one to pass Matane if it had been made good.

(4) That the coast in the vicinity where the vessel stranded is properly charted, but the presence of a modern fog-signal at Matane would have given the master timely warning of the approach of the vessel to the land, and, in the opinion of the Court, is urgently required. The bell-buoy placed at the extremity of the shoal does not appear to be of much service to passing vessels, as it cannot be seen in thick weather and is silent in a smooth sea. In this particular instance it could not be heard at about 50 yards distance.

(5) That the casualty was due to the vessel not making good her course, owing to the action of the ebb tide and the set of the current, caused probably by the North-east winds which had prevailed for some considerable time previously, and for which no allowance appears to have been made, but, apparently, no damage resulted from the stranding.

(6) That the master committed an error of judgment in supposing his vessel to be two miles off the land, and in maintaining such a fine course when the conditions of the weather and the approach of darkness prevented accurate observations for distance being made; but, under the circumstances, the Court does not consider there are sufficient grounds for censuring him.

(Signed) R. SALMON,
Wreck Commissioner.

We concur,

(Signed) ARCHIBALD REID,
Port Warden and Surveyor
to Lloyds' Register.

(Signed) WM. WALLACE,
Master s.s. “Hungarian.”

Montreal, 27th May, 1904.

(Issued in London by the Board of Trade on the
5th day of July, 1904.)