

(No. 7089.)

"IVANHOE"

AND

"TANFIELD" (S.S.).

The Merchant Shipping Act, 1894.

In the matter of formal investigation held at Fisherman's Shelter, Waveney Road, Lowestoft, on the 2nd, 3rd, 6th, and 8th days of July, 1907, before A. ADAMS and E. TUTTLE, Esquires, Justices of the Peace for the Borough of Lowestoft, assisted by Captain HENRY HIGGINSON, Captain KENNETT HORE, and Admiral RODNEY M. LLOYD, C.B., into the circumstances attending the loss of the British sailing ship "IVANHOE," of Lowestoft, through collision with the British steamship "TANFIELD," of London, in the North Sea, off Southwold, 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 cause of the collision and loss of life was the failure of the steamer "Tanfield" to keep out of the way of the sailing vessel "Ivanhoe" under Articles 20, 22, and 23 of the Regulations for Preventing Collisions at Sea.

The Court finds Mr. E. C. Bowles, chief officer of the "Tanfield" alone to blame for the collision and loss of life which followed, and suspends his Certificates Nos. 104340, and 002136, for the period of 12 months from this date.

Dated this eighth day of July, 1907.

ADAM ADAMS,	} Justices of the Peace for the Borough of Lowestoft.
E. TUTTLE,	

We concur in the above Report.

KENNETT HORE, RODNEY M. LLOYD, HENRY HIGGINSON,	} Assessors.

Annex to the Report.

This was an inquiry into the circumstances attending a collision that occurred between the steamship "Tanfield" and the sailing ship "Ivanhoe," in the North Sea off Southwold, on the 14th of January, 1907, whereby the "Ivanhoe" was sunk and the master and mate drowned, and was held at the Fisherman's Shelter, Waveney Road, Lowestoft, on the 2nd, 3rd, and 6th days of July, before Mr. A. Adams and Mr. E. Tuttle, two of His Majesty's Justices of the Peace for the Borough of Lowestoft. Mr. Wiltshire appeared for the Board of Trade, and Mr. Crump represented the owners of the "Tanfield," neither the chief officer of the

"Tanfield," or the 3rd and 4th hands, or cook of the "Ivanhoe" were professionally represented by counsel, but appeared in person.

The "Ivanhoe," official number 99170, was a British sailing vessel, built of wood at Rye in 1891, by Messrs. George and Thomas Smith. She was a ketch rigged vessel, 67·8 feet long, 19·2 feet broad, and 9·3 feet depth of hold, belonging to and registered at the port of Lowestoft, on the 7th month of 1897. She was 60·75 tons registered tonnage, and was owned by Mr. W. T. Williams, Junr., of Lowestoft, under date May 6th, 1897.

The "Ivanhoe" was engaged in the fishing trade, and carried a crew of five hands all told, the usual boat, life buoy, and belts for a vessel of this class, and was well found, fitted and equipped for the business in which she was employed. The crew consisted of Charles Willgoss, master, John Buckle, mate, William Burgoyne, third hand, Charles Beard, fourth hand, and Frederick Willgoss, (the master's son) cook.

On the 14th of January last, she was returning from the fishing grounds, and was about 3 miles off Southwold, steering N.N.W. for Lowestoft, the wind S.W. by S. light, the night fine, but dark and clear, and the sea smooth, and the vessel going about 4 to 4½ knots through the water, and the tide ebb. At 0.30 a.m., the master was at the helm and all hands were busy about the decks getting the lines up, and the vessel ready to go into harbour, which they expected to reach in about 2 hours. The masthead light of a steamer had been seen on the starboard bow for a short time previous, and at 0.30 a.m. the red light came into view. The masthead and red light bearing about 2 points on the "Ivanhoe's" starboard bow. At this time the master called to the third hand, who was standing amidship, to look and see if their green light was burning brightly, and he replied that it was. At about 0.40 a.m. the steamer was crossing ahead of the "Ivanhoe," and had got on to her port bow, when it was noticed that her green light was showing, and that she was starboarding her helm, and the red light was shut in. As she was then only 2 or 3 lengths off, all hands were called, and they shouted to the steamer to know what she was doing, but almost immediately the steamer's stem struck them on the port bow, some 3 or 4 feet from their stem, and carried their vessel's head round with the force of the blow, from N.N.W. to S.E. The master called out to the crew to get the boat out, and at the same time helped his son, Fred. Willgoss (the cook) over the rail of the steamer, while the two vessels were along-side of each other. Before the boat could be got out or anything done, the "Ivanhoe" sank, and the third hand who had jumped into the boat and cut the lashings, was washed out of her as the vessel went down, but clung to the oars, and was eventually picked up by the steamer's boat together with the master and fourth hand, and put on board the "Cleopatra," another Lowestoft smack which was following the "Ivanhoe," and who promptly hove to, and put her boat out to render assistance; although the master appears to have been alive when he was picked up he died from exhaustion shortly afterwards. The mate was never seen after the collision, but was supposed to have fallen between the two vessels and drowned.

The "Tanfield," official number 50183, is a British screw steamship, built of iron, at Howden, County of Northumberland, in 1865, and of the following dimensions:—Length 202·5 feet, breadth 28·0 feet, and depth of hold 17·4 feet, gross tonnage 733·66 tons, and registered tonnage 440·62 tons. She was fitted in 1877 with two inverted compound surface condensing engines of 90 horse power combined by R. W. Hawthorn, Newcastle-on-Tyne, the diameter of the cylinders being 25 and 48 inches respectively and length of stroke 30 inches. She is owned by William Cory & Son, Limited, of 52, Mark Lane, City of London, Mr. Gilbert Alder, Junior, of the same address, being designated ship's husband, under date of October the 18th, 1898. She carried two lifeboats, a jolly boat, 6 life buoys, and 20 life belts, and was properly supplied with life-saving appliances according

to the regulations, and was under the command of Mr. John Mathias, and was engaged in the coal trade, running between the Tyne and London, and carried a crew of 16 hands all told. The "Tanfield" left the Tyne on the 13th of January bound for London, with a cargo of 900 tons of coal, and at 0.30 a.m. of the 14th was about E.S.E. of Southwold, distant seven or eight miles. The night was fine and clear but very dark, there was a light wind from S.W. by S., the sea smooth, and the course was S.W. by S., and the vessel going full speed about $7\frac{1}{2}$ to 8 knots, the tide being ebb, and assumed to be running about 2 knots. The master, who had been on deck most of the day, went below about 11.30 p.m., the general instructions being to call him if required, or if any alteration took place in the weather.

At midnight the chief officer (Mr. Ephraim Charles Bowles) took charge of the deck, and at 0.45 a.m., the green light of a vessel was seen two points on the port bow, and estimated to be $\frac{3}{4}$ of a mile off. No alteration was made in the "Tanfield's" course because it was stated that the glimmer of the vessel's red light was seen for a few seconds.

As the vessels drew nearer and the green light was still visible and drawing very close on their port bow, the helm of the "Tanfield" was put hard-a-starboard, it was no sooner put hard-a-starboard than the red light came into view. The vessels were now only some two lengths from each other, but as the "Tanfield" was swinging fast under the starboard helm, the chief officer expected that he would be able to clear the approaching vessel, and so the engines were kept running at full speed.

In a few seconds this was seen by him to be impossible, and he reversed the engines from full speed ahead to full speed astern, but before they could make two or three revolutions astern, the stem of the "Tanfield" struck the "Ivanhoe" on the port bow, driving her round by the force of the blow from N.N.W. to S.E. and S.S.E., both vessels then lying side by side. The engines of the "Tanfield" going full speed astern stopped her headway, and the vessels parted, the "Ivanhoe" sinking immediately. The master of the "Tanfield" coming on deck, stopped the engines, and at once ordered the jollyboat to be lowered and sent away to try and save anyone from the wreck. This was done as soon as possible. She was manned and a light put into her, and sent away to where the "Ivanhoe" had sunk, and found the master unconscious, and fourth hand holding on to the capsized boat, and the third hand floating by the help of the two oars. The three men picked up were transferred to the "Cleopatra's" boat and taken on board that vessel as she was going into Lowestoft, and the "Tanfield" having cruised about for an hour, in the hope of finding the mate, finally proceeded on her voyage to London, taking the master's son, Fred. Willgoss, with them.

From these facts it is evident that this collision was brought about by the failure of the "Tanfield" to comply with Articles 20, 22, and 23 of the Regulations for Preventing Collisions at Sea. In the first place the green light of the "Ivanhoe" was seen from the "Tanfield" $\frac{3}{4}$ of a mile to a mile off, bearing two points on her port bow, and it was then the duty of the steamer to keep out of the sailing vessel's way. The "Tanfield" steaming at $7\frac{1}{2}$ to 8 knots and the "Ivanhoe" sailing 4 to $4\frac{1}{2}$ knots on the courses they were steering, would have covered the distance between them in about 5 or 6 minutes, yet no alteration was made in the course of the steamer to counteract this until the two vessels were in dangerous proximity to each other, because, as the mate of the "Tanfield" stated in his evidence, he had seen the faint glimmer of the vessel's red light for a few seconds some 3 or 4 minutes previously, immediately after the green light was first seen.

The green light was now getting dangerously close on the bow, and when the vessels were apparently some 4 or 5 lengths apart the helm of the "Tanfield" was put hard-a-starboard, with the intention of bringing green light to green light.

No sound signal was made by the "Tanfield" when the helm was put hard-a-starboard, to indicate to the "Ivanhoe" what she was going to do, and, as a matter of fact, the "Tanfield" was so nearly ahead of the "Ivanhoe" when the order was given to starboard the helm, that in the minute or minute and

a-half of time she took in coming round from S.W. by S. to East, she had crossed the bows of the "Ivanhoe" and had opened her red light and closed in the green, and there is no doubt this was the reason that lead the chief officer of the "Tanfield" to believe the "Ivanhoe" was porting her helm.

At this critical moment the engines were still kept at full speed, under the impression that as she was swinging rapidly under the starboard helm she would be able to clear the approaching vessel. This idea unfortunately proved to be erroneous, as the vessels were by this time too close together, and the "Tanfield" having swung round from her S.W. by S. course to East, struck the "Ivanhoe" on the port bow, as already described, carrying that vessel's head from a N.N.W. course round with her to S.E. and S.S.E. and reversing the sails from the port tack to the starboard tack by the force of the blow.

The engines of the "Tanfield" being only reversed from full speed ahead to full speed astern, some two seconds before the collision, and when it became inevitable.

The place of the casualty, as given by the steamer, is probably correct, being ascertained by the bearings of the lights they had passed and seen.

The distance from the land, as given by the smacks, was only assumed and not accurately ascertained, as they were coming in from the fishing ground on a dark night and could not see it.

At the conclusion of the evidence, Mr. Crump addressed the Court on the part of the owners, and Mr. Bowles, the chief officer, having also spoken on his own behalf, the Court proceeded to answer the questions submitted by Mr. Wiltshire from the Board of Trade, and gave judgment as follows:—

Questions.

(1) At or about or shortly after 0.30 a.m. of the 14th January last were the steamship "Tanfield" and the sailing ship "Ivanhoe" proceeding in such direction as to involve risk of collision, within the meaning of Article 20 of the Regulations for Preventing Collisions at Sea? If so—

- Did the "Tanfield" keep out of the way of the "Ivanhoe" as required by the said Article?
- Did the "Tanfield" avoid crossing ahead of the "Ivanhoe," as required by Article 22?
- Did the "Tanfield," on approaching the "Ivanhoe," if necessary, slacken her speed or stop or reverse the engines, as required by Article 23?
- Did the "Ivanhoe" keep her course and speed, as required by Article 21 of the said Regulations?

(2) When the vessels were in sight of one another, did the "Tanfield" properly indicate by signals on her whistle or siren the course or courses she was taking?

(3) Was a good and proper look-out kept on board both ships?

(4) What was the cause of the collision and loss of life, and was every possible effort made by those on board the "Tanfield" to save life?

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

(6) Was the loss of the "Ivanhoe" and/or the loss of life caused by the wrongful act or default of the chief officer of the "Tanfield"?

Answers to the Questions.

(1) At about 0.45 of the 14th of January last the steamship "Tanfield" and the sailing ship "Ivanhoe" were proceeding and approaching each other in such a direction as to involve risk of collision, within the meaning of Article 20 of the Regulations for Preventing Collisions at Sea.

- The "Tanfield" did not keep out of the way of the "Ivanhoe," as required by Article 20 of the Regulations.
- The "Tanfield" did not avoid attempting to cross ahead of the "Ivanhoe," as required by Article 22 of the Regulations.

(c) The "Tanfield" did not, on approaching the "Ivanhoe" (and when in doubt of that vessel's course), slacken her speed or stop or reverse her engines, as required by Article 23 of the Regulations.

(d) The "Ivanhoe" did keep her course and speed, as required by Article 21 of the Regulations.

(2) When the vessels were in sight of one another, and approaching each other so as to involve risk of collision, the "Tanfield" did not indicate by signal on her steam whistle the course or courses she was taking under Article 28 of the Regulations.

(3) A good and proper look-out was kept on board both vessels. The lights of the sailing vessel were seen from the steamer about $\frac{3}{4}$ of a mile away, in ample time to have avoided a collision. The lights of the steamer were seen by those on board the sailing vessel at a greater distance.

(4) The cause of the collision and loss of life was the failure of the "Tanfield" to keep out of the way of the "Ivanhoe," under Articles 20, 22, and 23 of the Regulations for Preventing Collisions at Sea.

Every possible effort was made by those on board of the "Tanfield" to save life after the casualty occurred. The boat was properly and promptly lowered, and three men were picked up after the "Ivanhoe" sank and put on board the "Cleopatra" (another smack that was following the "Ivanhoe").

One of them, C. Willgoss, the skipper of the "Ivanhoe," died shortly afterwards, and the mate, John Buckle, was never seen after the collision. Fred. Willgoss, the cook, and son of the skipper, succeeded in getting on board the "Tanfield" at the time of collision by the help of his father. These five comprised the crew of the "Ivanhoe."

(5) The "Ivanhoe" was navigated with proper and seamanlike care. The "Tanfield" was not after 0.45 a.m. of January 14th, when the lights of the "Ivanhoe" first came into sight.

(6) The loss of the "Ivanhoe" and the loss of life was caused by the wrongful act and default of the chief officer of the "Tanfield."

ADAM ADAMS,	}	Justices of the Peace for the Borough of Lowestoft.
E. TUTTLE,		

KENNETT HORE,	}	Assessors.
RODNEY M. LLOYD,		
HENRY HIGGINSON,		

(Issued in London by the Board of Trade on the
23rd day of July, 1907.)