

(No. 7632).

"GARDENIA" (S.S.) AND "CORNWOOD" (S.S.).

THE MERCHANT SHIPPING ACT, 1894.

In the matter of a formal investigation held at the Moot Hall, Newcastle-upon-Tyne, on the 4th, 5th, 6th, 7th, 9th, and 10th days of February, 1914, before WILLIAM JOHN SANDERSON and DAVID THOMAS HOBKIRK, Esquires, two of His Majesty's Justices of the Peace, acting in and for the City and County of Newcastle-upon-Tyne, assisted by Captains A. WOOD and W. L. MAIN, and Vice-Admiral LEWIS WINTZ, (Nautical Assessors), into the circumstances attending the loss of the British Steamship "GARDENIA" of North Shields, Official Number 79,224, through collision with the British steamship "CORNWOOD," of London, Official Number 132,597, about one mile E.S.E. from the Cross Sand Light Vessel, North Sea, on the fourth day of October, 1913.

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 loss of the "Gardenia" (whereby loss of life ensued) was caused by collision with the "Cornwood," owing to the master of the "Cornwood" failing to stop his engines and navigate with caution in a dense fog, in contravention of Art. 16 of the "Regulations for Preventing Collisions at Sea." The loss of life was due to the "Gardenia" foundering almost immediately after the collision, but the Court finds that the master of the "Cornwood" stood by and rendered all possible assistance. The Court finds that no blame attaches to George William Plane, the master of the "Gardenia," and that the loss of the "Gardenia" was caused by the wrongful act and default of George Henry Lawson the master of the "Cornwood," and hereby suspends his certificate No. 026,541, for the period of six months from the date hereof.

Dated this tenth day of February, 1914.

W. J. SANDERSON, } *Judges.*
D. T. HOBKIRK, }

We concur in the above Report.

A. WOOD, Assessor.
W. L. MAIN, Assessor.
LEWIS WINTZ, Assessor.

ANNEX TO REPORT.

This was an inquiry into the circumstances attending the loss of the British Steamship "Gardenia," of North Shields, through colliding with the British Steamship "Cornwood," of London, whereby loss of life ensued, and was held at the Moot Hall, Newcastle-upon-Tyne, on the 4th, 5th, 6th, 7th, 9th, and 10th days of February 1914, before William John Sanderson and David Thomas Hobkirk, Esquires, assisted by Captains Alexander Wood, and William Ligertwood Main, and Vice-Admiral Lewis Wintz, Nautical Assessors. Mr. Burton appeared for the Board of Trade, Mr. Lancaster represented the master of the "Gardenia," and Mr. Clayton the master of the "Cornwood." Mr. Lancaster also held a watching brief for the owners of the "Gardenia," and Mr. Dickinson for the owners of the "Cornwood."

The "Gardenia," of North Shields, Official number 79224, was an iron screw steamship, built at Willington Quay on Tyne, in the year 1879 by the Tyne Iron Shipbuilding Company, Limited, and was of the following dimensions:—length, 280 feet, breadth, 35 feet, and depth in hold 24·7 feet. She was schooner-rigged, and fitted with two compound surface-condensing engines of 180 h.p., constructed by the North Eastern Engineering Company, Limited,

at Sunderland, in the year 1879. She was of 1897·89 gross, and 1204·97 nett, registered tonnage, and owned by the Montauk Steamship Company, Limited, Mr. William Coupland of 9, Queen Street, Newcastle-upon-Tyne, being appointed Managing Owner on 3rd July 1900. She was on the voyage in question, in good condition and well-found, and fitted with life-boats and life-saving appliances in accordance with the Act. Dealing with these in detail there were two life-boats in chocks under davits, one on each side of the bridge, and a jolly-boat on the port side abaft the life-boat also in chocks and under davits. She had 8 life-buoys, 4 being carried in front of the poop and 4 on the bridge. There were 28 life-jackets (six more than required for the crew) kept in a chest ready for use on the upper bridge. The speed of the vessel was 7 knots "full-speed," 5 knots "half-speed" and 2½ to 3 knots when going "slow," no "dead-slow" being marked on the telegraph dial. She had a practically new steam-whistle of a powerful character worked by a line from the bridge. The engines were amidships, and there were 4 holds, 2 abaft the engine-room and 2 forward of the bridge, and there were 4 hatches leading to the holds.

The "Cornwood," of London, Official number 132597, was a steel screw steamship, built at Sunderland in the year 1911 by Messrs. John Bloomer and Company, and was of the following dimensions:—length, 287 feet, breadth, 41 feet, and depth in hold, 17·2 feet. She was schooner rigged, and fitted with triple-expansion engines of 245 h.p., constructed by the North Eastern Marine Engineering Company, Limited, at Sunderland, in the year 1911. She was of 2,151·79 gross, and 1,310 nett, registered tonnage, and owned by Messrs. William France, Fenwick and Company, Limited of Fenchurch House, 5, Fenchurch Street, in the City of London, Mr. Herbert Cecil Pelly, of Fenchurch House, being appointed Managing Owner on 28th August 1911. She was, on the voyage in question, in good condition and well-found, and fitted with life-boats and life-saving appliances in accordance with the Act. There were two life-boats in chocks one on each side of the bridge-deck and a jolly-boat which stood in chocks before the starboard life-boat. She had six life-buoys, 2 on the rail in front of the bridge and 4 on the middle bridge. There were 26 life-jackets carried in a box on the middle bridge. The speed of the "Cornwood" was "full" 10½; "half" 6½; "slow" 3½; and "dead slow" 2½ to 3.

The "Gardenia" left Benisaf on the 25th September 1913, bound for Middlesbro' with a crew of 22 hands all told and no passengers. She had a cargo of 2,600 tons of iron-ore, and her draught of water on leaving was 22 feet 2 inches forward and 22 feet 3 inches aft. She was under the command of Mr. George William Plane who held a certificate of competency as master, 07179. He had held a master's certificate for some 20 years and been in command 7 or 8 years, of which 2 years were in the "Gardenia." All went well and, on the 3rd October, Beachy Head was passed at 11.50 a.m. (ship's time) which, according to Lloyd's report as to the vessel passing that point, was ten minutes fast of Greenwich time, and as will subsequently appear, this error of the ship's time had not been corrected when the collision occurred. The vessel passed to the east of the Goodwin Sands, and at 3 a.m. (ship's time) of the 4th of October the Shipwash Light Vessel was abeam on the port side distant 5½ miles by four-point bearing, and the N.N.E. course, which the vessel had been steering, was continued. The weather had been fine and the sea smooth with light wind till the Shipwash was reached, but at this point the weather became hazy with passing banks of fog.

At 4.40, while the weather was foggy towards the land, a fog-signal was heard on the port side of a somewhat unusual character, and, as some uncertainty was entertained as to its identity, the master sent the Second Officer down to the chart-room to see if any entry regarding it was to be found in the Board of Trade Notices to Mariners. Not finding any such information recorded, he returned to the bridge and the master himself went to the chart-room to investigate the matter. While there, at 5 o'clock the second mate called him up to the bridge as the weather was then becoming thick in the neighbourhood of the ship. The master returned

to the bridge, having decided that the sound he had heard was some vessel's sound-signal. The "Gardenia" up to this time had been going "full speed," 7 knots, but the master now rang "stand by" and the ship's course was continued at speeds varying from "half" to "full" until 7 a.m. when the weather becoming very thick the engines were slowed down and kept going "slow," or "stopped," till immediately before the collision. A look-out was placed forward on the fore-castle and fog-signals made with the steam whistle according to the regulations. The course N.N.E. (magnetic) was continued till the fog-signal from Cross Sand Light Vessel was heard, bearing about a point on the port bow and estimated to be distant about 4 miles. In order to pass at a safer distance from the Light Vessel the master altered the course to N.E. by N. and continued on this course for ten minutes or a quarter-of-an-hour until the sound from the Cross Sand Light Vessel appeared to bear 4 points on the bow when the course was altered to N. $\frac{1}{2}$ E. to pass the Newarp Light Vessel. About ten minutes after the course had been altered to N. $\frac{1}{2}$ E. a steamer's fog-signal, one prolonged blast, was heard on the starboard bow. The master thought it bore about three points on the bow, but he informed the court that the Chief Officer, who was also then on the bridge, was of opinion that it only bore one point on the starboard bow. The "Gardenia" replied to this signal by a prolonged blast on her steam-whistle and stopped her engines according to Article 16 of the Regulations. The engines were not again put ahead, but the vessels continued to approach each other. Three or four long blast signals were interchanged, and in about 3 or 4 minutes after the way was run off the "Gardenia" and she became stationary in the water, she made two long-blasts on her steam-whistle to the other vessel signifying that she was stopped in the water. No other signal was heard from the other ship in response to these two blasts, but, shortly after they were given, a steamer was seen to come out of the fog, about two ship's lengths distant, bearing from two to three points on the starboard bow and approaching at a considerable speed. The first impression of the master of the "Gardenia" was that she was heading to cross ahead of him, but when she came clearly in sight, he observed that she was heading straight towards his vessel. On seeing her, he put his engines "full speed astern" and gave three short-blasts on his steam-whistle, the appropriate signal. The ship, which proved to be the "Cornwood," came on apparently under starboard helm, and, as she approached, the master of the "Gardenia" heard shouts from the "Cornwood's" bridge directing him to go ahead. He immediately stopped his engines, but, before they could be started ahead, the "Cornwood" came on and struck the "Gardenia" a heavy blow on the starboard side just before the break of the poop, cutting several feet into her. The "Cornwood," being then under reversed engines, backed astern to a distance of a ship's or a ship-and-a-half's length. The master of the "Gardenia" ordered all hands on deck to put the boats out and to get life-jackets on and, leaving the bridge, he went aft to look at the damage. When he saw the condition of the vessel and the amount of water pouring into her hold, he told the donkeyman to call the engineers and fireman up from below. The life-jackets were said to have been appropriated by the crew except the few that were in excess which were left lying in the chest on the bridge.

All hands collected round the starboard life-boat and endeavoured to get her out, but, before this could be done, the vessel sank from under them. Just before she sank there was a violent explosion and the hatches were blown off, the force of this explosion throwing the master down on the bridge. The explosion was probably caused by the escape of compressed air. The vessel went down stern first and the master, who was on the bridge, stated that, as the vessel sank, the fore-part and mast rose up out of the water as if about to fall on him, and the next instant the vessel had gone from under him and he was left floating in the sea. He got hold of a life-buoy and afterwards swam to the shore-gangway which was floating near. He saw the donkeyman supporting himself with a chest-of-drawers which the master thought had been blown out of the chart-room by the explosion. This man

was hurt, having had his shoulder-blade broken after the collision. He also saw Pearson the mess room boy near him and shoved a plank towards him for his support. He observed also the third engineer about 20 yards from him. He had a life-jacket on and had also hold of a bunker-hatch. These men all shouted to the "Cornwood" to put out a boat. There was a considerable amount of wreckage floating round, but it was all very much broken up. The "Cornwood" was observed putting out her jolly-boat and, shortly afterwards, the steam-drifter "Valorous" came on the scene. The "Cornwood's" jolly-boat rowed among the wreckage and took the master and the other three survivors out of the water and put them on board the "Valorous." A life-boat from the "Cornwood" also came and assisted in searching for the crew of the "Gardenia." No other members of the crew were found alive, but the body of G— Burn, a fireman and trimmer, was found floating with a life-jacket on. It was taken on board the "Valorous," and all efforts used to restore animation but without result. The body of the chief-officer, George Hurst, was subsequently found by the Scotch fishing boat "Thrive," floating with a life-jacket on, and taken to Yarmouth. It had been observed floating in the water by the master shortly after the "Gardenia" sank.

Taking up the "Cornwood's" narrative, that vessel left Methil on the 3rd October, 1913, at 4.20 a.m. bound for Dagenham in the Thames with a crew of twenty hands all-told and no passengers. She had a cargo of 2,900 tons of coal, and her draught of water on leaving was 16 feet 3 inches forward and 19 feet 1 inch aft. She was under the command of Mr. George Henry Lawson who held a certificate as master, 026541 and had been master of the "Cornwood" for two years.

At 5.40 a.m. when the Bass Rock was abeam the patent-log was streamed with the index at zero. The weather was clear and the wind light, and the vessel proceeded at "full speed." This condition of weather continued till after 4.5 a.m. on the 4th, when East Dudgeon Light Vessel was abeam distant $1\frac{1}{2}$ miles, the patent log at this point registering 211 $\frac{1}{2}$ miles. At 6.55 there is an entry in the log "came in fog, engines eased down half speed, whistle sounded, and look-out placed on fore-castle head." From this time to the time of collision the vessel is said to have been continued at various speeds through fog of different degrees of density. A course S.E. by S. $\frac{1}{2}$ S. had been set to pass through Yarmouth Roads, but at 8.40, owing to the density of the fog, the course was altered to S.E. in order to pass on the outer side of Cross Sand Light Vessel. When abreast of the Newarp the course was altered to S.S.E., and, after continuing on this course a short time, the vessel was gradually steered round to head S. $\frac{1}{2}$ W. While on this course, at 9.20 the Cross Sand fog-signal was heard about 3 points on the starboard bow. When the signal from the Light Vessel was heard the course was altered to S.S.W. and afterwards to S.W. by S. $\frac{1}{2}$ S. At this time the fog was very thick and the engines were said to have been put at "slow," and, at 9.35, they were put "dead slow." The wind at this time was very light and the sea smooth but the fog was so dense that objects could not be seen at a greater distance than two ships' lengths off. At 9.37 it is stated that, for the first time, a prolonged blast was heard about $1\frac{1}{2}$ to 2 points on the port bow and that the engines of the "Cornwood" were at once stopped and one long blast sounded in reply. Two other long blasts were said to have been heard and replied to by the "Cornwood." The evidence from the "Cornwood" is to the effect that the "Gardenia" gave first one short blast indicating that she was directing her course to starboard, and, seven or eight seconds after, she heard two short blasts which the master of the "Cornwood" said he interpreted to mean that the "Gardenia" was directing her head to port. He then said he saw the "Gardenia" ahead on his port bow two or three ship's lengths off going at great speed under starboard helm. He at once put his engines astern, gave three short blasts on his whistle and shouted to the "Gardenia" to go ahead and port her helm, but, almost immediately, the collision occurred. When the vessels collided the "Cornwood," whose engines were then going astern, backed out of the "Gardenia" and lay about a length or a length and a half from the scene of the

collision, and proceeded on her expedition. Most towards getting a got the jolly-boat by a couple of h were. There app of opinion betwe the course of ac the amount of caused a slight d these two men d water.

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Hurst, George
Packer, John
Jansson, W.
McLean, H.
Zander, K.
Thomsen, H.
Bickfeldt, F.
Reincke, C.
Barch, L.
Hughes, A.
Trotter, G.
Gray, W.
Porteus, W.
Lonarg, Silve
Burn, G.
Edmund, J.
Silva, C.
Garcold, M.

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collision, and proceeded to get her boats out with all expedition. Most of the crew directed their attention towards getting a life-boat out, while a few of them got the jolly-boat in the water. This boat, manned by a couple of hands, pulled to where the survivors were. There appears to have been some difference of opinion between the two men in the boat as to the course of action to be taken consequent upon the amount of wreckage about. This may have caused a slight delay but the Court is satisfied that these two men did their best to rescue those in the water.

The "Cornwood" remained among the wreckage till 10.30 when, as there was no prospect of finding any more of the shipwrecked crew, she proceeded on her voyage.

The Court is satisfied upon the evidence that the collision occurred at or about 9.40. That is the time fixed by the master of the "Cornwood" and is corroborated by the fact that, at 10 a.m., the S.S. "Alcoris" of Shoreham reported the casualty to the Cross Sand Light Vessel. The master of the "Gardenia" fixed the time at about 9.50, which is accounted for by the error of his ship's time as indicated by Lloyd's report of his passing Beachy Head.

The point of collision and foundering of the "Gardenia" was about one mile E.S.E. from the Cross Sand Light Vessel.

It will be seen from the narrative of the two vessels that, as is usual in cases of collision the oral evidence was very contradictory.

In order to test the relative value of this testimony it is necessary to see how far the different statements are corroborated by facts admitted or proved with regard to the speeds and times of the respective vessels.

Taking the "Gardenia" first:—

The Court is satisfied that the vessel passed the Shipwash at 3 a.m. (ship's time) on the 4th October.

A point requiring notice is that the master of the "Gardenia" in his deposition made before the Receiver of Wreck at Yarmouth immediately on landing after the collision stated he was abeam the Shipwash at 4.40 instead of 3 o'clock as already stated.

His explanation to the Court was that he was, and naturally too, very much upset by the events of the morning and that the hour of 4.40, (which was the moment the Second Officer and he were discussing the signal heard at that time as before-mentioned) had become so imprinted upon his mind that he applied it erroneously to the time of passing the Shipwash, but that he soon after realized the mistake he had made. The Court accepted this explanation borne out as it was by the fact that had the Shipwash been abeam at 4.40, then the "Gardenia" must have been proceeding at "full speed" from that time till the collision.

The Court is satisfied that this was not the case, as the master's evidence is corroborated by the

survivors from the "Gardenia" and is further borne out by the speed of the vessel and the time occupied since passing Beachy Head.

As shewing the master's careful navigation from the Shipwash to the place of collision, after due allowance is made for current, the "Gardenia" averaged a speed of only about 5 knots in that run. This case on his part is also indicated by the fact that up to 5.20 the weather was sufficiently clear to enable him to go at "full speed," thus allowing the later stages of the run, through the fog, to be made as they were, at a very low rate of speed.

Turning to the "Cornwood." The patent log shows that the run from the Bass Rock to the Dudgeon Light Vessel was done at a speed of about 9½ knots per hour which, having regard to the character of the coal she was burning, would be her top speed. After making due allowance for currents, her speed from abreast the Dudgeon to the place of collision would be 8.7 knots, although from the reports of the various Light Vessels, the "Cornwood" must during the whole of the time have been running through dense fog. The Court is satisfied that at the time of collision the "Cornwood" had considerable speed on her for, according to the master's own account, within one minute after sighting the "Gardenia" (which was stationary in the water) 2 to 3 ship's lengths off, the collision occurred, although her engines were at once reversed.

Dealing with the events which occurred just prior to the collision the Court felt bound to accept the story of the "Gardenia."

The Court is satisfied that she was stopped in the water and gave the two long blasts signal and did not give any helm signals and that she gave subsequently the three short blasts signal signifying she was going astern.

This is corroborated by the master of the drifter "Valorous" who heard the signals and stated that they came from one and the same vessel and the master of the "Cornwood" himself stated that, beyond the fog signals, he made no signals until he reversed and went astern.

Believing as it did the story of the "Gardenia" on all material points and that the master of the "Cornwood" did not stop her engines as required but approached the "Gardenia" at considerable speed and that he heard, or should have heard, and properly interpreted, the "Gardenia's" signals, the Court had no difficulty in finding the master of the "Cornwood" solely to blame for the collision. They were satisfied that he rendered all the assistance he could and that there was no unavoidable delay in putting out the jolly-boat and picking up the survivors.

The Court accordingly found the master of the "Cornwood," Captain George Henry Lawson in default and suspended his certificate for six months, but acceding to his request, recommended that he be granted a mate's certificate in the meantime.

The following is a list of the crew who unfortunately lost their lives:—

Name and surname of Deceased.	Age	Rating.	Nationality.	Last Place of Abode.
Hurst, George ..	49	Mate.	British, Hull.	210, South Frederick St., So. Shields
Packer, John ..	62	2nd Mate.	British, Bath.	23, Hawthorn St., Swansea.
Jansson, W. ..	26	Steward.	British, So. Shields.	79, Henry St., So. Shields.
McLean, Hector	40	Ship's Cook.	British, Dundee.	116, Rosebank St., Dundee.
Zander, K. ..	23	Bosn. and Lamps.	Sweden.	Station House, So. Shields.
Thomsen, H. ..	22	A.B.	Copenhagen.	German Sailors' Home, So. Shields.
Bickfeldt, Fdk.	23	A.B.	Germany.	Do. Do.
Reincke, C. ..	34	A.B.	Do.	Do. Do.
Barch, L. ..	52	A.B.	Christiania.	21, Chapter Row, So. Shields.
Hughes, A. ..	19	O.S.	British, Sunderland.	103, W. Holborn, So. Shields.
Trotter, G. G. ..	18	O.S.	Do. Oldham.	1, Bond St., Oldham, Lancs.
Gray, W. ..	49	1st Engr.	Do. No. Shields.	78, Linskill Terrace, No. Shields.
Porteus, W. ..	30	2nd Engr.	Do. Percy Main.	13, St. John's Terrace, Percy Main.
Lonarg, Silvester	22	Fireman and Trim.	St. Vincent.	28, Clive St., No. Shields.
Burn, G. ..	45	Do.	British, No. Shields.	21, Church Way, No. Shields.
Edmund, James	33	Do.	British, W. Indies.	21, E. Holborn, So. Shields.
Silva, C. ..	29	Do.	Ceylon.	20, E. Holborn, So. Shields.
Garcold, Manuel	27	Do.	Las Palmas.	Las Palmas.

In all probability the whole of the 18 were drawn down by the "Gardenia" when she sank, and with the exception of the two bodies found, the remainder have not come to the surface.

At the conclusion of the evidence, the following questions were submitted on behalf of the Board of Trade, Mr. Lancaster and Mr. Clayton addressed the board for their respective clients, and Mr. Burton replied:—

1. Shortly before, and at about, 9.40 or 10 a.m. on the 4th October last were the steamers "Gardenia" and "Cornwood" in foggy or misty weather within the meaning of Articles 15 and 16 of the Regulations for Preventing Collision at Sea? If so, did they each make the sound signals required by Article 15 and go at a moderate speed having careful regard to the existing circumstances and conditions as required by Article 16 of the said Regulations? If not, why not?

2. At or about the time mentioned in Question No. 1 did both vessels or either vessel, if so, which of them, hear, apparently forward of the beam, the fog signal of a vessel the position of which was not ascertained? If so, did they or she so far as the circumstances of the case admitted, stop their or her engines and then navigate with caution until danger of collision was over as required by Article 16 of the said Regulations? If not, why not?

3. Was it necessary for both vessels or either vessel, if so which of them, at any time before the collision occurred to slacken their or her speed, or stop or reverse, as required by Article 23 of the said Regulations? If so, did they or the vessel to which the Article applied, do so? If not, why not?

4. Was a good and proper look-out kept on board the "Gardenia" and "Cornwood" respectively?

5. What was the cause of the collision and loss of life?

6. Did the master of the "Cornwood" comply with the provisions of Section 422 (1) of the Merchant Shipping Act, 1894? If not, was there reasonable cause why he did not so comply?

7. Were the "Gardenia" and "Cornwood" respectively navigated with proper and seamanlike care?

8. Was the loss of the steamship "Gardenia" caused by the wrongful act or default of her master and the master of the "Cornwood" or either of them? Was the loss of life caused by the wrongful act or default of the master of the "Gardenia" and the master of the "Cornwood" or either of them?

To which the Court replied as follows:—

1. The Court is satisfied that the collision between the "Gardenia" and "Cornwood" occurred at or about 9.40 a.m. on the 4th October last. Shortly before, and at that time, both vessels were in a dense fog and consequently Articles 15 and 16 of the "Regulations for Preventing Collisions at Sea" applied. Each vessel made the sound signals required by Article 15. The "Gardenia" went at a moderate speed having careful regard to the existing circumstances and conditions as required by Article 16 of the said Regulations, but the "Cornwood" did not comply with that Article. There was no excuse for the "Cornwood" failing to comply therewith.

2. Shortly before the collision both vessels

heard, apparently forward of the beam, the fog-signal of the other vessel the position of which was not ascertained. The "Gardenia" stopped her engines and navigated with caution as required by Article 16, but the "Cornwood" did not comply with that Article. There was no excuse for the "Cornwood" failing to comply therewith.

3. Under the existing weather conditions it was imperative for both vessels, when they heard each other's fog-signals before the beam, to stop their engines. This the "Gardenia," as already stated, did before the vessels became visible to each other out of the fog, and gave the appropriate signal. The "Cornwood," on the other hand, did not comply with the Regulations in this respect. From the moment the vessels came in sight, it was impossible to avoid a collision (though both vessels at once reversed) owing to the fact that the "Cornwood" had not stopped and navigated with caution but was approaching the "Gardenia," which was stopped, with considerable speed. Assuming Article 23 applies in these circumstances the "Cornwood" did not comply therewith.

4. A good and proper look-out was kept on board both vessels.

5. The cause of the collision was the master of the "Cornwood" failing to stop his engines and navigate with caution, in contravention of Article 16 of the "Regulations for Preventing Collisions at Sea." The loss of life was due to the "Gardenia" foundering almost immediately after the collision taking 18 of the crew down with her.

6. The master of the "Cornwood" complied with the provisions of Section 422 (1) of the "Merchant Shipping Act, 1894" by standing by and rendering all possible assistance.

7. The "Gardenia" was navigated with proper and seamanlike care, the "Cornwood" was not so navigated.

8. The Court finds that the loss of the S.S. "Gardenia" was caused by the wrongful act and default of the master of the "Cornwood" alone. The loss of life was due to the collision, but, as already stated the master of the "Cornwood" did all in his power to render assistance to the crew.

The Court hereby suspends the Certificate (No. 026541) of George Henry Lawson, the master of the S.S. "Cornwood," for the period of six months from the date hereof.

W. J. SANDERSON, } *Justices.*
D. T. HOBKIRK, }

We concur:—

A. WOOD, } *Assessors.*
W. L. MAIN, }
LEWIS WINTZ, }

(Issued in London by the Board of Trade on the 17th day of March, 1914.)

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