

(No. 7709.)

“TRECARELL” (S.S.).

FINDING AND ORDER OF A NAVAL COURT held at the British Vice-Consulate, Norfolk, Virginia, on the 4th day of March, 1916, to investigate the circumstances attending the loss of the British steamship “Trecarrell,” of the Port of St. Ives, Official Number 122,654, when on a voyage from Huelva, Spain, to Philadelphia, and the cause of such loss, and to enquire into the conduct of the master, certificated first mate, certificated second mate, and crew of the said vessel.

The “Trecarrell” was a steam vessel of 2,479 tons net registered tonnage, official number 122,654, built at South Shields in 1907, and belonging to the Port of St. Ives.

It appears from the evidence given before this Court that she sailed from Huelva, Spain, on or about the 3rd February, 1916, bound for Philadelphia, U.S.A., with a cargo of pyrites, and a crew of 28 hands all told.

All went well on the above-mentioned voyage until after 22nd February, 1916, on which day the ship's position at noon by observation was latitude 34°51' N., longitude 70°05' W., the course being N.W. ½ N. No observation was possible at noon on the following day, 23rd February, and at 10.15 p.m. the ship was stopped and soundings taken, 20 fathoms in fine sand being found. The ship then proceeded at half speed, about five knots. At midnight, soundings showed 22 fathoms in fine white sand, the weather being overcast and slightly hazy. The ship's course was at once altered to S.E. ¼ S., and this course, at half speed, was continued until 3.30 a.m. on February 24th, when the course was altered to N.W. by N. At 9.15 a.m. soundings were taken, and found to be 11½ fathoms, when the course was altered to N.E. by N. At 11.30 a.m. a buoy was sighted, and taken by the master and by the first and second mates to be the Barnegat buoy. Course was altered to S.W. by S. ¼ S. At 4.10 p.m. the ship struck the shore, worked afloat at 7 p.m., struck again at 11.10 p.m., and broke in two abaft No. 3 hatch.

The Court, having regard to the circumstances above stated, finds as follows:—That the master, Clifford Lower, appears to have navigated his vessel in a seamanlike and proper manner, and when a casualty was inevitable, to have done everything in his power to save the ship and crew.

The casualty was due to the Master's mistaking the Little Gull Bank whistle and light buoy for the Barnegat shoal whistle and light buoy, which is very similar. In the opinion of the Court, the soundings which were frequently taken prior to sighting the buoy, together with the fact that there was no indication, either by lead or appearance, that he was in shoal waters at the time of sighting the buoy, or subsequently when the course had been altered to S.W. by S. ¼ S., justified his coming to this conclusion. It appears to the Court that every care was exercised in navigating the ship, especially when approaching land during the hazy weather, when all the necessary precautions were taken.

The Court sees no ground for blaming the conduct of the first or second mates.

All the members of the crew appear to have conducted themselves in a proper manner.

The cargo appears to have been well and properly stowed, and the ship was not overloaded.

The vessel appears to have been well found, sufficiently manned, and seaworthy at the time of her departure from Huelva.

The log book has been well kept by the first mate.

The vessel appears to have been properly supplied with charts.

The expenses of this Court, fixed at £6 8s. 10d. are approved.

Dated at the British Vice-Consulate, Norfolk, this 4th day of March, 1916.

W, MASSY ROYDS,
British Vice-Consul at Norfolk,
President of Naval Court.

E. W. BARRY,
Master of the British S.S. “Maxton,”
of Liverpool, O.N. 132,820. }
H. WILLIAMSON,
Master of the British S.S. “Anglesea,”
of Cardiff, O.N. 136,939. } *Members.*

(Issued in London by the Board of Trade on the 25th day of April 1916.)