

(No. 4630.)

## "NAUTILUS" (S.S.)

FINDING and Order of a Naval Court held at Yokohama on the second and fourth days of November 1892, to investigate the circumstances attending the loss of the British steamship "NAUTILUS," of the Port of Shanghai, official number 72,788.

The "Nautilus" was an auxiliary screw steam whaling vessel, schooner-rigged, of 95.16 tons registered tonnage, official number 72,788, built at Tokio in 1881-2, and belonging to the Port of Shanghai.

Being on a whaling cruise in the sea of Okhotsk, the vessel on the 29th September last was lying in Shantar Bay. Being on a lee shore, the master made for Long's Harbour (Little Shantar), where he anchored at 4 p.m. in a safe billet in three fathoms of water with fifteen fathoms of chain.

Towards 9 p.m., finding that the wind was increasing, the master roused the second mate up, and told him to drop a second anchor. Shortly afterwards the second mate reported the ship was close in shore. The master decided to wait for daylight. About 1 a.m. on the 30th September she touched bottom, the stern post bumping against the rocks. Steam, which had been up since 9 p.m., was now blown off.

The ship paying off with her starboard broadside to the rocks, the starboard boat was lowered in case of accidents. Towards daylight, the port anchor was weighed and laid out to windward with a hawser, and the ship hove off to both anchors, until the starboard anchor was weighed. The master then set sail and ordered steam. In a heavy squall the port anchor dragged, the ship being before the wind. After the squall the ship came up to the wind, the sails were hauled down, and the engine ordered ahead. On the master finding the vessel would not steer, the engines were ordered astern, when they were discovered to be stopped, the starboard buoy rope being foul of the propeller.

An effort to clear the propeller being found ineffectual, although sail was made, the ship dragged in between the rocks. At about 8 o'clock the ship was abandoned.

In view of the above circumstances, the Court finds that the master, Ernst Schenkel (no British certificate), did not, on anchoring, allow sufficient cable or take sufficient precautions to ascertain if the ship dragged. The second mate, Dick Richards (no certificate), whose watch it was, failed to report to the master the fact that the ship was dragging, but in view of the fact that the mates were allowed to divide their watches with their boat-steerers, it is possible that the original fault on this point was that of the boat-steerer.

In all probability the ship would have been saved after daylight had the buoy rope not got foul of the propeller; and the Court finds that the chief mate, Groves (no certificate), was in fault in not having the buoy rope hauled in when the starboard anchor was weighed. The master has failed to substantiate specifically the charges made by him in the entry in the official log against the second and third mates; but the discipline of the ship generally appears to have been very lax.

The expenses of this Court, fixed at £8 0s. 5d., equal to \$55 80c. local currency, are approved.

Dated at Yokohama this 4th day of November 1892.

(Signed)

JAMES TROUP.

H.M. Consul at Yokohama, President of Naval Court.

A. HAYES-SADLER,

Lieutenant R.N., H.M.S.

"Leander."

ARCHD. MURCHIE,

Master of the British ship "Peterborough," of Greenock.

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