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HER MAJESTY'S SHIP "CAPTAIN."

PROCEEDINGS OF THE COURT MARTIAL ON THE CASE OF HER LOSS.

(From the *Broad Arrow*.)

[CONTINUED.]

The examination of different officers of the fleet relative to the loss of the *Captain*, by the Naval Court, of which we gave a part in our last, continued as follows:

Lieutenant H. O. WILSON, R.N., Her Majesty's ship *Inconstant*: I was officer of the first watch, on the night of the 6th September, was relieved at seven minutes past midnight, and went below at a quarterpast. I last saw the *Captain* about ten minutes past twelve. The force of the wind was from six to eight, with a little cross sea.

By Captain Hancock: The *Lord Warden* and the *Captain* only were in sight from the *Inconstant* when I was relieved, the first being about a point and a half on our weather bow, distant about six cables. I could distinctly make her out. She appeared to have double-reefed fore and main topsails, and foretopmast staysail. She was then not heeling more than might be ordinarily expected. At that particular time a squall had nearly passed over.

By Captain Rice: The topsails of the *Inconstant* were lowered to keep station, but it was not necessary to do so otherwise.

By Captain Boys: If necessary, the *Inconstant* could have carried double reefed topsails through the squalls, and a reefed foresail, but not reefed courses.

Lieutenant Hon HENRY A'COULT, R.N., Her Majesty's ship *Inconstant*: I was officer of the middle watch, but did not see the *Captain* after I relieved the deck. There was a squall, more of rain than wind, shortly after midnight. The *Inconstant*, in such weather, if given sail to press her off the shore, might have carried double-reefed topsails, reefed courses, and foretopmast staysail, without endangering the ship. Had she lain in the trough of what sea there was then she would have sustained no damage.

By Captain Rice: When I found the *Lord Warden* next to and ahead of the *Inconstant* instead of the *Captain* I thought the latter was out of the line and broad on our weather bow.

By Captain Boys: Just after the signal was made to "open order," the maintopmast split and was clewed up, and I then had the fore staysail hauled down to drop the ship into her station.

By Captain May: The force of the wind in the gale met with by the squadron on the 29th of May last is logged at force of ten in the first watch. The sea then was heavier than on the night the *Captain* was lost. The *Inconstant* in the May gale had close-reefed fore and main topsails set.

Captain Commerell: If you had known the *Captain* was carrying double-reefed topsails through the squalls on the night she was lost, and during your watch, should you have been anxious for her safety?—Not for the safety of the ship.

Navigating Lieutenant SEYMOUR, R.N., Her Majesty's ship *Inconstant*: I was on deck between midnight and one o'clock of the morning of the 7th of September. I saw a vessel, apparently the *Captain*, about three points before our beam. The weather was squally and thick, with rain. I think the *Inconstant* would have sustained no damage then from lying in the trough of the sea, and that she could have carried treble reefed topsails and reefed courses if she had been wanted to work off a lee shore in such weather. I saw the light of one ship ahead of us, which I took to be the *Lord Warden*, and I made out a second ship through my glasses, on our beam, and to windward of station, which I took to be the *Captain*.

By Captain Hancock: The *Captain* had then, I believe, been our second ahead in the line two or three days. I felt no anxiety whatever for the *Captain* when I was endeavoring to make her out with my glasses.

By Captain Rice: That was a quarter past midnight. As compared with the ironclads, the *Inconstant* is very crank. In that squall the probable amount of heel under treble-reefed topsails would have been twenty-five degrees. Heeling to that extent, and then struck by a sea and thrown over fifteen degrees more, I think she would have recovered herself, but some of her spars and sails would have been sure to go.

By Captain Boys: The ship I saw with my glasses, and that I believed to be the *Captain*, was about three points on our weather beam. It was too thick to notice how far she was heeling.

By Captain May: When the *Inconstant* was struck by the squall after midnight I consider its force took her over ten degrees more than she previously had.

By Captain Commerell: From what I had seen of the *Inconstant* and *Captain* I should consider the *Captain* could carry the most canvas in such weather as on the night she was lost. Had I known she was carrying double-reefed topsails through the squalls I should have no fears whatever for her safety, as I should expect her masts to go, and I

considered the ship to be particularly steady.

CHARLES BRALE, second signalman on board the *Inconstant*: I was signalman of the middle watch on the morning of the 7th of September last. I saw the *Captain* at a quarter of an hour past midnight, a little off the *Inconstant*'s port bow and about four cables' distance. The *Bristol* was at the same time off the *Inconstant*'s port quarter, about a mile and a half. I saw no other ship there.

By Captain Hancock: I saw the *Lord Warden* at 12.30, knowing it to be her by her lights astern.

Lieutenant CRAWFORD, R.N., Her Majesty's ship *Bellerophon*: I was officer of the middle watch on the morning of the 7th of September. It was blowing hard, with frequent squalls from S.W., with a force of wind of about ten. There was one particularly heavy squall at about half-past twelve. There was a short cross sea, but not a heavy one. If the *Bellerophon* had been lying in the trough of the sea I think she would have sustained no damage. If it had not at that time been necessary to carry the heaviest press of sail practicable, I think the *Bellerophon* might have carried double-reefed fore and main topsails, close-reefed courses and gaff sails, and foretopmast staysail; but unless absolutely necessary I should prefer her having three reefs down in her topsails. The *Bellerophon* has a peculiarly large drop to her courses, and this will account for my saying close-reefed courses.

By Captain Hancock:—I did not see the signal "Open order."

By Captain May: The *Bellerophon* lost her maintop-gallant mast about two o'clock, and split fore and main topsails in shortening sail. At about 12.30 a.m. the weather foretopmast sheet carried away, and the sail split.

Lieutenant ERNEST RICK, R.N., on special duty at the Admiralty.—I accompanied the Controller of the Navy, Vice-Admiral Sir Spencer Robinson, on the occasion when he went to sea in the *Monarch*, with the *Captain* in company. I furnished the Controller with a report, a part of which is now before the court. I would first state that the opinion given to Sir Spencer Robinson by me was founded upon what I considered my practical experience as a seaman, and not upon theoretical knowledge. I considered three things—1, the low freeboard of the *Captain*; 2, the size of her masts and spars; and 3, combined with the two, what I knew of the distribution of her weights. During the trial the 12th of May was the only day that, in my opinion, can throw much light upon the opinions I expressed. Up to the point of the gunwale of the ship being