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on these points.

tion placed upon them.

ship on that night and morning

ing of the speed and position tion of the disaster.

ons upon an erroneous ferent causes, which he, the Counsel

d was abeam and the Cap- The Counsel for the Crown account-

According to evidence for the Crown, preferred.

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by him (Mr. Gibbs) and in account- of the weather, for according to his guessed pretty accurately what course Inquiry. by him (Mr. Gibbs) and in account- (of the weather, for according to his guessed pretty accurately what course ing for ship's speed to Motion Head table of wind speed the wind actually the Florizel actually took and so far nowed it to be about two and a half decreased between 8 and 11, and in as speed is concerned apart from lee points abait the beam and that the any case a speed of about 8 knots up way he could agree very nearly with meed of the ship to this point was less to about 12 midnight is far more pro- the Crown's theory; but he did not Delivered by mr. choos, a. than 6 2-5 knots, while the Captain bable, in all the circumstances. What- agree at all with the reasons which schalf of Captain martin at gave her a speed about 8. Third Of- ever might be said about the engines, Counsel for the Crown gave. He was heer Jackman took the bearing of the fact remained that they were run- | certain that the extra influence Counof Enquiry, on Friday Last. Motion Head which showed it to be ning over an average of 69 revolu- sel for the Crown allowed for the North West and abeam at 9.30. There tions that watch. It might be stated wind, weather, and ice, particularly was clear positive evidence that the with absolute certainty that her aver- the alleged error in the captain's estirell equipped in every respect ship's speed from Fort Amherst to age speed in fine weather and smooth mate of her speed through the water. left this port, up to the the Cape, was 8 knots an hour, the dis- water could not have been less than ought to be taken from under these the running on a reef near tance four miles occupying a half an about 11 knots, and the elements could heads, and assigned to the other causden proper lookout was kept, hour; Cape Spear was abeam at 8.44 only be taken into account for any re- es he mentions, namely the reversed

the full compliment of men were which again showed the ship to be duction. of the watches and each was steaming at least 8 knots an hour. Counsel for the Crown allowed for running to the North and not merely The principal point in the whole wind, sea and ice-he, Mr. Gibbs, running in a reversed direction, but ost performing the duties per-The evidence given case was the great reduction in the would take them altogether. He also in on the land. If that was done, muld sale the formula sale the for speed of the Forlizel below the usual, would ask the Court from now on to and the speed of such current put at a reduction so great as to be absolute- look at his estimated table of speeds 2 or possibly 21/2 knots (refer to Sirestioned on the idence also ly unique in her record and not, he throughout the night set out upon monsen's evidence) it explained everysubmitted, to be accounted for by the page 12. It was not clear exactly thing. It explained the great reduc conditions as he knew them to have what reduction he allowed for the tion in the ship's speed; it explained other conditions beunfavorable at 12 midnight been. Naturally, before the Captain or weather and ice. But it was evident- the leeway, for when he turned W.S. ourse was altered. This should anyone else can be judged, two things ly a greater reduction than the cap- W. this current would help her alnut her well off the land. Up to me of the Florizel's going ashore, me composing the different see of the florizel's going ashore, me composing the different barpened. Second the causes that Gibbs thought the Court work the floring her very rapidly on the happened. Second, the causes that Gibbs, thought the Court ought to land, and it fully explained the cap-Quartermaster, lookouts, brought it about. His purpose there rule the question of ice right out. So tain and chief officer James' estimate ers in charge of the bridgewas to examine the argument on the many of the witnesses were emphatic of her speed, and it also made it unren this fact beyond a doubt part of the Crown on both these that it would not have impeded the necessary to allow for anything expoints, partly in order to point out ship at all, that he thought the Court ceptional in the Florizel's behaviour. where he disagreed with the theory ought to do the same. He knew that It fitted in altogether far better with set up. Partly by so doing to set forth this whole strange occurrence must all the probabilities of the seas.

the case outlined by the what he conceived the true explana- be accounted for some how. But was If the captain, estimating his posithe Court justified in assuming that tion according to the speed contended With the first-the Crown's theory conditions like these were extraordin- for by the Crown, had continued on hip on that night and morning of what really happened, he had little ary that night and had a greater ef- his course, but owing to fog could and not capable of the con-quarrel. The course which had been fect than usual and than the captain not see Cape Race, and could not plotted for the Florizel seemed to him and several others allowed? The hear the horn, and had gone ashore (Mr. Gibbs) to be with possibly slight Court knows it was a stormy night, on some part of the Nova Scotian the Counsel for the Crown stated (and Groups) to be with possibly sight but was it uncommonly so? The evi- coast, what would be the attitude of a ta quarter to ten the weather mounteactor as machine and the point where it placed her at 4 dence shows it was not. It was not Marine Court of Enquiry towards him with the object of o'clock was as likely as any other to necessary at any time to slow the ship when he attempted to explain the object of ociock was as likely as any other to which the be correct and she must have been down from full speed and no ill ef-cause of his ship going ashore been steered somewhere about there. But where fects seemed to have been experien- Would it be seriously entertained by tays must have been steered bound in the about there. But must be ced. She did not dip by the bow at the Court that the speed of a ship like he had traced on the chart he court that the speed of a ship like all, so that the seas could not have the Florizel could be reduced to four evidence showed that the second point, the causes which he as- been unusually high. Altogether I or four and a half knots an hour and e evidence showed that the second point, the causes which he as did not become thick nor signed for this reduction of speed and think the Court ought to and will ac-her engines turning over as they did now begin to fall at a quarter to the way in which he distributed the cept the captain's and other officers' that night and morning? How could he explain it since the lowest ever It did, however, commence to get whole reduction among them. He estimate of the strength of the sea he explain it since the lowest ever the event time and ten, and was convinced that if the Court had wind and ice, and that we have no the Florizel has been known to steam tween that time and ten, and was convinced that if the court had right to think that they underestima- is 4 knots and that with a gale of wind uld be seen abeam. Evidence regard to the known and established, ted it, merely because it helps us a dead ahead, her engines half closed the starboard quarter well the sworn evidence of the Officers little to explain a mystery. and a sea in which she was going un-Next, Counsel for the Crown allows der to her foremast? He could no am. This was important and crew and all the probabilities of

and crew and all the probabilities of a knot an hour for a reversed current. der to her foremast? He could not tell that he was in the grip of a curhis argument and formed planation, that statement of the dif- He, Mr. Gibbs, refers to that later on. rent setting in the opposite direction Finally, even when the Counsel for of the Polar one, because in all his the Crown has made these allowances experience he had never encountered for all these factors, he is forced to on and was unaware of it. If the

was abeam and the cap- The Counsel for the Grown account-need sounding to make ed for the reduction of speed by ad-With ducing the following causes: (1) A ly overestimated his speed through tended for by the Crown, she would secure of the position. With ducing the following causes: (1) A the water in order to make his theory agree with the known facts. He puts slower the speed the greater the leeand distance from the land conditions; (2) The effect of the wind that estimate at from one to one and way. Thus she would have gone the best position that any Cap- and sea; (3) The effect of the ice; a half knots. Mr. Gibbs thought the ashore much earlier and at some the pest position that any Cap-could by any possibility have. (4) The effect of the almost certainly her endence showed that it was reversed current All these causes a could by any possibility have. the solution of the effect of the almost certainly the solution of the showed that it was the solution of the showed the solution of the solution of the solution the solution of the solution of the solution the solution of the solution of the solution the solutio

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