

L2  
76-12

Court Martial

3 JUN 1914

3 December 1901

Loss of C. G. Cruiser "Active" on Granton  
Breakwater. Chief Officer and  
19 men drowned.

Minutes + Sentence of Court Martial

17408/12 Interment of Recovered Bodies

X

- ~~L 16500~~
- ~~" 16460~~
- ~~" 16625~~
- ~~" 16746~~ 1901.
- ~~" 16992~~
- ~~17024~~

~~1862~~

Original - Duplicate sent to Adm<sup>t</sup> Super<sup>t</sup> Mar: Rev

Reporting the death of certain officers  
and men who formed the crew of 'Active'

15  
1901  
HMS 'Active' - Queensferry  
14 November 1901.

Sir,

I regret to report the death  
of the officers and men shown on  
the attached list who formed part  
of the crew of H.M.S. cutter 'Active'.

The 'Active', as far as is known  
foundered on Granton Breakwater  
about 4 AM, yesterday, and became  
a total wreck.

The relations of the men shown  
whose addresses it has been

the

Secretary of the Admiralty  
Whitehall

possible

possible to obtain have been  
communicated with.

I have the honour to be  
Sir

Your obedient servant.

M. S. Sikes

District Captain

FROM WHOM

DATE

Admiral Superintendent of Naval Reserves.

13th November 1901.

REFERRED TO

SUBJECT

District Captain, Leith. 13th Nov: 1901.

Reporting the loss of the Coast Guard Cruiser

"ACTIVE" on Granton Breakwater .

Chief Officer & 19 men drowned

*Handwritten note:*  
District Captain  
Granton Breakwater  
Min + Seaman

N.R.6463.

FORMER

MEMORANDA AND MINUTE.

Submitted, the following telegram sent by the

District Captain at Queensferry at 10-30 a.m., to-day was received here at 5 p.m. :-,

"Mate of Cruiser "Active" reports that "Active" was lost during night on Granton Breakwater. Captain and 19 hands drowned, 5 saved namely -

Donovan, Mate,

Wakeham, Quarter Master.

Travass, Pearce & Dady, ? Ordinaries.

"Am sending "Cockchafer" to Granton with my steam boat, launch and divers, am also proceeding myself at once to Granton to make enquiries and ascertain what further steps to take to salve ship and recover bodies. Names of Officer and men who formed crew and are not accounted for are -

Chief Officer Charles Culley.

Carpenter's Mate Williams, Official No 340753.

Able Seaman Thompson ,, 186551

,, Farrow ,, { 157772

,, Randall, ,, { ? 187772

Chief Qr. Mr. Donovan, ,, 182665

Petty Officer 2nd class Weller,,, 183665

Chief Qr. Mr. Donovan, ,, 142204

Petty Officer 2nd class Weller,,, 182524

*Handwritten notes:*  
retained  
28/11/01  
JRB

*Handwritten signature:*  
JRB

Able Seaman Gregory.

,,	Pearson,	,,	156787.
,,	Bardon, (? Barton)	,,	156259
,,	Plummer,	,,	167904 (2167984)
Ord. Seaman	Temple,	,,	202391 (? 203891)
,,	Walker,	,,	205812.
Boy	Banham,	,,	207566
	Melling,	,,	207571
	P. Rynn, (Prynn)	,,	207544,
Ord. Seaman	Buttons,	,,	188786.
,,	Lyall,	,,	208116.
Boy	Mulvaney,	,,	206473.

*F. J. Krabbe*

Secretary.

The Secretary.

*Done 13/11/01* Information should be furnished to the  
*Pres.*

*Pres. office* Please cause Enquiry to be informed  
for transmission to the King

*W.H.F.*  
*13/11/01*

*H. J. K.*  
*13/11/01*

*S*  
*13.11.01*

Handed in at

08ms Croftall Hds

Charges to pay.

S. N. D.

Winders at 7 2/3

Received here at

TO Private Secy Admiralty

The King much regrets to hear of this great disaster to the Royal Navy and would be glad to hear further information.

ack'd W.M. 13.11

query

N.B.—This Form must accompany any inquiry made respecting this Telegram.

First Lord Walter Kerr

I presume there is no need to communicate the King's message to the Press, at any rate until tomorrow.

W. B. B. B.

Resident Clerk

13. 11. 02.

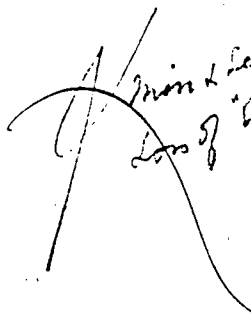
Private Office

In Branch  
unless you hear further, no steps need be taken to publish the King's reply - I have  
to the Evening.

List of the crew of "U.S.S. Butter Active" on 12<sup>th</sup> Nov. 01.

Name	Rank or Rating	Official Number	Whether saved or Not
Mr Charles Culley	Ch. Officer (uncommissioned)	—	No
<sup>Agnes</sup> John Donovan	Ch. Q <sup>r</sup> M <sup>r</sup>	142,204	No. (body recovered)
Reuben Weller	PO 2 <sup>nd</sup> cl.	182,524	No
Henry Williams	Carp <sup>r</sup> M <sup>r</sup>	340,953	No
William Henry Thompson	A.B.	186,551	No
Edward James Farrow	—	187,972	No (body recovered)
Frederick Randall	—	183,665	No
Edwin Thomas Gregory	—	180,118	No
Rich <sup>d</sup> George Charles Pearson	—	156,789	No
William Thomas Boston	—	156,250	No
Edward William Plummer	—	164,984	No
Thomas Temple	Ordys <sup>e</sup>	203,891	No
Herbert George Walker	—	205,812	No
James Buttons	—	188,786	No
John Greve Duncan Lyall	—	208,116	No
Henry Amos	Boy 1 <sup>st</sup> cl.	207,553	No
Joseph Mulvaney	—	206,473	No

name	Rank or Rating	official number	whether saved or not
Arthur William Barham	Boys 1 <sup>st</sup>	207,566	No
William Melling	— " —	207,571	No
Alfred Pryn	— " —	207,544	No
<u>Mr James Donovan</u>	Second Mate	-	Yes
William Henry Wakham	Q.T.M. (Police)	14 2,820	Yes
George Thomas Pierce	ordylea	182,989	Yes
William Travis	— " —	201,860	Yes
George Charles Dady	— " —	203,783	Yes


 mind sentences  
 loss of "actions"

M. S. F. H. C.  
Captain



10700

RECEIVED  
25 NOV 1901

RECEIVED  
25 NOV 1901

Witnesses for  
Actives' Court Martial.

Arms Anson, Queensferry

24 November 1901.

Sir,

With reference to Admiralty Letter L. 16625, dated 20 November, 07, N.R. 6463, I beg to submit that I consider the following officers and Chief Petty Officer should also be present to give evidence at the forthcoming Court Martial on the loss of HMS "Active" (in addition to the survivors) for the reasons stated after their names.

Captain William Blake Fisher, C.B., R.N.  
who verbally, and by signal, gave the

Admiral Superintendent  
M. R. Rescoe

late

- late Mr. Charles Culley, instructions as to what the object was in sending him in 'Active' cruising, and the precautions he was to observe to avoid any risk or hazard to his vessel.

Commander, Richard Norden Harbord, R.N., who issued to the late Mr. Charles Culley his written Sailing Orders for previous cruise, in Captain's absence on duty.

Lieutenant Francis Ignatius Barwill, R.N. and, Alfred Edward Locock, Chief Writer, Official Number 128220. -

This Officer and Chief Writer were present in the Captain's cabin when he gave the verbal orders to the late Mr. Charles Culley in which

the

the latter named officer was  
cautioned as to his care for  
the safety of his vessel.

I have the honour to be  
Sir  
Your obedient servant.

M. Antier  
District Captain.



Minutes of Proceedings at a  
Court Martial held on board  
His Majesty's Ship "Pembroke" at  
Chatham, on Tuesday, the Third  
day of December 1901.

Present

Captain Henry Leah, Ams. "Diadem"  
President;  
Captain Spencer Henry Metcalfe Login,  
Ams. "Repulse";  
Captain William Graham White,  
Ams. "Northampton";  
Captain Alban Giffard Tate,  
Ams. "Pactolus";  
Captain Frederick Tower Hamilton,  
Ams. "Furious";  
Captain Sackville Hamilton Gordon,  
Ams. "Immortalité";  
Captain Charles Holcombe Dare,  
Ams. "Assistance";

Mr. Harry Robinson, Secretary,  
Ams. "Wildfire", officiating  
as Deputy Judge Advocate

The following Officers,  
Junior to the President, did  
not sit as Members of the

Court for the reasons stated  
against their names respectively;-  
Captain Reginald. C. Prothero, C.B.  
Hms. "Pembroke"; - Leave of absence;  
Captain George. E. Richards,  
Hms. "Triton"; - Leave of absence.

The Court being assembled,  
the survivors of H.M.'s late  
Cruiser "Active", with the exception  
of George Thomas, Peice, Ordinary  
Seaman, Official Number 182,987,  
who was sick in hospital and  
unable to travel, were  
admitted into Court.

The Prosecutor, Captain  
Archibald. J. Pocklington, of  
Hms. "Sans Pareil", and the  
Audience were admitted.

By Albert Hastings Markham, Esquire,  
Vice-Admiral in His Majesty's Fleet  
and Commander-in-Chief of His  
Majesty's Ships and Vessels employed  
and to be employed on the Nore  
Station.

Whereas the Lords Commissioners of the Admiralty have  
transmitted to me a letter dated the thirteenth day of  
November 1901 from Captain William B. Fisher, C.B., of  
His Majesty's Ship "Anson", reporting the total loss of  
His Majesty's Coast Guard Cruiser "Active", tender to the  
said Ship, at Granton on the 11th ultimo, and Whereas  
their Lordships think fit that a Court Martial shall be  
held to enquire into the loss of the said Cruiser, and  
to try the survivors under Sections 91 and 92 of the  
Naval Discipline Act.

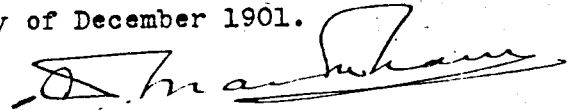
List herewith

I send you herewith the said letter, and do hereby  
direct you to assemble a Court Martial on board His  
Majesty's Ship "Pembroke" on the third day of December  
1901, or as soon afterwards as circumstances will admit,  
which Court, you being President thereof, is hereby  
ordered to enquire into the loss of the said Cruiser,  
and to try the said survivors accordingly.

Dated at Sheerness this *First*  
day of December 1901.

Henry Leah Esquire

Captain of His Majesty's Ship "Diadem".



By command of the Commander-in-Chief,

*Arthur Robinson*  
Secretary.

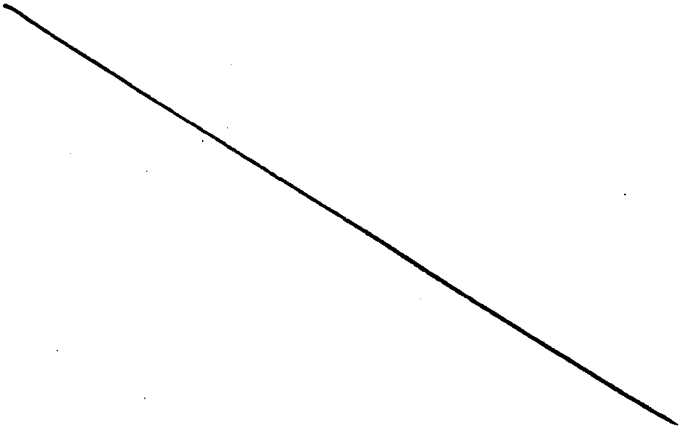
Read the names of the Officers  
composing the Court.

The Survivors, being asked  
individually whether they  
objected to be tried by any  
Member of the Court, each  
stated that he had no objection.

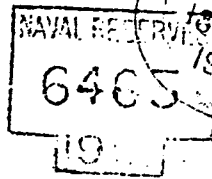
None of the Survivors made  
any objection to the Constitution  
of the Court.

The Members of the Court  
and the Appointing Deputy  
Judge-Advocate were then  
duly sworn.

Read the letter from Captain  
William B. Fisher, C.B. of  
H.M.S. "Anson", dated 13<sup>th</sup>  
November 1901, reporting the  
loss of H.M. Cruiser "Active".



Loss of HMS "Active."



HMS "Anson"

Queensferry

13<sup>th</sup> November, 1901.

Sir,

It is with the deepest regret that I have to report the total loss of H. M. Cutter "Active", one of the tenders of HMS "Anson" and also of the officer and men belonging to her crew whose names are given on the attached list.

2. The circumstances attending the loss, part of which have been described to me by the survivors, are as follows:-

3. At 9.30 am on Monday, 11<sup>th</sup> instant, HMS "Active" proceeded from her buoy at Queensferry to carry out



The Admiral Superintendent

-instruction

of Naval Reserves



instruction under sail of Ordinary, Seamen and Boys of the "Anson"; being ordered by signal to return by Thursday afternoon, in order that her crew might take part in "General Quarters" on board the "Anson" on Friday. This procedure was in accordance with my verbal orders to her Chief Officer, to whom I had given instructions as to the nature of his duties and whom I had (in the presence of the Lieutenant (N) of the "Anson") given discretionary powers, informing him that his cruising was dependent on the weather and that, on any indication of its being uncertain or likely to be stormy, he was to seek a safe anchorage or return to Queensferry.

4. The weather at the time of his leaving on Monday was fine, with a light wind and no indications of it becoming rough. Nothing further was heard of the "Active" until this morning, 13<sup>th</sup> instant, when a telegram

was received by me at 9.30am from  
Mr John Donovan, Second Mate, of the  
Active, stating that she had gone on  
shore on the Granton Breakwater and  
that only five lives had been saved.

5. I immediately ordered steam  
to be raised in HMS "Cockchafer", intending  
to send her, if possible, to Granton, with  
"Anson's" boats and divers, to endeavour  
to save the ship and recover the bodies,  
proceeding myself to Granton with the  
Senior Lieutenant, Boatswain and two  
men.

6. On visiting the scene of  
the wreck, I found the ship had  
completely broken up, that the position  
to windward of the rough stone  
breakwater, in the sea that was running,  
would not admit of any diving, nor  
would any advantage be gained by  
attempting it, as only the masts were  
floating there and being dashed up  
from time to time on to the  
breakwater. I therefore telegraphed to

send the "Cockchafer", when the weather moderated, which it was doing fast, and to order her to proceed inside the Granton Harbour to collect the wreckage with which the harbour and beach were strewed. In the meantime, I requested the Collector of Customs and the Police to take care of all articles and wreckage of the "Active", that might be washed on shore, until I could send a ship to collect it. This will now be undertaken by the Cockchafer.

7. Having ascertained that two bodies in the mortuary had been identified by the Quartermaster (William H. Wakeham P.O. 1<sup>st</sup> cl.) one of the survivors and having heard what the second Mate John Donovan, who, with Wakeham, had been on shore at the time of the accident, knew of the matter, I proceeded to Edinburgh Infirmary to visit and interrogate the men who had been rescued, first ordering the Cockchafer to

Granton

Granton, as the wind and sea had subsided.

8. I also sent to the Commanding Officer of the "Durham" at Leith to take any necessary immediate action and inform me if any bodies were recovered and enquiries are now being made relative to permission to inter any from time to time.

9. I have had no time, up to the present, to obtain written statements as to the cause of the loss, but the information I have elicited verbally from the survivors is approximately as follows :-

Mr John Donovan, Second Mate, stated that they anchored, in fine weather, on Monday night, about one mile off Newhaven Pier, (which Pier is about 8 cables east of Granton Breakwater) and that, on anchoring, he and W.H. Wakeham, Quartermaster, had obtained permission to go on shore until the following morning. During the night the wind had freshened and they

were unable to go off, but he watched the "Active" all day, and, though she was plunging in the sea, she was all right and had not apparently dragged up to 10 pm. This is all the information he could give.

10. The survivors state that at about 2. am today (13<sup>th</sup> instant) the ship, with three anchors down, commenced to drag and, at about 4 am, the officer in command called everyone on deck and tried to set a staysail. Finding he could not do this, and seeing that the "Active" was near the Breakwater and after a boat had been broken in trying to lower it, he ordered the crew into the rigging. The foremast broke off after she struck and the men went overboard with it. <sup>(Survivors)</sup> Two men were washed over the Breakwater and were picked up by a Swedish steamer inside, which had been prepared for accident, hearing the cries from the "Active". The

third man was washed on to the Breakwater and walked along it to the shore.

11. Previous to striking, the "Active" had fired rockets and signal lights for distress purposes, but failed to obtain any response.

12. This is an outline of what I have obtained locally on the case. Tomorrow I intend sending an officer to take down a written statement from the survivors and to ascertain what steps will have to be taken as regards the interment of the recovered bodies.

13. I would submit that I may be instructed concerning the disposal of the wreckage, not personal property.

14. As regards the present position and condition of what remains of the hull of the "Active", I cannot supply

any information at present, as on my  
- visit,  $1\frac{1}{2}$  hours after low water, not a  
trace of it was visible, although the  
chart shows  $1\frac{3}{4}$  fathoms, close alongside  
the Breakwater, where she struck, so, as  
the beach was covered with wreckage,  
including gunwales and upper works of  
the ship, with chests, rifles, ammunition  
cases ~~and~~ other articles from cabins  
and lower deck, I concluded that the  
deck had broken up and the ship  
more or less in the same condition  
on the bottom near the Breakwater,  
otherwise some portions would have  
been visible, and so I telegraphed to  
you in this sense. On reflection, it  
appears to me possible that she is  
lying on her bilge under water.

This I will endeavour to ascertain  
as soon as possible by divers when  
the sea admits of their going down.

and I may possibly recover anchors,  
cables or other articles attached to the  
hull.

I have the honour to be,

Sir,

Your obedient servant

M. S. H. W.

Captain.



Mr James Donovan, Second Mate,  
H.M. Coast Guard Cruiser "Active",  
~~called~~, sworn and examined  
by the Court.

1. Q. Is the narrative just read to  
the Court a true statement of the  
wreck of His Majesty's late  
Coast Guard Cruiser "Active"?

A. Yes. So far as I am aware.

2. Q. Have you any complaint to  
make against any of the  
survivors of the ship's company  
of the late Coast Guard Cruiser  
on that occasion?

A. No.

By the Court to the  
remaining Survivors:-

3. Q. Have you, or any of you, anything  
to object to in the narrative  
just read to the Court, or  
anything to lay to the charge  
of any officer or man with  
reference to their conduct on the  
occasion of the loss of His Majesty's  
late Coast Guard Cruiser "Active"?

A. (From each) No.

Captain William Blake Fisher,  
C.B., H.M.S. "Anson", called, sworn  
and examined by the Prosecutor.

4. Q. Are you Captain of H.M.S.  
Anson?

A. Yes.

5. Q. Were you doing duty as such  
on 11<sup>th</sup> November last?

A. Yes.

6. Q. Had you occasion to send  
for Mr. Culley, late Chief  
Officer in Command of H.M.  
Cruiser "Active" to give him  
his sailing orders?

A. Part of the Sailing Orders  
were given by signal and  
part verbally.

7. Q. Did you see Mr. Culley on  
11<sup>th</sup> November?

A. No.

8. Q. Did you give him sailing orders  
in your cabin on 26<sup>th</sup> October  
last?

A. Yes, verbally.

Captain Fisher  
C.B.

Mrs. Anson

Q. Q. State to the Court what those orders were?

A. I informed Mr. Culler that I had received instructions that when the "Active" was not otherwise employed she would be used for instruction of the Younger Seamen of H.M.S. Anson in practical Seamanship; that they would be sent on board in batches, a plan of which I had arranged, and I explained to him minutely the system of instruction & his general duties. I pointed out to him that he was at liberty to anchor when & where he chose, that he could return to Queensferry if he thought it desirable at any time & that on no account was he to risk or hazard his ship in the slightest degree. I showed him on the Chart the best positions for anchoring under any contingency. These were verbal orders. These orders were given on or about the 26<sup>th</sup> October, before I went on Inspection duties.

By the Court.

Capt. Fisher  
Hms Anson

10. Q. Was the position in which the Aetna anchored one of those which you pointed out?

A. No.

11. Q. Was this the first occasion on which the Aetna had performed the instruction duty?

A. She had been out the previous week on a similar cruise.

12. Q. What was the complement of the Aetna?

A. To the best of my belief  
27.

13. Q. How many Ordinary Seamen & Boys were sent on this occasion?

A. About twelve.

14. Q. Do you produce the original Log of Hms. Anson?

A. Yes.

(Log produced)

Bapt: Fisher  
Hms Anson 15.

Q. What was the direction & force of wind when you arrived at Cranston after the loss.

A. About N.E. & Force about 4 to 5.

16. Q. Do you produce any other books or documents?

A. Yes. Signal Log - Certified Copy of Log - Press Letter Copy Book.

Books & Copy of Log produced accordingly

Witness withdrew

Lieutenant Francis Ignatius Carvill, Hms. "Anson", called sworn and examined :-

By the Prosecutor

17. Q. Are you a Lieutenant of Hms. Anson?

A. Yes

H.M.S. Unson, Monday 11<sup>th</sup> day of November 1870.  
 from \_\_\_\_\_, to \_\_\_\_\_, or at Queensferry

Hours	Knots	Tenths	Standard Compass Course	Deviation	Lee-way points	Wind		Weather	State of Sea	Height of		Temperature of Sea	REMARKS
						Direction	Force			Barometer.	Thermometer		
1													A.M.
2													
3													
4							West 2	lc			29 72		4-0
5											47 47		4-20 Lighted fires in steam launch Hands employed as requisite throughout
6													7-20 Lit fires in J.D. St <sup>th</sup> Pinnace & piquet boat
7													Hoisted out Torpedo Boat, steam pinnace piquet boat & launch
8							West 2	lc			29 78		8-0
9											46 45		Division Prayers Read stations for & Exercised man & arm
10													9-30 Sailed H.M.C. Active
11													Rigged boats with dropping gear. Exercised running Whitehead torpedoes from boats
12							West 2-3	lc			29 63		12-0 hour Steam in N <sup>o</sup> 7 boiler
											49 49		

Course and Distance made good	Distance run through the water	Latitude	Longitude	True bearing and distance	Water Expended	Coal expended in 24 hours	No. on Sick List
	miles	D.R.	D.R.		6	For Engines 7 - 12	
	Under Steam	Obs.	Chro.		Distilled	" Ship 1 - 0	
Variation	" Steam and Sail	Current in 24 hours.			Remaining	" Distilling	15
Total					26	Remaining / 032-8	

Hours	Knots	Tenths	Standard Compass Course	Deviation	Lee-way points	Wind	Weather	State of Sea	Barometer.	Thermometer	Temperature of Sea	REMARKS
1												P.M. Exercised running Whitehead torpedoes from boats
2												Training class at rifle drill
3												R.H. Pinnace training classes A D & E at heavy gun 3 at light B F & mee Gun and C at rifle drill
4												3rd barrette & 1 <sup>st</sup> 6" St <sup>th</sup> at divisional dr. Remainder employed as requisite
5												4-0
6												Quarters Drew fires in & hoisted in piquet boat
7												Torpedo boat, steam pinnace & launch Gave special leave to watch Scrubbed & washed clothes
8												8-0
9												
10												10-0 Drew fires in steam launch
11												
12												12-0 kind <sup>e</sup>

H.M.S. *"Anson"*, Tuesday 12<sup>th</sup> day of November 1891.  
 from \_\_\_\_\_, to \_\_\_\_\_, or at *Queensferry*

Hours	Knots	Tenths	Standard Compass Course	Deviation	Lee-way points	Wind		Weather	State of Sea	Height of		Temperature of Sea	REMARKS	
						Direction	Force			Barometer	Thermometer			
1													A.M.	
2														
3														
4							ENE 5-7	ocqr			29.60	41	41	4-0
5														4-20 Lighted fires in steam launch
6														R.N. Reservemen at signals
7														Remainder employed as requisite
8							ESE 4	ocqr			29.51	42	42	Received fresh beef 206 lbs
9														8-0
10														Divisions Prayers
11														Exercised marines 1st 2nd 6th Port & 6th baggy
12							NE-E 5-8	ocqr			29.45	41	41	+ Shell room parties at divisional drill

*Moor'd at Queensferry*

Training classes R.N.R. A.D. & E. at heavy gun  
 Cat rifle drill + 7 at light 2 7 + mae Gun  
 Remainder emp. as requisite

Course and Distance made good	Distance run through the water	Latitude	Longitude	True bearing and distance	Water		Coal expended in 24 hours	No. on Sick List
					Expended	Distilled		
	miles	D.R.	D.R.		8		For Engines 6-16	
	Under Steam	Obs.	Chro.				" Ship 1-0	
	" Sail	Current in 24 hours.					" Distilling	14
Variation	" Steam and Sail				Remaining		Remaining 1044-12	
Total					18			

1														P.M. Training classes R.N.R. A.D. & E.
2														at heavy gun Cat rifle drill + 7 at light
3														A.F. + mae Gun drill
4														Ords + boys of watch at seamanship
5														Training class at rifle drill
6														Torpedo training class at Whitehead
7														After Barbette quarters at divisional drill
8														Remainder employed as requisite
9														4-0
10														Quarters
11														Gave special leave to Chief + 1st Lt R.O.S
12														Exercised watch at physical drill

*Moor'd at Queensferry*

6-0 Drew fires in steam launch  
 8-0  
 Exercised burning search lights  
 12-0 wind?

H.M.S. Alison, Wednesday 13<sup>th</sup> day of November 1890.  
 from \_\_\_\_\_, to \_\_\_\_\_, or at Queensferry

Hours	Knots	Tenths	Standard Compass Course	Deviation	Lee-way points	Wind		Weather	State of Sea	Height of		Temperature of Sea	REMARKS
						Direction	Force			Barometer	Thermometer		
1													A.M.
2													9.20 Received telegraphic information
3													of total loss of H.M. C. Active
4										29 42			with 19 hands at Granton at
5							ENE 4-7 or 8			41 40			4 A.M.
6													4-0
7													4.20 Lighted fires in steam launch
8										29 52			Hands employed as requisite
9							ENE 4-6 leg			42 42			throughout
10													Received fresh beef 309 lbs
11													8-0
12							ENE 2-3 leg			29 52			Divisions Inspected Arms Prayers
										41 41			Exercised small Arm Companies in
													landed order at rifle drill
													Training class at rifle drill
													Torpedo training class at Whitehead
													12 h. R training classes A D & E at heavy gun
													C at rifle & 7 at light 25 & 30 h. Gun
													Remainder preparing diving boat & co reef
													11-0 Lighted fires in 4, heated out steam pipes
													Steam in No 7 boiler

Course and Distance made good	Distance run through the water	Latitude	Longitude	True bearing and distance	Water	Coal expended in 24 hours	No. on Sick List
					Expended		
	miles	D.R.	D.R.		7	For Engines 7 - 11	
	Under Steam	Obs.	Chro.		Distilled	" Ship 19	
	" Sail	Current in 24 hours.			Remaining	" Distilling	14
Variation	" Steam and Sail				11	Remaining 0/16-2	
Total							

Hours	Knots	Tenths	Standard Compass Course	Deviation	Lee-way points	Wind	Weather	State of Sea	Barometer	Thermometer	Temperature of Sea	REMARKS
1												P.M. R.H.R. training classes A & C at rifle drill
2												D & 7 at rifle drill E at light 25 & 30 h. Gun
3												1.20 Sailed HMS "Cockchafer" with divers
4										29 59		of launch
5										41 41		Funeral escort at drill
6												Torpedo training class fitting crews & sweeps
7												Training class at heavy gun drill
8										29 54		Remainder employed as requisite
9										41 40		Received 9 Ratings from HMS "Pembroke"
10												4-0
11												Quarters
12												Gave general leave to watch
												Sounded & washed clothes
												Discharged Lieut Hampden &
												5 ratings to HMS Duke of Wellington
												8-0
												8.15 Drew fires in steam launch
										29 55		
										35 25		



Capt. Carroll

Wm Anson.

18. Q. Were you doing duty as such on or about 26<sup>th</sup> October last?

A Yes.

19. Q. Were you present in the Captain's cabin when Captain Fisher was giving his orders to the late Mr. Culley?

A Yes.

20. Q. State what those instructions were.

A. Captain Fisher ordered Mr. Culley to cruise in the Aclive anchoring each night, leaving Queensferry weekly on Monday morning and returning about noon on Thursday, to instruct Ordinary Seamen & Boys. He told Mr. Culley he was to be careful to select sheltered anchorages.

21. Q. Did he caution Mr. Culley as to state of weather before proceeding for his daily cruise?

A. In a general way he did.

Lieut. Carvill  
HMS Anson.

By the Court.

22. Q. Do you know whether the Active had her proper establishment of Anchors & Cables?

A. No. I don't.

23. Q. Do you know when they were last surveyed?

A. No.

FR 24. Q. ~~Do~~ <sup>Did</sup> correspondence relative to survey of Chain cables of Active pass through the Anson?

A. Yes.

25. Q. Were any men of the ordinary complement of the Active removed from her to make room for the instructional party on the occasion of her last sailing?

FR A. No. ~~It~~

26. Q. Was the Active in the habit of anchoring off Granton in the evenings during ordinary weather?

A. I don't know. The Captain had a free hand.

Lieut: Carvill  
Mrs Anson.

27. Q. You do not know where she generally sheltered for the night? or on the former occasion of leaving for instruction?

A No.

28. Q. Were you on board the Anson on the morning of the 11<sup>th</sup> when the Active sailed?

HR A. Yes. I saw ~~the signal~~ her sailing.

29. Q. Did you then consider the weather settled?

A Yes.

30. Q. When did you receive the first warning of the storm which took place afterwards?

A. When I turned out on Tuesday morning - It was blowing then.

31. Q. Had you any means of communicating with the Active then?

A No.

HR 32. Q. Had the <sup>late Ch. Officer</sup> Active a free hand to enter Cranston harbour if he considered it advisable.

Capt Carvill  
Hms Anson.

WA A. ~~I know~~ on account of weather?  
Yes to the best of my  
belief.

33. Q. Do you know what water the  
Aetna drew?

A. About 11 feet.

Witness withdrew

Captain W. B. Fisher, Hms  
Anson, recalled and examined  
by the Court :-

34. Q. Were you present when the  
Aetna sailed on the morning  
of the 11th November?

A. Not when she actually weighed  
but just after as she was  
passing the ship.

35. Q. It is not quite clear to the  
Court what the sailing orders  
were for this particular  
cruise. Please state what  
they were -

WA A. The actual ~~steps~~ sailing orders  
were conveyed in the Signal  
made by me on Sunday  
morning, 10th,

Capt. Fisher  
HMS Anson.

36. Q. And were the previous orders given by you - of a general nature?

A The previous orders given by me were on two occasions - The first occasion was prior to the first instructional cruise, corroborated by the written sailing orders of the Commander when I was on duty, who had received instructions to that effect. The ~~first~~ second occasion of verbal orders was after my return from inspection duty - This was after the Active's first cruise on or about the 8<sup>th</sup> Instant. At that time I signalled for the Officer Commanding the Active to repair on board as I wished to see him concerning a recent grounding of his ship on Common's Rock. I then again pointed out clearly his instructions and again impressed on him that under no circumstances was he to risk or hazard his ship & that he was to be most.

Capt: Fisher  
Hms Anson.

Careful to take all precautions to avoid doing so. The first occasion I refer to in this answer is that, with reference to which I have already given evidence before the Court. The Signal made on Sunday was the Executive corroborative Signal of my verbal Orders.

Read the following from Signal Log of Hms Anson, dated 10 November:

" Unless you receive orders  
" to the contrary you are to  
" leave Queensferry at 9 am  
" on each Monday morning for  
" the purpose of training  
" ordinary Seamen & Boys -  
" anchoring daily as convenient  
" and returning to Queensferry  
" by Noon on Thursday in  
" each week -"

34. Q Were you quite satisfied as to the fitness of the vessel for the work she was employed upon?

A Yes.

35. Q And of the capacity of her <sup>Officer</sup> ~~Capt~~

Capt. Fisher  
HMS Anson.

Commanding?

A. I had no reason to doubt his capacity. From what I had seen of him he appeared to be a capable officer.

39. Q. Were any of the ordinary complement of the Active taken out to make room for the Ordinary Seamen & Boys under training?

A. Not that I am aware of.

Witness withdrew.

Mr. James Donovan, 2<sup>nd</sup> Mate, H.M. Coast Guard Cutter "Active". Examined by the Court, after caution as to giving evidence against himself.

40. Q. Give the Court a description of what happened from the time of the Active leaving Queensberry on the ~~forenoon~~<sup>morning</sup> of Monday, 11<sup>th</sup> November?

A. We slipped from a Buoy at Queensberry about 9.30 and proceeded down the Firth cruising. We cruised off Granton Harbour & we proceeded to anchor at 5 o'clock, in Leith Roads abreast Newhaven

Mr. Donnan-  
2nd Mate.

pier. After everything was  
filled up the Captain told  
me I could go on shore until  
8 o'clock the next morning -  
I left the ship at 6.30 and  
next morning I was down  
at Newhaven pier at 8  
o'clock - When I arrived there  
I found no boat had come  
in for me, and I supposed  
this was because of the  
heavy sea - I remained there  
until 10 o'clock a.m. thinking  
the cutter might get under  
way & pick me up at  
Cranton, as the Captain  
proposed to me if the  
weather should not be suitable  
for me to be picked up at  
Newhaven he would pick  
me up at Cranton - I had  
the vessel in sight all day  
The last time I saw  
anything of her was her  
starlight at 7.30 p.m.  
on Tuesday, 12th November.  
It seemed to me that she  
had altered her position -  
At daylight the following  
morning I looked to see  
whether she was there - and



Mr. Donnan.  
2nd Mate.

and she had gone - I then proceeded to Quanton o. on my way there I was informed that the Active had been wrecked with all hands on Quanton Pier. When I arrived in Quanton I informed the District Captain of the loss of the Active, by telegram -

41. Q. Was the ship anchored with single anchor when you left?

A She was anchored with single anchor, 2nd shackle outside.

42. Q. Were you present when the anchors were weighed after the wreck?

A No.

43. Q. Can you inform the Court how long the late Mr. Culler had been in command?

A. About two years in command of the "Active"

44. Q. Then he was well acquainted with the locality?

A Yes.

Mr. Donnan.  
2nd Mate.

45. Q. Was the place where you anchored your usual place of anchoring off Granton?

A. Yes.

46. Q. Are you aware of any bearing by which that position of anchoring was known?

A. She was anchored in 7 fathoms of water between a mile & a mile & a half north of ~~Granton~~ <sup>New Haven</sup> Pier on this occasion?

47. Q. Can you tell me how old the ship was?

A. She was built in 1867.

48. Q. How long had she been employed as a Coast Guard Cutter?

A. I could not say -

49. Q. Can you inform the Court when the Active cables were last surveyed?

A. Last June.

50. Q. Was the ship was quite sound in all respects?

A. Yes.



Mr. Donnan.  
2nd Mate.

at Granton or the neighbourhood?

A. Yes. The Captain, myself, and the Quarter Master.

57. Q. Are storm signals displayed at Leith?

A. I don't know.

58. Q. You saw no storm signal displayed on shore?

A. No.

59. Q. In your opinion was there any reason why the Actaeo should not have weighed on Tuesday 12<sup>th</sup> November for the purpose of returning to Queens ferry, or to seek shelter up the river?

A. If she had got under weigh between 8 and 10 in the morning she could have done so - but after 10 the sea would be too heavy for getting the anchors up.

60. Q. Do you think that the fact of having ~~a~~ an Officer + a man on shore would influence the Commanding Officer in waiting?

Mr. Donnan.  
2nd Mate

had proposed to pick me up  
at Quantou if the weather  
had been bad.

61. Q. Did you see any rockets  
fired from Active?

A. No.

62. Q. Do you know how much  
cable there was on each  
anchor?

A. A hundred fathoms on each  
- i. e. 8. ~~f~~ shackles

63. Q. What anchors had you?

A. Two bowers, a stream and  
a kedge -

64. Q. Any spare cable?

A. No - but wire hawsers.

65. Q. At the height of the gale on  
Tuesday, 12<sup>th</sup>, do you consider  
the "Active" could have  
slipped and run for shelter  
to Queensferry?

A. Yes - provided the crew  
were not sea sick.

Mr Conroyan  
2nd Mate-

66. Q. On the cruise in question had a portion of her regular complement been removed to make room for the instructional party?

A. No.

67. <sup>any large proportion of the</sup> Q. Was ~~her~~ regular ship's company subject to sea-sickness?

A. Yes.

68. <sup>working</sup> Q. Sufficiently so to prevent their being of use for ~~navigating~~ the ship on an emergency such as the one in question?

A. Yes - after their having been in the Active so long that day at anchor in that weather.

69. Q. Was there a barometer on board and in proper order?

A. Yes - two -

70. Q. What boats did you carry?

A. Two - a Gig + a Whaler - 24 foot + 25 foot boats.

71. Q. Were they lost at the same time as the ship?

A. Yes - The Active is allowed a third boat - a 25 foot

Mr. Donovan  
2nd Mate

Whaler which is in store at  
Cranston. as the Active cannot  
carry it.

72. Q. Did Active make any signals  
of distress before dark on  
Tuesday, 12<sup>th</sup> Nov.?

A. No.

73. Q. Were you aware that the  
Barometer had been falling  
steadily & continuously for  
five days before?

A. I did not notice that.

74. Q. Was Cranston harbour so  
crowded with shipping as to  
render it difficult for a  
vessel to run there for shelter  
during heavy weather from  
the Eastward?

A. No.

ix

~~Witness withdrew~~  
75. Q. Was Mr. Culley in his ordinary  
state of health at the  
period which has been  
referred to?

A. Yes. In very good health

Witness withdrew

William Henry Wakeham, Quarter  
Master (Petty Officer 1<sup>st</sup> Class), H.M.  
Coast Guard Cruiser "Active";  
sworn, cautioned that he need not  
give any evidence against himself,  
and examined by the Court.

Read to the witness Question  
No. 40 previously put to Mr.  
Donovan, 2<sup>nd</sup> Mate - & the answer.

76 Q. Have you anything to add  
to the statement you have  
just heard read?

A. No.

77 Q. Do you agree to the statement

A. Yes.

78 Q. What was your duty at the  
time the Active anchored  
~~under ordinary circumstances~~  
on this occasion?

A. Looking out for the head sails.

79 Q. What depth of water did  
she anchor in?

A. Seven fathoms was the  
last sounding.

80 Q. How many men went ashore  
with you that evening?

A. None.

(Witness withdrew)



William Travis, Ordinary Seaman,  
Hms. Anson, ~~Schoon~~, Cautioned, and  
examined by the Court.

81. Q. State what happened after  
the ship anchored off Granton  
Harbor on Monday, 11<sup>th</sup> Nov<sup>r</sup>?

A. The weather became bad  
about 4 on Tuesday morning.  
We dropped the second anchor  
at 5 o'clock on Tuesday morning.  
- the second anchor was from  
the starboard side - About  
2 in the afternoon the active  
commenced dragging - More  
cable was then paid out -  
about a shackle - I was  
on deck all night until about  
two o'clock on Wednesday  
morning when the ship  
started dragging altogether -  
helping the Quarter Master  
with the stay-light to keep  
it in - The Captain told me  
to Pipe Clear lower deck as  
the Quarter Master was  
getting lights - The tiller  
then broke and a spare  
one was got up - and  
that one broke. We were  
then ordered to fire some  
rockets - We finished  
the rockets about 20 past  
three on Wednesday morning

W. Travis.  
Ord.

We finished the lights about a quarter to four - Between about a quarter + five minutes to four the ship struck the Breakwater stern first. She started filling up + went broadside on + then broke up altogether - The hands were ordered up the rigging before she struck. Two were down below squaring up the place where we had let off the rockets - The two I refer to were ~~I~~<sup>myself</sup> and Mulvaney. The Captain ordered us to try and save ourselves. That is all I remember until I found myself on top of the Breakwater. There were three of us on the Breakwater.

82. Q. Was a third anchor let go?  
A. Yes - The one we had underneath the Bowsprit - I was down below when it was let go.
83. Q. What caused the tiller to break?  
A. It was lashed up to the Ship's Side - hard over -

84. Q  
Trans-  
@id.

It was any attempt made to weigh <sup>or slip</sup> the anchors + make sail?

A. The foresail was hoisted half way up + we could not hoist it any further. We tried to head her off + she headed further in. The sail was then lowered again. As far as I know no attempt was made to weigh the anchors - the windlass was not manned as far as I know.

85. Q. What prevented the foresail from being hoisted?

A. It was jammed underneath the winch - + we could not clear it - it was too rough for us.

86. Q. How far were you from the breakwater when you first anchored?

A. A mile

87. Q. How far when the sail was hoisted?

A. A mile + half.

88. Q. Are you referring to New Haven

W. Travis-  
Ord -

Breakwater?

A. Yes.

89. Q. Were any of the crew sea sick?

A. Yes.

90. Q. Do you mean of the proper crew or the Boys?

A. Very nearly all hands were Sick.

91. Q. Do you know if any more cable was heaved when they let go the third anchor?

A. ~~Yes~~ I do not know.

92. Q. You say the tiller was lashed hard over when it carried away - which side was it lashed to?

A. Starboard.

93. Q. Was the second tiller in a similar way?

A. That was lashed too. When he had fixed it - on the Starboard side.

94. Q. When were you rated an Ordinary Seaman?

A. About 2½ years ago

5. Travis.  
Ord.?

95. Q Were you under training or one of the Crew of the Aetnae?

A. Under training

96. Q Did you see the Captain on Deck all Tuesday night?

A. Yes.

97. Q And during the day on Tuesday?

A. Yes.

98. Q Did you hear the Captain give any orders. If so what were they?

A. Not while I was there.

99. Q Were any vessels anchored in the roads besides the Aetnae?

A. No. They were all taken in except us. They were taken in by tugs. Three or four were taken in. This was in the afternoon.

100. Q Did the Tugs offer assistance to the Aetnae?

A. No.

101. Q Are you quite sure of this?

A. Yes. I was on deck at the time

W. Travis-  
Exh.

102. Q. Were any signals made during daylight asking for assistance?

A. No.

103. Q. What was the last you saw of the Captain?

A. When he came down from the upper deck to tell us to try <sup>+ save</sup> ourselves.

104. Q. Was there any confusion on board when you struck or after striking?

A. No. They were all thrown off the rigging.

105. Q. You say nearly all hands were sea sick. Do you mean they were incapable of working in a case of emergency?

A. There was only one man who could not move - that was a boy called Amos. The others were ready + capable to work + did so.

106. Q. Do you know why the ship was not moved to a safer anchorage?

A. No.

Witness withdrew

Mr. James Donovan, 2<sup>nd</sup> Mate.  
H.M. late Coast Guard Cruiser "Active"  
~~was~~ examined by the Court.

107. Q. How many ships were at anchor in the roads besides the Active on Tuesday - 12<sup>th</sup>?

A. There were one steamer and four sailing vessels in the morning.

108. Q. What became of the ships which were anchored there?

A. The steamer got under weigh + kept under steam I imagine all night as I saw her in the morning still under weigh. ~~The~~ Two of the other four sailing vessels were small fishing boats + went into Leith + Granton respectively under their own canvas - Two schooners remained - one was anchored at Burntisland Roads + one between her and the Active. The one between the Active + the schooner at Burntisland dragged a long way -

109. Q. Did you hear any conversation amongst the seafaring people at Granton?

A. No. I never heard the question.

discussed -

110. Q. How many tugs are there  
at Granton -

A. One - There were two up there  
that day as there was  
a launch -

Witness withdrew.

George Charles Dady, Ordinary Seaman,  
H.M.S. Anson, sworn, cautioned,  
and examined by the Court.

111. Q. State what happened after  
the ship anchored off  
Granton Harbor on Monday  
11<sup>th</sup> Nov.?

A. About 3 o'clock in the  
morning of Tuesday the ship  
commenced dragging.  
The order was given Clear  
lower deck + Strike  
Topmast - A second anchor  
was let go about five  
o'clock - The large head  
sails were unbent + storm  
sails bent. More cable was  
payed out. About 5 o'clock  
in the afternoon the 3<sup>rd</sup>  
anchor was let go.



O. C. Brady.  
Ord.;

The ship did not drag much after that until after two in the morning on Wednesday - when "Clear Cover deck" was piped and we got the spare tatter up on deck as the other one was broken. The fairsail was hoisted, about half way - As it was driving the ship past on to the Breakwater it was hauled down again - She stopped dragging enough to allow the windlass to be manned to keep her further off the Breakwater - But she started dragging again & the Captain ordered everybody to try & save themselves - A lot went into the rigging but I went down below & got a life belt on - She struck while I was down below

112. Q. How far off the Breakwater when sail was tried?  
A About half a mile from Granton Breakwater.

C. Dady.  
Ord.

-113 Q. On Tuesday did any tug or ship offer assistance?

A. Not as far as I know.

114. Q. Has there been a coroner's inquest on the bodies which have been recovered?

A. I don't know.

115 Q. Did you see any tugs about on the afternoon of Tuesday?

A. I saw two - They were waiting for a ship to be launched. They were outside of Leith Breakwater.

116. Q. When the third anchor was let go - what anchor was it?

A. It was a stream anchor with two wire hawsers - as cable.

117 Q. Was more cable veered after the ~~cab~~ third anchor was let go?

A No.

118 Q. Have you any idea how much cable was out at that time?

A. About four shackles.

C. Pady.

Ans:

119. Q. Do you mean four shackles on the first anchor?

A. Yes.

120. Q. Was any more cable used after that?

A. No.

121. Q. When the foresail was tried did the ship's head cant?

A. Yes - a little to Port.

122. Q. Was the second tiller carried away?

A. Yes. About the same time as the foresail was hauled down.

123. Q. You say that when the ship was near the Breakwater cable was hove in - how much?

A. About a fathom and a half on the Starboard cable. She then started dropping again.

124. Q. Where were the life belts kept?

A. There were four on the lower deck - I don't know whether there were any others.

Captain W.B. Fisher CB. HMS. Aurora, recalled  
and examined by the Court:

125 Q. Was a Coroners inquest  
been held?

A. No. I don't think they  
are held in Scotland.

126. Q. It has been stated in evidence  
that several ships were  
at anchor near the Aclaoe  
on Tuesday, 12<sup>th</sup>

H.R.  
A + Some were taken into  
harbour. In the absence of  
any definite evidence please  
give us such reports as you  
have received from your  
Subordinates in the Coast  
Guard of this part of the  
Coast or from the Customs?

A. The only report from the  
Coast Guard of which I  
have any recollection of  
receiving was that a wreck  
had taken place off North  
Berwick + that a derelict  
Schooner was drifting  
down the Firth

127. Q. Is there a Coast-guard  
station at Granton?

A. As far as I know the  
Coast Guard has nothing  
to do with Granton.

Capt: Fisher  
Mrs Anson.

128. Q. Do you know anything about assistance having been offered to the Aetive or any other ships anchored near her on the 12<sup>th</sup>?

A I know of no actual offer of assistance, but the person who caught the wreck of the Aetive who is the owner of two tugs informed me that both his tugs passed close to the Aetive on the afternoon of Tuesday, 12<sup>th</sup>, between 2 and 4, for the purpose of offering her assistance if she was in want of it - but his statement was, so far as I recollect, that there was no one noticed on board the Aetive - I speaking from a recollection only of what took place at a personal interview. #  
~~unless~~

129. Q. Did the Customs Officials give any information?

A. No -

130. Q. Did you hear from any source

Capt. Fisher.  
Anson.

Whether the Active Signals  
of distress were observed  
on the night of 12<sup>th</sup> or morning  
of 13<sup>th</sup>?

A. I have some recollection  
that when I went down to  
Oranston on 13<sup>th</sup> that a Custom  
House Officer or a Policeman,  
I am not sure which, had  
told me that he had seen a  
rocket or signal light  
burnt in her direction between  
3 + 4 a.m. on Wednesday.

Witness withdrew.

George Charles Dady, Ordinary  
Seaman, recalled and re-  
examined by the Court.

131 Q. Were you on deck most of  
the day on Tuesday - 12<sup>th</sup>?

A. Yes.

132 Q. Did you see the Captain?

A. Yes. He was constantly  
on deck.

133 Q. Is it possible that tugs  
~~the~~ could have come past the  
ship to offer assistance

C. Dady -  
Ord: Seaman.

between 2 + 4 that afternoon  
& no one be on deck at the  
time?

A. Not for many minutes.

134. Q. Was the Captain constantly  
on deck afterwards?

A. Yes.

135 Q. Do you know if the wire  
of the third anchor carried  
away?

A. Not before she struck.

Witness Withdraw

William Henry Wakeham, Quarter  
Master, re-examined by the  
Court: -

136 Q. Can you furnish the Court  
with any information  
about Tugs on the afternoon  
of Tuesday 12<sup>th</sup>?

A. I was at New Haven on  
Tuesday afternoon, I saw  
2 tugs about 2 o'clock  
behind Leith Pier waiting  
for a vessel to be launched  
The launch was postponed  
on account of the weather

H. Wakeham.  
2<sup>nd</sup> Feb.

The Tugs then went into Lerth harbour. I saw no Tugs approaching the Active. I could see the Active quite plainly from where I was, all the afternoon.

137. Q. Have you heard it published openly & stated since the loss of the Active that Tugs had been out to offer assistance which was not required?

A. I tried after the accident to get information from concerning the Tugs but could get none whatever.

138. Q. Is there a life boat station at Granton?

A. No.

139. Q. About what distance was the Active anchored from Granton Breakwater?

A. From a mile to a mile + a half.

140. Q. Did you hear any rumour that Tugs had been out to offer assistance?

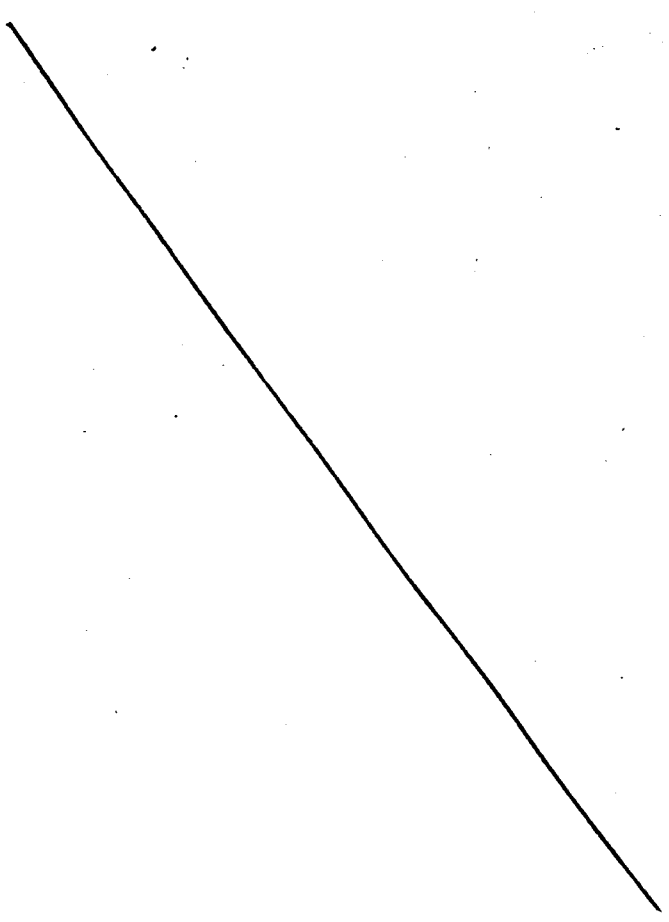


H. Wakcham.  
2<sup>nd</sup> M<sup>r</sup>.

A. Yes - + I enquired of the  
people of <sup>one of</sup> the Tups which  
went out ("Earl of Windsor")  
but could get no information  
from them - I asked them  
if they had been near the  
Active - + I was told no.

Witness Withdraw

The Court was then cleared  
and proceeded to consider  
the Finding -



## Finding

The Court finds that His Majesty's late Coast Guard Cruiser "Active" was lost during an endeavour to ride out a heavy gale off Granton on the Twelfth and Thirteenth days of November 1901, with the result that the vessel was driven on Granton Breakwater and became a total loss.

From the little evidence obtainable and in the absence of any logs or records of the "Active", the Court are of opinion that the Officer in Command would have shown better judgment had he, early on the Twelfth of November, either weighed or slipped, and run for safety; and that, after it was too late to weigh or to slip, he appears to have maintained discipline and to have done all that was possible to save life.

The Court further finds that no blame is attributable to any of the Survivors of

of Am's late Cruiser "Active"  
and therefore acquits them.

H. Leah.

Spencer H. Lewis

Wilkesham State.

A. G. Tate

J. J. Hamilton

J. H. Gardner

Chas. H. Dare

Harry Robinson

Officiating as Deputy Judge Advoct.

The Court was re-opened;  
the Survivors admitted; the  
Prosecutor, witnesses and  
Audience admitted; the  
Finding read; and the  
Survivors acquitted accordingly.

The President declared the  
Court dissolved.

Harry Robinson

Officiating as Deputy Judge Advocate