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Sp Bonaccord
Abstract of evidence at Court of Inquiry
held at Aberdeen 13th, 14th & 20th May 1890
as given in newspaper reports

Statement by Mr Peterkin who appeared for Board of Trade
Bonaccord was built of steel at
Aberdeen by A Hall & Co in 1889
Left Blyth on the 10th March with 1660 tons
of coals. On the 13th wind rose
On the 14th increased to a gale
From 14th to 15th vessel laboured heavily
and shipped a good deal of water.
Water rose so as to put out the fires.
At 9.30 AM on the 16th March Sp Anglia attempted
to take vessel in tow, but was unsuccessful.
Sp Anglia eluded by and in the afternoon
took off crew. Lights were left on vessel
but she appeared to have foundered about
8.30 P.M.

Evidence

A Davidson of Messrs J & A Davidson Owners
Vessel lay in dock at Aberdeen for
three months before she left.
She was afloat and could have received
no injury. Left Aberdeen and
went to Blyth and took in cargo of
coals. She carried about 1869 tons
of coals including the bunkers.



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s/s "Bonaccord"

Abstract of evidence at Court of Inquiry
held at Aberdeen 13th, 14th & 20th May 1890
as given in newspaper reports.

G. L. Hindmarsh. Lloyds Surveyor

Vessel built of steel in accordance with Lloyd's Rules.

Freeboard was assigned by the Committee, though he himself had allowed a little more.

If a leak in Engine room or stokehold it would have been plain to the Engineer

Fore hold was cleared by a hand pump but they could also keep down the water from the Engine room

Could pump about 200 tons from Engine Room per hour.

^{The bulkhead in}
Main hold was not a water tight bulkhead

Size of Bonaccord could have been considerably increased without increasing scantlings

Though the pumps could discharge 200 tons, the sluices could not take off that amount

The erection of the web frames was according to Lloyd's Rules & he had no discretion in the matter.

Asked if the pumping arrangements were the best that could be devised? Answered "Yes, I think so"

Again asked - replied "Well, I could have arranged better as regards the suction in the Engine room. They were pumped from a cock with an open bottom. I would have preferred valve chests"



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Captain Davidson.

Supervised deck arrangements, all satisfactory, after launching vessel was not in position to receive damage.

Sailed from Aberdeen 5th March 190, arrived Blyth all right. Joints of pumps found to be leaking as soon as they commenced to pump water ballast; these were made right.

Vessel touched ground with her keel few hours before sailing, bottom soft sand.

When they sailed vessel drew 16.2 ft. forward 18.3 ft. aft

All the pumps were tried at Blyth except the deck pumps.

This gives 17-3 mean draft. Mean draft corresponding to freeboard assigned by Committee would be 17-3" Winter 14-5" Summer therefore she was loaded to the winter freeboard assigned by the Committee

Fine weather till 14th March evening. then very bad.

They shipped a great quantity of water on the 15th March. made all secure.

Vessel did not roll much till Saturday evening the 15th March

about 10 P.M. Engineer sent up to see if ventilators were right as there was water in ship he could not account for

Knew of nothing striking vessel during whole voyage

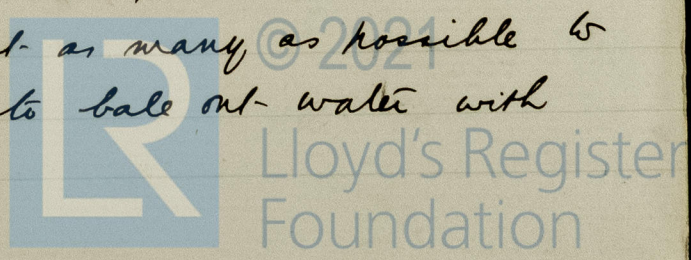
The holds were all sounded twice.

Saturday night. caused pipes to be sounded in the holds, both inside and on top of ballast tanks. found no water in any of the holds.

about 10 P.M. chief mate looked all over with a lamp and found everything right and intact.

about 10.30 P.M. Assistance was asked to keep the stumps clear, which was sent.

Afterward sent as many as possible to engine room to bale out water with buckets.



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Captain Davidson. (Cont.^d)

About 12.30 PM gave orders to have manhole cover of water tank broken so as to work the centrifugal pump.

Water fell on opening of manhole, and they saw it was principally coming from No 2 hold.

He looked down and saw it coming in. After this the Watertight door and sluices were screwed down.

There was a large volume of water coming in from the cross bunker door in the W.T. bulkhead into the Engine room.

The water came through the coals.

Did not know that any of the pumps got out of order.

Pumped as long as possible but water gained.

Fires went out about 8.30 or 9 AM Sunday.

Kept pumps going during the day.

Left vessel about 6.30 P.M. leaving lights on her. Stood by all night, missed the lights about 8 P.M.

He had looked over the sides and saw nothing wrong with the plates.

Had no idea what was cause of leakage.

The ship had shown no signs of leakage and she was exceedingly easy at sea.

At 9.30 Saturday night the wind was more than a gale, it was a hurricane.

Re-examined

Asked to explain his statement to the Collector that

"The centrifugal pump was set going. It worked well at first, but in about an hour it became choked with coal"

Replied that it could not possibly have become

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Captain Davidson (cont.)

Re-examination

become choked with coal and that if he had said so it must have been a mistake.

Before leaving the vessel soundings were taken with this result:-

No 1 hold about 9 feet.

No 2 " 8 to 9 feet.

after " about 15 inches

Engine room about 8 feet.

If 8 ft. measured to top of tank about 36.5" to bottom of tank about 26.5" } →

James Williamson Chief Mate

Joined vessel at Aberdeen. All in good order when they left Blyth.

When the Engineer called attention to water coming in, Witness was sent below and found some water in the bilges, but nothing extra. Went round the deck and saw that the covers were all right.

At 11.30 P.M. went to fore peak and saw nothing there.

At 12 P.M. the Carpenter found 17 inches of water on the port side.

After 12 went below, the water in the Engine room was washing right across. Chief Engineer told him the water was coming from starboard bunker.

The Engine room pumps were going when he was down.

Sunday forenoon water was about 6 ft. deep in the Engine room.

There was about 4 ft. water in the ship, Friday morning it had been gradually increasing especially in No 2 hold.

This date appears to be an error should be Sunday ←

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George Chalmers Chief Engineer

Had seen engines, boilers and pumping gear put into vessel to his satisfaction

There were two main bilge pumps connected with the main engine, one bilge injection also connected with the main engine; two auxiliary pumps, one a Worthington, connected to the engine room and stokehold bilge and the after well and also having a connection to drain all the tanks in the ship; a centrifugal pump entirely for the tanks.

All the pumps were in good working order when they left Blyth.

There was not much more than the usual quantity of water about 8 P.M. on the 15th March. At 10 P.M. water appeared on top of the tanks.

Then started bilge injection, had previously pumped with the two main bilge pumps.

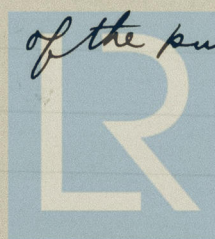
With these they could throw about 40 tons per hour.

At 10 P.M. Witness told the Mate to report vessel making unusual quantity of water and told him to examine ventilators.

Stated that ^{the} water came from under the side pocket bunker on starboard side, but it was impossible to find exact scene of defect.

Asked if the pumps worked well?

Replied "They had to cut the pipe of the main bilge pump, because it was threatening to choke. The centrifugal pump did not work steady. Having no valve, it only caught the water as the water rolled towards the pump. The whole of the pumps otherwise worked well."



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Hugh Johnstone Second Engineer

The first thing he noticed wrong was a little more water in the wells in the bilges than usual (between 6 & 7 o'clock)

An examination was made but nothing amiss discovered.

At 12 the water had gained very much

There was nothing to indicate where the leak was, or where the water was coming from or what was the cause of it.

Robert Munro Carpenter

Joined vessel at Aberdeen. All night.

Examined deck pumps after leaving Blyth found all in good order.

Sounded the pumps night and morning.

Sounded them Friday & Saturday 14th & 15th March but found no water.

At 8 PM Saturday night sounded again

at 12 PM went to stokehold, found the water on the stokehold plates.

There was about 2 ft of water in the stokehold

In No 2 hold he found 18 inches	} on Port side.
" No 1 " " " 3 " "	

Pumps were then shipped

He found 4 inches in the after hold

at 4 o'clock AM ^{Sunday} found	9 inches in No 1 hold
" "	2 ft 6 ins " No 2 "

" "	4 ins " After "
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at 9 o'clock AM ^{Sunday} found	17 inches in No 1 hold
" "	3 ft 6 ins " No 2 "

" "	14 ins " after "
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All above soundings on Port side.

He went into No 2 hold to trim cargo

Saw no sign of water in it.

Robert Mauro Carpenter (Cont^d)

at 9 o'clock the Engines were stopped
On the Saturday before the foundering there
was a good deal of list to starboard
In the main ballast tank at 4 o'clock
there was 2 ft 6 ins of water.

The pumps worked well except the starboard
one in No 2 hold which worked badly.

James Anderson Fireman

Joined vessel at Aberdeen. All in good order when she left.
First noticed the water coming up through the
stokehold plates on the Saturday morning
but did not see where it was coming from.

All the baling was done after 12 Saturday night.
When he finally left the ~~rescue~~ Engine Room
about 7 or 8 on Sunday morning there
were four ft of water in the Engine Room

William Walker Fireman

Went on watch at midnight Saturday and
found vessel had sprung a leak.

The water came from the thwartship
bunker on Starboard side.

At about 8 o'clock when the fires
went out there was about 4 ft of water
in the stokehold.



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