

REPORT OF COURT OF INQUIRY

RE LOSS OF

A.P.S. "GALIANO"

45.

IMPORTANT

DO NOT FAIL TO NOTIFY RECORDS WHENEVER
A FILE IS PASSED DIRECT TO ANOTHER BRANCH

NOTE

Please do not keep files longer than absolutely necessary.

If held over one week, please send them into Records so that they may be completed. They will be returned at once, if required.

It is important that all replies to correspondence should bear the file number.

Transfers of files from one Branch to another should be made through Records.

If, for special reasons, a file is handed personally to another officer, Records must be informed at once.

Heads of Branches are responsible for the production of files charged to their respective Branches. If a file cannot be found, search for it must be made by a clerk of the Branch to which it is charged.

When a file is required which is already charged to another Branch, the officer requiring the file will be informed where it may be found, but it is not the duty of the Records Staff to get files which are already charged to other Branches.

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80-5-48

44

MEMO TO THE DIRECTOR OF NAVAL SERVICE.

From the evidence available and in the absence of any survivor, no definite cause can be assigned to the loss of this vessel, except that she foundered in terrific weather.

It may safely be assumed that the loss was in no way attributable to any failure on the part of the machinery or weakness of the hull and structure of the vessel; immediately before encountering this heavy gale, she was to all intents and purposes a sound and efficient vessel.

She was built in 1913 in the U.K. to Lloyd's highest class and Board of trade requirements.

*Concurs in the
remarks of Eng. Commr.
Phillip*

C. Sturges

15 1919

I. C. Phelps
Engr. Commander
Consulting Naval Engineer.

Ottawa, 14th January, 1919.

*P.S. This file was only referred
to me today*
ICP

22/3/19
[Signature]
[Large handwritten mark]

Minutes of Continuation of Court of Inquiry held
in H.M.C. Dockyard, Esquimalt, to inquire into loss of
H.M.C. Auxiliary Patrol Vessel "Galiano" on 30th.
October 1918.

No. 923. AF10-1-14

THE COURT.

President:

Captain E. H. Martin, R.N., C.M.G.

Members:

Commander E. A. E. Nixon, R.C.N.
Lieutenant Y. Birley, R.C.N.

Stenographer:

Chief Writer I. S. Day, R.N.C.V.R.

Court assembled at 10.00 a.m. 20th December, 1918.

Lieut. Yvon Birley, R.C.N., Commanding Officer of H.M.C.S.
"Rainbow" called and cautioned.

1. Q. Were you in command of "Rainbow" on 30th October 1918?
A. Yes.
2. Q. How many bodies were recovered from the "Galiano"?
A. Three.
3. Q. What were the names and ratings?
A. Wilfred A. Ebbs, A.B., V.R. 5328; James Aird, A.B., V.R. 5334;
Arthur E. Hume, Sto.1, V.R. 5353.
4. Q. How were these bodies disposed of?
A. They were brought to Vancouver by the s.s. "Chelohsin" and
handed over to the Vancouver coroner. Subsequently the bodies
of Hume and Ebbs were sent to their relatives and that of Aird
was sent here and buried by "Rainbow".
5. Q. Was the coroner at Vancouver informed that the bodies were
being landed?
A. Yes.
6. Q. Was the proper certificate authorising the burial of these men
obtained?
7. A. In the case of Aird, yes. In the case of the two bodies handed
to their friends, this permission must have been obtained by
their relatives before they could have been buried.

Paymaster Lieutenant Commander Haddon, R.C.N., Paymaster of
H.M.C.S. "Rainbow" called and cautioned.

8. Q. Were you Paymaster Lieutenant Commander of "Rainbow" on 24th
October, the day the "Galiano" sailed?
A. Yes.
9. Q. Have you a complete list of officers and crew on board the ship
that day?
A. Yes.

42

Paymaster Lieut. Commander Haddon
(Continued)

10. Q. Have you examined ledger, mess books and other documents of that time?

A. Yes.

11. Q. Is there any other check on this ledger and books or any corroboration of these lists?

A. Yes. When "Galiano" was on the point of sailing, Captain Pope asked me to arrange about payment of crew during their absence, and from Vancouver on the 24th October he sent a nominal list of all officers and men on board. This was checked with our records and found to be correct. (Certified list handed in)

Paymaster Lieutenant G. A. Heal, R.N.C.V.R., Captain Superintendent's secretary, called and cautioned.

12. Q. Were you in charge of records of the Captain Superintendent's office between the dates of 24th October and 30th October 1918?

A. I was.

13. Q. Have you the daily telegrams from the "Galiano"?

A. Yes.

14. Q. If there had been any desertions between these dates, or had any of the crew been left ashore for any reason, is it customary for it to be mentioned in these telegrams?

A. Yes.

15. Q. Is there any mention in the daily telegrams of any such cases?

A. No.

Court adjourned at 11.05 20th December 1918.

H. M. C. Dockyard, Esquimalt, 20th Nov., 1918.

41

FINDING OF THE COURT.

After hearing the evidence available, we are of opinion that H. M. C. Auxiliary Patrol Vessel "GALIANO" foundered with all hands in a heavy gale in approximately Latitude 52° N., Longitude 130.30W., while proceeding from Triangle Island to Ikeda.

The following bodies were picked up:

James Aird, A.B., VR 5334, by whaler "Brown".

A.E. Hume, Sto. 1, V.R. 5353 by whaler "Brown".

W. A. Ebbs, A.B., V.R. 5328 by trawler "G. Foster".

From the evidence of Paymaster Lieutenant Commander Haddon and Paymaster Lieutenant Heal as to the names of the officers and men aboard "Galiano" on 30th October, the Court assumes the death of:

Robert M. Pope	Lieutenant	--
Frank Greenshields	Ch Art Engineer	--
Michael Neary	W.T. 3/c.	--
Joseph Gilbert	Boatswain	--
James Vinnicombe	C.P.O.	VR 5725
Phillip A. Watson	E.R.A. 2/c	VR 2717
Peter W. Edmonds	E.R.A. 4/c	VR 5723
Geo. Williamson	V.P.O.	VR 5416
Alfred J. Reeves	Sh. Ck. 1/c	VR 199
Neil McLean	Ldg Smm	VR 5016
William J. Bentley	Ldg Smm	VR 5672
Noel G. Price	Ldg Sto.	VR 5654
Frederick Whitworth	Ldg Sto.	VR 5046
Arthur L. Jewkes	A.B.	VR 5284
Allen O. Jones.	A.B.	VR 5901
Hudson J. McGuffin	Boy	VR 6194
Roy E. Newton	Boy	VR 6187
Frederick G. Peters	Boy	
Roderick McLeod	Boy	VR 6161
Charles L. Hanbury	Sto. 1.	VR 1247
George Henry Musty	Sto. 1.	VR 6733
Geo. D. S. Bate	Sh. Ck. 3/c	VR 6117
Michael Tabone	V.P.O.	VR 4785
Alex E. Monroe	Ldg Smm	VR 5727
Edward C. Poere	Ldg Smm	VR 5344

Notes
B.M.

40

Thos. F. Kaneen.	Ldg Sto.	
Harold Stirrup	Sto. 11.	V.R. 6728
Wm. G. Theriault	Sto. 11.	
Wm. Wallace	Boy	V.R. 6193
Harold Mercer	E.R.A. 4/cp	V.R. 6418
John Young	Sto 1.	V.R. 974
Matthew Dobbyn	Sto 1.	
Austin R. Ordano	A.B.	V.R. 6159
Peter Aitken	A.B.	V.R. 5893.
Wm. J. Stafford.	A.B.	V.R. 6147
Wm. J. King.	A.B.	V.R. 5921

There is nothing to show that the ship was in any degree unseaworthy or that she had developed any defects.

E. H. Martin

Captain, R.N., President.

L. a. L. Hurri

Commander, R.C.N.

W. H. Bentley

Lieutenant, R.C.N.

*Notes on General Memo,
L.G.S. "Salians"
8/1/19*

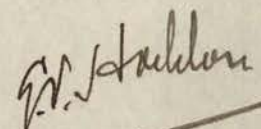
[Signature]

CREW OF A.P.S. "GALIANO" ON LEAVING ESQUIMALT ON 23RD OCTOBER.

NUMBER ON SHIP'S BOOKS	NAME	RATING	OFFICIAL NUMBER
13-2-1	Robert M. Pope	Lieutenant	-
13-213	Frank Greenshields	Ch. Art, Engineer	-
13-35 Officers	Joseph Gilbert	Boatswain	-
13-2-5	Michael Neary	Wireless Op. 3.	-
13-2-13	James Vinnicombe	C.P.O.	V.R. 5725
13-2-48	Philip A Watson	ERA 2.	2717
13-2-11	Peter W. Edmonds	" 4.	5723
4-217	Harold Mercer	" 4 Prob.	6418
13-2-16	George Williamson	V.P.O.	5416
13-1-34	Michael Tabone	"	4785
13-2-56	Alfred J. Reeves	Ship's Cook 1.	199
13-2-21	Neil McLean	Ldg. Sea.	5016
13-2-51	William J. Bentley	Ldg. Sea.	5672
13-1-38	Edward C. Poere	"	5344
13-1-48	Alex E. Munro	"	5727
13-2-32	Noel G. Price	Ldg. Sto.	5648
13-3-29	Frederick Whitworth	"	5046
13-1-59	Thomas F. Kaneen	"	----N.K.
13-2-22	James Aird	A.B.	5334
13-2-35	Arthur L. Jewkes	"	5284
13-2-66	Alan O. Jones	"	5901
13-2-50	Wilfrid A. Ebbs	"	5328
1-747	Austin R. Ordano	"	6159
1-682	Peter Aitken	"	5893
1-735	William J. Stafford	"	6147
1-742	William J. King	"	5921
13-228	Arthur E. Hume	Sto. 1.	5353
13-2-65	Charles L. Hanbury	"	1247
13-2-59	George Henry Musty	"	6733
1-716	John Young	"	974
1-783	Matthew Dobbyn	"	N.K.
4-149	George D.S. Bate	Ship's Cook 3.	6117
13-1-64	Harold Stirrup	Stoker 2.	6728
13-1-66	William G. Theriault	"	7020
2-749	Hudson J. McGuffin	Boy	6194
2-742	Roy E. Newton	"	6187
1-776	Frederick G. Peters	"	N.K.
1-749	Roderick McLeod	"	6161
2-748	William Wallace	"	6193

ooooOoooo

CERTIFIED CORRECT:


 PAYMASTER (LIEUTENANT) COMMANDER.



OFFICIAL COPY

CANADIAN PACIFIC R'Y. CO.'S TELEGRAMS

FORM T. D. 1

TELEGRAM

CABLE CONNECTIONS TO ALL PARTS OF THE WORLD

J. McMILLAN, Manager Telegraphs, Montreal

DEC 23 1918

303 RA D 24 COLL

ESQUIMALT BC DEC 21 18

80-5-48
3. 2 CANADA

NAVAL

OTTAWA ONT

367 P24946

487 YOUR TWO TWO TWO COURT OF ENQUIRY REASSEMBLED DECEMBER
TWENTY-ETH AND FINDING FORWARDED UNDER REGISTERED COVER AM TWENTY
FIRST DECEMBER

NAVYARD

222: Re Court of Enquiry re Galiano.
(See. 0454)

mm *rm*

5757

2768

RECORDS BRANCH

10⁰⁰ am 22/12/18 *EF* *Ek.*

90 am

OFFICIAL COPY

KM

Des. 4.40 P.M.

20-5-48
37

Ottawa, Dec. 18/18

Navyard

Esquimalt.

222 Reference Court of Enquiry re GALIANO Finding gives no particulars as to members of crew known to be dead owing to bodies recovered nor members of crew presumed to have been lost and reasons for such presumption Court should draw up and forward immediately amended finding covering these points If necessary Court must ^{be} re-assembled and necessary witnesses be called Immediate action is necessary.

Naval

2141

7269

DEC 18 1918

Drafted by Sec.

In Plain

RECORDS BRANCH

9¹² am 19/12/18 S.S.

0454

DEPT. OF THE NAVAL SERVICE

DEPARTMENT OF THE NAVAL SERVICE.

1918

From	To
Captain-Superintendent, H. M. C. Dockyard, Esquimalt, B. C. 10th December, 1918. No. 889.	80-5-48 36 The Secretary, Department of the Naval Service, Ottawa.

AE10-1-14.

COURT OF INQUIRY - "GALIANO"

P24292

Confidential.

Submitted for the consideration of the Department:

In accordance with Headquarters Telegram No. 198 of 9th December, 1918, duplicate copies of Minutes and Finding of the Court of Inquiry held to inquire into the loss of A.P.S. "GALIANO" on 30th October, 1918, are forwarded herewith, together with copies of enclosures.

J. H. Martin
 Captain-Superintendent,
 Esquimalt Dockyard.

*Confirmation of death presumed
 issued with some be-
 bodies were not recovered
 C. H. should I think
 have death with loss of
 all hands - giving a
 list of crew - A bodies
 recovered. All reports*

ENTERED
 ON CARDS
 L. I. T.

JP/AB.

35

Captain Superintendent,
H.M.C. Dockyard
Esquimalt, B.C.

The Secretary,
Department of the Naval Service,
Ottawa.

No. 827. 20th. Nov. 1918.

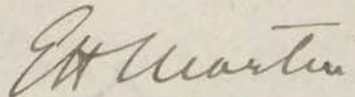
AE10-1-14.
Confidential.

LOSS OF GALIANO - REPORT OF INQUIRY.

Submitted for the consideration of the Department.

In accordance with Headquarters' Telegram No. 74.
of 5th. November, 1918:

The attached Finding of the Court of Inquiry
held to investigate the loss of H.M.C. Auxiliary Patrol
Vessel "Galiano" on the 30th. October, 1918, together with
Minutes and enclosures.



Captain Superintendent,
Esquimalt Dockyard.

LIST OF ENCLOSURES.

- (1) Copy of order to convene Court of Inquiry.
- (2) Finding of the Court.
- (3) Minutes of proceedings.
- (4) Copy of "Galiano's" Sailing Orders.
- (5) Copy of telegrams relating to case.
- (6) Letter from Superintendent of Dominion Meteorological Service, Gonzales Heights Observatory.
- (7) Weather Map, 5 a.m. 30th Oct. 1918.
- (8) " " 5 p.m. 30th Oct. 1918.

ORDER TO CONVENE COURT OF INQUIRY.

53

TELEGRAM.

Ottawa, 5th Nov. 1918.

Navyard, Esquimalt.

74. Court of enquiry is to be assembled to investigate loss of Galiano. Report should be forwarded to Headquarters without delay. 2105.

Naval.

-o-

GENERAL ORDER - 6th November, 1918.

A COURT OF INQUIRY will be held tomorrow the 7th instant at 9.30 a.m. in the Dockyard Accountant's Office under the presidency of Captain E. H. Martin, Commander Edward A. E. Nixon and Lieutenant Y. Birley will sit as members of the Court.

The Commanding Officer and Chief Engineer of "Malaspina" are to attend.

Chief Engineer of the Dockyard, Mr. Alcock, Mate, and E.O. Stewart, E.R.A., are to hold themselves in readiness.

(Signed) E. H. Martin,

Captain-Superintendent,
Esquimalt Dockyard.



32

REFERRING TO No.....

H. M. C. Dockyard, Esquimaux, 16th Nov., 1918.

FINDING OF THE COURT.

After hearing the evidence available, we are of opinion that H.M.C. Auxiliary Patrol Vessel "GALIANO" foundered in a very heavy gale in approximately Latitude 52° N., Longitude 130.30 W., while proceeding from Triangle Island to Ikeda.

There is nothing to show that the Ship was in any degree unseaworthy or that she had developed any defects, and examination of the skylight picked up shows the fastenings intact and therefore it appears that the Ship was battered down.

E. H. Martin

Captain, R.N., President.

P. O. P. N. K. H. H.

Commander, R.C.N.

J. B. H. H.

Lieutenant, R.C.N.

MINUTES OF COURT OF INQUIRY HELD IN
H.M.C. DOCKYARD, ESQUIMALT, TO INQUIRE INTO THE
LOSS OF A.P.S. "GALIANO" ON 30th OCTOBER, 1918.

-----oOo-----

THE COURT.

President:

Captain F. H. Martin, R.N., C.M.G.

Members:

Commander E. A. E. Nixon, R.C.N.
Lieutenant Y. Birley, R.C.N.

Stenographer:

Mr. J. C. Proctor.

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WITNESSES.

See Questions:

Lieut. Holmes Newcomb, R.N.C.V.R., Commanding Officer of A.P.S. "Malaspina".....	1	-	18
Mr. D. Scott, Chief Artificer Engineer, R.C.N., (Temp.) Chief Engineer of "Malaspina".....	19	-	22
Mr. E. G. Alcock, Mate, R.N.C.V.R., First Officer of A.P.S. "Galiano".....	23	-	54
	123	-	132
W.C. Radford, Quartermaster of A.P.S. "Galiano"	55	-	80
D. Fidler, Quartermaster of A.P.S. "Galiano"...	81	-	98
T. Dunn, Carpenter of A.P.S. "Galiano".....	99	-	122
Lt.-Commander P.C. Musgrave, R.N., Officer in Charge of Hydrographic Survey.....	133	-	134
Captain W. F. Billington, of S.S. "Gray".....	135	-	151

Minutes of Court of Inquiry held in H.M.C. Dockyard, Esquimalt, to inquire into loss of A.P.S. "GALIANO" on 30th October, 1918. 30

THE COURT.

President:

Captain E. H. Martin, R.N., C.M.G.

Members:

Commander R. A. E. Nixon, R.C.N.

Lieutenant Y. Birley, R.C.N.

Stenographer:

Mr. J. C. Proctor.

Court assembled at 9.30 a.m. 7th November, 1918.

Lieut. Holmes Newcomb, R.N.C.V.R., Commanding Officer of A.P.S. "Malaspina" called and cautioned.

1. Q. How long have you been in command of "Malaspina" ?
A. Ever since she was new, in 1913, about Christmas time.
2. Q. Do you know if the fittings of your ship and the "Galiano" are exactly similar, that is hatches, doors, etc. on the upper deck ?
A. With one or two exceptions they are similar and about the same size.
3. Q. The fore-castle head, for instance ?
A. It is practically the same. The doors leading in under the top gallant fore-castle in "Galiano" were iron and in "Malaspina" are wooden.
4. Q. Were the pumping arrangements the same, as far as you know ?
A. Yes, as far as I know.
5. Q. If water got down below the upper deck under the fore-castle where would it go, down in the bilge or would it stay in the compartment ?
A. No, it would go into the P.O.'s quarters.
6. Q. And from there how would you pump it out ?
A. We couldn't get it out, it would be ~~ix~~ impossible.
7. Q. There is no suction of the pump there ?
A. Not as far as I know.
8. Q. Has the P.O.'s ~~quarters~~ compartment ever been filled by a sea coming aboard your ship ?
A. No.
9. Q. Have you ever had a large quantity of water below your upper deck in a seaway ?
A. No, never.
10. Q. If you were running from Triangle to Ikeda would you steer a course to make Cape St. James Light or would you steer more to the nor'ward and make Danger Rocks first at this time of the year ?

29

Lieut. Holmes Newcombe, R.N.C.V.R. (Continued)

10. A. Unless I could possibly help it I wouldn't make the run from Triangle to Ikeda at night at this time of the year.
11. Q. What are your reasons ?
- A. I consider this one of the worst pieces of water it is possible to imagine.
12. Q. In what way ?
- A. On account of the strong tides and currents and heavy confused sea between Cape St. James and Triangle, and I wouldn't like to cross there except in daylight and in fine weather in my ship.
13. Q. Triangle W/T Station reports that the wind was S.W. when "Galiano" left, and 70 miles to the N.E. S.S. "Grey" reports E.S.E. wind, veering to S.E., is that your experience ?
- A. Yes; I have known S.W. wind at Triangle and at the same time a hard South-Easter off Cape St. James, and vice versa. I generally ask Ikeda or Triangle W/T Stations what is the state of the weather in their vicinity before I attempt to cross.
14. Q. What is your opinion as to the seaworthiness of your ship ?
- A. I have never had any fear of the "Malaspina"; it has never caused me a thought. Of course I watch the weather fairly well outside, but in inland waters it has never crossed my mind because she is absolutely safe. I have every confidence in her.
15. Q. Have you had occasion to heave her to in bad weather ?
- A. No, not on account of bad weather.
16. Q. When you are running, what is her behaviour ?
- A. Running dead before the wind I always admired the way in which she ran. She shipped very little water running dead before the wind. Wind on the quarter fills herx alley-ways.
17. Q. Does she relieve quickly ?
- A. Yes, very quickly.
18. Q. Have you large freeing ports ?
- A. Yes, I consider they are large for a small ship.

Mr. D. Scott, Chief Artificer Engineer, of A.P.S. "Malaspina"
called and cautioned.

19. Q. How long have you been Chief Engineer of "Malaspina" ?
- A. I joined her under the Guarantee Engineer in December, 1913, and was Chief Engineer of her after he left in September, 1914, and since then I have been in charge of the engines.

28

Mr. Scott (continued)
Mr. Alcock called.

20. Q. You are well acquainted with the pumping arrangements of the ship ?
A. Yes.
21. Q. If any quantity of water got into the ship forward down the hatch from the upper deck under the forecastle into the P.O.'s quarters or the crew's stores space, how would you get it out?
A. There is a drain leading from the P.O.'s quarters down to the bilge. The only two suction we have to pump from forward are one from the magazine and one from the fore peak tank.
22. Q. Have you ever had any excessive quantity of water in your engine room or boiler room through a heavy sea ?
A. No, never excessive; but we had water get down the goose-necks in the beginning, but these have since been lengthened and now no water gets below. By carefully looking after the bilge I have avoided trouble with my pumps; that also applies to the engine room bilge.

Mr. Ernest George Alcock, Mate, "R.N.C.V.R., First Officer of A.P.S. "Galiano" called and cautioned.

23. Q. How long have you been in "Galiano" ?
A. Four years, last 6th July.
24. Q. How is it that you were not in the "Galiano" when she sailed ?
A. I was sick on Friday and was landed on Saturday, 19th October, before she sailed. I have been on the sick list every since.
25. Q. Will you explain to the Court how you batten down the ship when in bad weather ?
A. Starting from aft, the two small hatches with double tarpaulins, bars and wedges; that is practically all ~~that~~ that is required to be battened down aft. The engine room skylight on the top deck, that has glass covers with brass gratings. The foreward deck two booby hatches which are unshipped, one each side abaft the foremast, that have wooden hatch covers, double tarpaulins, battens and wedges. The skylight and coaling hatch on the forecastle the same way. Unscrew ventilators and screw in ~~ship~~ deck plates. The hawse pipes and naval pipes have flaps.
26. Q. Do you consider all these arrangements efficient for keeping water out of the ship ?
A. Yes.
27. Q. How about the door into the engine room on the after bulkhead ?
A. Nothing is done to this, it has high coamings and I have never known any water to speak of going down there.

Mr. Alcock (continued)

28. Q. Was it the custom when crossing the open waters between Triangle and Cape St. James to batten your ship down ?
- A. No, not to batten down thoroughly to the extent of unshipping skylights.
29. Q. Have you ever had any quantity of water in consequence of this find its way into the ship ?
- A. No, not through the skylights.
30. Q. Have you ever been to sea in her ^{extremely} in/bad weather ?
- A. Yes, I consider I have.
31. Q. What is your opinion of her as ~~xx~~ a sea boat ?
- A. I say and have always said that I would go round the world in her at any time.
32. Q. What is the most water you have ever got below owing to bad weather ?
- A. I have seen quite a quantity of water in the magazine and in the compartment before the magazine.
33. Q. Your suction for pumping the fore end of the ship is in the after end of the magazine ?
- A. Yes.
34. Q. Therefore the water you saw would be a collection from all the water that got in forward ?
- A. Yes.
35. Q. What is your routine about sounding the wells ?
- A. Wells and tanks are sounded twice daily by the Carpenter, who reports to the Chief Officer in the morning that he has sounded the wells, and then marks it on the board that is placed in the Engine Room. In the afternoon sounding at 4 p.m. he writes on a chit with each tank marked on a plan and the soundings converted into tons. At a glance you can see what amount of water you have in the ship and the amount of fresh water. That paper I hand to the Captain every night at nine o'clock when going the rounds, and the total tonnage is entered in the Log Book every day. The Carpenter has always been given strict orders to pay particular attention to the sounding pipe leading down to the magazine in bad weather.
36. Q. If you are in heavy weather would you have the pump kept on to this magazine suction ?
- A. Yes.
37. Q. What is the most you have had in the magazine compartment ?
- A. A case in point two and a half years ago, roughly, when the carpenter reported three feet of water in the sounding pipe leading to the magazine.

Mr. Alcock (continued)

38. Q. Were you Chief Officer then ?
A. No, I was Boatswain and Gunner.
39. Q. Did you find out how this water got through, whether over all ?
A. It would only come in over all.
40. Q. Was nothing found out ?
A. It was found afterwards that one of the cable flaps was not tight and that would account for it, and after bucking the sea for some hours this water collected.
41. Q. Was there any defect ?
A. No, no defect at all.
42. Q. How does your ship run with the wind and sea right aft, -dry ?
A. She runs practically dry with the sea right aft. ~~xxxxxxxxxxxx~~
~~xxxxxxxxxxxx~~.
43. Q. And the wind on the quarter ?
A. She takes it in moderately in the alleyways. She frees herself easily owing to the large freeing ports and scuppers, which take the water off easily.
44. Q. Have you been the trip from Triangle to Ikeda many times ?
A. Yes.
45. Q. What is your usual course ?
A. North 68 West Magnetic, invariably, until Cape St. James is abeam when we haul up for Danger Rocks.
46. Q. Did you make this trip by night often ?
A. Invariably by night.
47. Q. Both summer and winter ?
A. Yes; I can't recall making it by day while I was in the "Galiano".
48. Q. Did you always make this trip from Triangle to Cape St. James at the same speed ?
A. No, we varied it according to the time of leaving Triangle so as to make Ikeda by daylight.
49. Q. This telegram from "Galiano" which says: "Have landed all for Triangle. Was unable to place all above high water owing to weather. Left operating staff placing stores in safety. Am now proceeding towards Ikeda" Signed "Galiano": was it the practice of Captain Pope to do this trip from Triangle to Ikeda regardless of weather ?
A. No; on the contrary Captain Pope was very cautious. I have known him go as far as Triangle from Shushartie as many as four times without proceeding North on account of the weather.

Mr. Alcock (continued)
Mr. Alcock recalled.
W.C. Radford, QM. called.

50. Q. How do you account for the fact that Captain Pope in his telegram finds the weather so bad that he must leave the stores as they are and recall his boats, yet says that he is proceeding on his trip across?

A. I can't explain it, it is so contrary to the usual cautious practice of Captain Pope in the four years I have known him.

Court adjourned at 12.30

Court reassembled 9.30 a.m. 8th November, 1918.

Mr. Ernest George Alcock, Mate, R.N.C.V.R., First Officer of "Galiano" recalled.

51. Q. Is the "Galiano" fitted with deadlights to the scuttles?

A. Yes.

52. Q. What was the routine about shipping these dead lights?

A. The stewards and boys were told off in the different quarters for closing them any time when passing through dangerous waters and were always ordered to be closed under the superintendence of the Carpenter.

53. Q. Were there any routine places?

A. Active Pass, Seymour Narrows, crossing the Sound or in any rough weather.

54. Q. Was it a part of the battening down stations?

A. Yes.

Walter Clifford Radford, Quartermaster of "Galiano", called and cautioned.

55. Q. How long have you been ^a Quartermaster?

A. I have put a year in as Quartermaster in the C.P.R. and have been Quartermaster in the Navy since December 15, 1917.

56. Q. Where did you get your sea experience?

A. In the C.P.R. Service.

57. Q. Ocean?

A. No, just coastwise.

58. Q. Have you been many times across Hecate Straits?

A. No.

59. Q. Where were you working between?

A. Victoria, Vancouver and Comox. I never did much travelling up that way.

W.C. Radford, Q.M., (continued)

60. Q. Or outside in deep water ?
A. All inside.
61. Q. Where did you live in this ship, in the P.O.'s mess ?
A. In the forecabin in the crew's quarters.
62. Q. Have you been in any real bad weather in her ?
A. No; just one trip around Triangle that was bad at all, but I wouldn't call it really bad.
63. Q. Was she bucking into it taking water over ?
A. No; I have seen her take water over the forecabin but very little, just a little spray.
64. Q. Where the cable came down abaft the windlass did she get water down that ?
A. No.
65. Q. Was that deck what you would call a fairly dry living deck ?
A. Yes.
66. Q. Comfortable quarters ?
A. Yes.
67. Q. There was a hatch here, do you remember it- a skylight ?
A. Yes.
68. Q. Did you ever see that hatch unshipped and wooden hatches placed in position with tarpaulins over it ?
A. No, I never saw it; the only time we took that skylight off was when we coaled ship.
69. Q. Where was your station ?
A. Collision, at the wheel.
70. Q. Do you know if the bells were sounded regularly?
A. Yes, I do.
71. Q. As quartermaster did you hear the Carpenter report the soundings?
A. Not always.
- 72.- Q., And how do you know it was done regularly ?
A. As far as my watch I heard him report.
73. Q. Had you every confidence in the ship as a sea boat from what you have seen ?
A. As far as I have seen, yes.

W.C. Radford, Q.M. (continued)

Daniel Fidler, Q.M. called.

74. Q. And of your Captain, was he cautious, reckless, or what would you say ?
- A. Cautious.
75. Q. Very cautious ?
- A. Yes.
76. Q. And do you think that is the opinion of the whole ship's company ?
- A. I wouldn't speak for the rest of the ship's company.
77. Q. Had you every confidence in Captain Pope as a seaman, that is to say, were you afraid to go to sea under him ?
- A. Yes, but-
78. Q. But what ?
- A. In very bad weather- thick weather- he was a bit nervous. I have found it more so after running on the rock on the west coast.
79. Q. Nervous- It made him more cautious than ever, is that what you mean ?
- A. Any little thing that happened he was irritable.
80. Q. Still throughout all that his judgment as a seaman was all right ?
- A. Yes.

Daniel Fidler, Quartermaster of "Galiano" called and cautioned.

81. Q. Were you a quartermaster of the "Galiano" ?
- A. Yes.
82. Q. How long were you a quartermaster in that ship ?
- A. Since about the middle of February, 1918.
83. Q. Where did you get your sea experience ?
- A. Mostly in the Old Country. I have been to sea all my life.
84. Q. In what kind of craft ?
- A. Small craft and some deep sea.
85. Q. Have you been in a drifter or a trawler ?
- A. Not much in a drifter. Mostly in small sail boats, herring fishing boats, steam.
86. Q. Where did you live in the "Galiano", in the P.O.'s mess or in the crew's quarters ?
- A. In the crew's quarters under the forecastle.
87. Q. Where was your station at collision stations ?
- A. On the aft fore and after.

Daniel Fidler, Q.M. (continued)
Thos. Dunn, Carpenter, called.

88. Q. Do you remember a skylight on the forecastle deck ?
A. Just abaft the foremast.
89. Q. Have you ever seen that unshipped for heavy weather and battened down with hatches and tarpaulins ?
A. No, it was never unshipped while I was aboard.
90. Q. Have you been in her in realx dirty weather ?
A. No, never was real bad.
91. Q. From what you have seen of this ship should you say she was a good sea boat ?
A. Yes, I always thought she would be good in any rough weather.
92. Q. You were never afraid of her ?
A. No.
93. Q. Had you confidence in your Captain as a seaman ?
A. Yes, I had a lot of confidence in Captain Pope.
94. Q. Have you any theory of your own as to what sent her under ?
A. The only theory I have is that she must have got pooped, I don't see how otherwise she could have got swamped.
95. Q. In these crew's quarters were you lived was it dry ?
A. Yes, nice and dry.
96. Q. Do you remember getting any water down below ?
A. No.
97. Q. Did you ever hear amongst the rest of the ship's company men who had lost confidence in the Captain and were afraid of the ship, or any talk of that sort ?
A. Well, I did hear a little but I put that down to inexperience, - Men who have not been to sea before, and you always find that with people who have never been to sea much.
98. Q. You never heard it amongst experienced seamen ?
A. No.

Court adjourned at 11.00 a.m.
Court reassembled at 1.30 p.m.

Thomas Dunn, Carpenter, called and cautioned.

99. Q. Were you the carpenter of "Galiano" ?
A. Yes.
100. Q. How long have you been in the ship ?
A. Since 15th December, 1917.

101. Q. Was one of your duties to sound the wells ?

A. Yes.

102. How often ?

A. Morning and night.

103. Q. What time ?

A. In the morning at half past seven and four in the afternoon.

104. Q. Who did you report to ?

A. Mr. Alcock.

105. Q. Always ?

A. Always.

106. Q. Here is a plan of the ship, where are the sounding tubes ?

A. One forward through the P.O.'s mess down to the bilge under the magazine. The next in the forecastle about the centre of the seamen's quarters down to the bottom of the forepeak. Two on the quarter deck for fresh water ^{and} one on the after peak. Two into the foremost water ballast tank. Two fresh water tanks in the after end of the engine room. One each side of the boiler. One in the donkey boiler space .

107. Q. What is the most water you have ever sounded in any of these and where ?

A. It was in the magazine when we went ashore up at Clayoquot Sound, it registered about two and a half feet.

108. Q. Apart from that, what was the greatest amount of water you found at sea coming into the ship ?

A. Nothing to speak of.

109. Q. Have you been in the ship in any very heavy weather ?

A. Nothing real heavy; the heaviest time was up between Triangle and Cape St. James, but there was nothing that I would call real heavy.

110.^a Q. Have you ever been in the ship when the alleyways have been filled?

A. Not filled; I have seen six inches in the alleyway once or twice, just in one spot, not right along.

110.^b Q. Have you ever seen her go into a green sea and take it over the forecastle ?

A. No, just a little spray; never a green sea.

110.^c Q. What are your duties at collision stations?

A. To batten all the hatches and see that the deadlights below the water line are closed.

110. Q. There is a hatch on the forecastle deck, how is that battened down?

A. The whole framework of the skylight is lifted off. Coaming left. Hatches covers fit in. Tarpaulins to fit over. Battens and wedges.

111. Q. What about the ventilators, what happens to them?

A. In any rough sea they can be unshipped and deck plates put in; but in the event of spray you can just turn them in the direction of the wind.

112. Q. Have you ever seen this skylight hatch battened down?

A. No.

113. Q. Have you ever seen the deck plates screwed in the deck?

A. Yes, once.

114. Q. What about the engine room skylight?

A. I have never seen that unshipped. Just when there was a little spray they have been closed. They were watertight.

115. Q. Is there a tarpauling and battens fitted for the engine room?

A. No, not that I have ever seen. They were a fixture strapped to the framework of the ship.

116. Q. How long have you been at sea?

A. I have been at sea since she was turned over and have been in a whaler for one trip.

117. Q. What is your opinion of the behaviour of this ship at sea?

A. Being what you would call a small ship she was subject to the action of the heavy roll but she had very quick movement, very active.

118. Q. After she was repaired at Yarrows' recently what test was put to the plates?

A. Every compartment that was damaged was filled with water and pressure put on; I am not certain what pressure.

119. Q. Were you on board here when she was last filled with coal?

A. No, I was sick ashore.

120. Q. Is it always the practice to keep this forepeak tank empty?

A. Yes, when filled up with coal it was the practice to always keep this forepeak tank empty.

121. Q. Have you ever known it to be forgotten?

A. No.

122. Q. In the wireless message they talk about "Holds being full", what do you suppose they meant?

A. I should say the forehold and ^{cold} ~~cool~~ chamber marked on the plan, and perhaps the P.O.'s compartment and the officers' accommodation aft, and perhaps the engine room.

Mr. Alcock recalled.

Mr. Alcock recalled.

123. Q. Why were these men (Radford, Fidler and Dunn) who have appeared as witnesses, not on board their ship at the time ?
- A. They were left behind on account of sickness.
124. Q. A wireless message came from "Galiano" saying "Holds are full", what would you understand he meant by that, -what holds ?
- A. I should say the forehold and storeroom.
125. Q. In the evidence of the Carpenter he says he never saw this skylight hatch battened down since he has been in the ship ?
- A. That's quite right; since he has been in the ship we have never had sufficiently bad weather to batten down properly.
126. Q. After the repairs to "Galiano" bottom at Yarrows' were the compartments tested ?
- A. Yes.
127. Q. What pressure ?
- A. I don't know.
128. Q. I understand that when she was complete with coal and water she trimmed by the head ?
- A. Yes, slightly, by the head.
129. Q. This forepeak tank is always ^{kept} empty when she is complete with coal ?
- A. Yes.
130. Q. Have you ever known it to be forgotten, that is, water left in it, since you have been in the ship ?
- A. No.
131. Q. I take it the sounding of the wells would tell you ?
- A. Yes.
132. Q. Were you in her when she coaled last time ?
- A. No, I had left before.

Court adjourned at 12.15. *S. J. [unclear]*

TELEGRAM.

Esquimalt, November 8th, 1918.

Naval, Ottawa.

Your 74. Court of inquiry adjourned in order to obtain evidence of Master of whaling tender "Gray". Expected to arrive in about a week.

Navyard.

Court Re-assembled 2.00 p.m. 18 Nov./18.
Lt. Commander Musgrave called.

Court re-assembled at 2:00 p.m. 18th Nov. 1898. Captain William Frederick Billington, S.S. "GRAY" called.

Lieutenant-Commander P. C. Musgrave, R.N., Officer in Charge of Hydrographic Survey, called and cautioned.

Q.133 Will you state to the Court what your experience is on this part of the Coast where the "Galiano" was supposed to be lost- as to the weather conditions?

A. Taking the weather chart of the 30th at 5 a.m. and 5 p.m. the indication was a S.E. wind blowing at 5 a.m. and the barometer at Triangle at 5 p.m. on the 29th was 30.04, calm. At 5 a.m. the observation was not made at Triangle as they were sending out distress signals. The report from Prince Rupert would indicate that the barometer at Triangle was 29.70. The S.E. wind came up without any indication between 5 p.m. on the 29th and 5 a.m. on the 30th. From my own experience on the Coast the barometer does not always indicate the approach of a S.E. gale. On two occasions at least I have known it to get up in two hours from calm to a whole gale.

Q.134 Is it not a fact that this land shown on the chart in use by these ships is to the eastward of its position- some four or five miles?

A. I have concluded from various information I have received that the position of Cape St. James might be about four miles E. N. E. of its charted position. I would like to submit two weather charts of the 30th, 5 a.m. and 5 p.m. The notes in red ink are the barometer at 5 p.m. on the 29th. Also a letter from the Superintendent of the Dominion Meteorological Service, Gonzales Observatory. The observations of the directions and force of the wind are not entirely reliable as they have to be taken by observation, estimating both direction and force, and not by instruments.

Captain William Frederick Billington, Master of Whaling Tender "GRAY" called and cautioned.

Q.135. On the night of the 29th October where were you?

A. Off Cape St. James in the "Gray", Whaling Tender. I am Master of the ship.

Q.136. Have you your charts with you which you used that night?

A. Yes. (Log and chart in use on that night produced). I left Kuyuquot on Monday morning at seven o'clock, 28th. A strong increasing S.E. wind. Squally. It didn't look very good so I went into Quatsino and anchored at 3 p.m. on the 28th in North Harbour. Barometer 29.60 and at 4 p.m. barometer was practically steady. At 7.50 a.m. the 29th the weather looked pretty good; clear sky, only partially red; light swell; barometer 29.83. I entered in the log "Suspicious", I thought it looked queer.

Q.137. What course ~~did~~^{do} you steer as a rule from Triangle to make Ikeda?

A. I steer N.W. by W. $\frac{1}{2}$ W., and I find that when abeam of Cape St. James that I have made good N.W. by W. $\frac{1}{4}$ W.

Captain Billington (continued)

Q. 138. Did you steer this course from Triangle on the 29th ?

A. No; I came from Cape Scott and steered a course to the eastward of Triangle N. 74 W. I got a four-point bearing of Triangle Island at 2.18 p.m. and passed it abeam 10 miles. There was 50 on my patent log. At 10 p.m. we turned round, 116 on the log. Strong S.E. wind and heavy seas. 51.49. 130.23. About an hour after we turned round at ten o'clock, we sighted two range lights E.S.E. on my starboard bow, about three miles off.

Q. 139. How was the stranger heading ?

A. About W. N. W.

Q. 140. What time did you lose sight of her ?

A. About 12 o'clock.

Q. 141. So that you had her in sight for two hours ?

A. Hardly; about an hour and a half; from about half-past ten to midnight.

Q. 142. What time did you proceed ?

A. At four in the morning. Turned round at full speed and then slowed down and proceeded to Rose Harbour. We arrived at 2.15 p.m. on the 30th. After our arrival the whaler came in from Ikeda with a wireless message advising that the "Galiano" was calling for immediate assistance at 3.30 a.m.- "Holds full of water". On the morning of the 31st at 7.30 three whalers left with dead reckoning positions that I gave them, presuming the lights seen by me on the night of the 29th were the "Galiano's". Also the position by dead reckoning of the gratings sighted said to have been seen by my Chief Engineer at about 10 a.m. on the 30th. The whalers met the "G. Foster", trawler, and they joined in the search. When they had arrived at the position I had given them, they picked up at once the body of a Seaman and close to a skylight.

Q. 143. When you hove to at 10 p.m. on the 29th October was it on account of the weather or were you waiting for daylight to make land?

A. I was waiting for daylight.

Q. 144. What was the weather when the ship you think may have been the "Galiano" passed you ?

A. Not too bad; It was all right. A strong S.E. wind increasing and a heavy S.W. swell; barometer falling.

Q. 145. What was the weather when you resumed your course at 4 a.m. on October 30th?

A. S.E. gale. Wind E.S.E. Furious and confused sea. Terrible S.W. swell till passed Cape St. James, when it was S.E. wind.

Q. 146. Did you have any difficulty in running before it ?

A. No; I went full speed to get her round and then half speed.

Captain Billington (continued)

Q. 147. Did your ship lay-to easily between 10 p.m. and 4 a.m. ?

A. Yes, she rode very easily. We had a lot of free board and were only half loaded.

Q. 148. When was the weather at its worst that night ?

A. As far as I know I should judge round 5 o'clock a.m.

Q. 149. When you sighted this vessel with the range lights was the sea confused then or was it a clear running sea ?

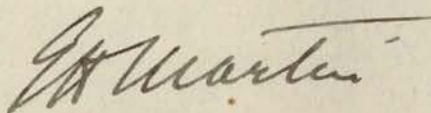
A. No, just a wind got up, a strong S.E. wind. There was no confused sea.

Q. 150. What is your private opinion of what happened to her ?

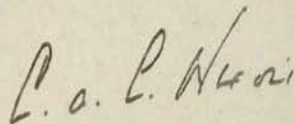
A. Unless she got some water in her, I don't know.

Q. 151. Have you ever experienced a calm at Triangle and two hours afterwards run into a strong S.E. gale to the northward of you ?

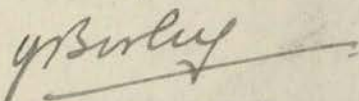
A. Since my experience in the ship, no; we have not.



Captain, R.N., President.



Commander, R.C.N.



Lieutenant, R.C.N.

C O P Y.

Captain Superintendent

H.M.C. Dockyard

Esquimalt, B.C.

22nd. Oct. 1918.

AE10-2-6.

The Commanding Officer

A.P.S. "Galiano"

Esquimalt, B.C.

15

SAILING ORDERS.

Being in all respects ready for sea, you are to embark one woman housekeeper, gasoline in cases, and stores all for Triangle Island. The gasoline to be loaded at the Imperial Oil Company's wharf at the entrance to Victoria Harbour.

The woman housekeeper at present at Triangle is to be given passage back to Victoria, Vancouver, or to rail transportation as most convenient.

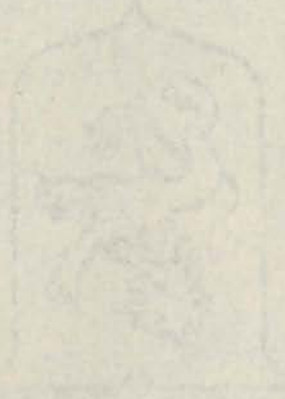
Before sailing you are to call at my office for Confidential Mail for all W/T Stations, which mail is to be distributed as usual, receipts being taken in each instance.

You are to perform Fishery duty during the voyage at your discretion.

You are to report your position to me by W/T each night.

(Signed) E.A.E. Nixon,
Commander,
for Captain Superintendent,
Esquimalt Dockyard.

COPIES OF TELEGRAMS.



TELEGRAMS RE "GALIANO"

13

"Galiano" 29th Oct., 1918.

1. Navyard, Esquimalt.
Have landed all for Triangle. Was unable to place all above high water owing to weather. Left operating staff placing stores in safety. Am now proceeding towards Ikeda.
Galiano. 130. (Rec'd 8 p.m.)

2. Navyard, Esquimalt.
Triangle Id., 30 Oct., 1918.
3.20 a.m. Distress call from Galiano. Holds full requires immediate assistance off Cape St. James. Advised S.S. Alameda 3.30 a.m. Latter outside off Triangle. Can't locate her position. Can't help account bad weather. Advised S.S. Alameda 3.35 a.m. in Q. C. Sound twelve hours away 415 unable raise Galiano since South West gale here.
O.I.C. (Rec'd 4.50 a.m.)

3. Navyard, Esquimalt.
Triangle Id. 30 Oct., 1918.
4.30 a.m. S.S. Alameda cant locate Galiano position and shows no desire help account being light loaded and unable buck S.W. Gale. Gave him position Cape St. James South end Moresby Island Queen Charlotte Islands. No help rendered yet no ships in vicinity.
O.I.C. (Rec'd 4.56 a.m.)

4. Navyard, Esquimalt.
Triangle Id., 30 Oct. 1918.
Five a.m. Unable raise Galiano on wireless. No help obtained yet.
O.I.C. (Rec'd 5.30 a.m.)

5. Triangle W/T Station.
Esquimalt, 30 Oct., 1918.
Try adjacent stations to raise any ship in vicinity.
Try a.s. Lorne. (Sent 6 a.m.)

6. Navyard, Esquimalt.
Triangle, 30th Oct. 1918.
Grand Trunk Officials Rupert advise at 5.45 trying get crew for Lorne and will send her but take some hours get her ready. Will endeavour secure tug from Ocean Falls or Thurston when latter opens at eight thirty a.m. and seven thirty a.m. respectively.
O.I.C. (Rec'd 6.45 a.m.)

7. Navyard, Esquimalt.
Triangle, 30th Oct., 1918.
Digby advises Lorne cant get away till noon account taking on oil fuel. Tug Commodore at Thurston will advise when in touch with latter station.
O.I.C. (Rec'd 7 a.m.)

8. Navyard, Esquimalt.
Triangle, 30th Oct., 1918.
Informed Ikeda 7.50 a.m. requested him notify Jedway look out for survivors case ship or boats got ashore. Trying get gas boat got from Jedway and inform whalers at Rose Harbour. Stop. Alameda between Cape St. James and Triangle unable pick up her position and so unable help yet.
O.I.C. (Rec'd 9.21 a.m.)

TELEGRAMS RE "GALIANO"

12

Gonzales Hill, 30th Oct., 1918.

9. Navyard, Esquimalt.

Following received from Triangle. Begins. Galiano landed majority supplies and gasoline on rock account low water. Requested and obtained assistance of boat's crew from Commanding Officer. Galiano had to recall boats and leave account threatening weather. Have got all groceries and some gasoline above high water mark for night. Forced abandon forty five cases gasoline account darkness and rising tide. Hope to recover same in morning. Part of groceries ruined by salt water. Will check up and advise later. E.J.S.

(Rec'd 9.29 a.m.)

Esquimalt, 30th Oct. 1918.

10. Triangle W/T Station.

Cut out ordinary business until you succeed in communicating with whaling tender Gray at Rose Harbour and get her assistance for Galiano. Navyard. (Sent 9.35 a.m.)

Gonzales Hill, 30th Oct., 1918.

11. Navyard, Esquimalt.

3.20 a.m. distress call from Galiano Holds full requires immediate assistance off Cape St. James. 3.30 a.m. advised Alameda outside passage off Triangle. Cannot locate her position. Cannot help account bad weather. 3.35 a.m. advised S.S. Humboldt in Queen Charlotte Sound twelve hours away.

4.15 a.m. Unable raise Galiano since first distress call. South West gale here. 4.30 a.m. Humboldt cannot locate Cape St. James and shows no desire to help on account being light loaded and unable buck S.W. gale. Gave him position of Cape St. James south end Moresby Island Queen Charlotte. No help rendered yet. No ships in vicinity.

5.45 a.m. Grand Trunk Officials Prince Rupert advised at 5.45 trying to get crew for Lorne and will send her but take some hours get her ready. Will endeavour secure tug from Ocean Falls or Thurston. Latter opens 8.30 a.m. and 7.30 a.m. respectively.

6.35 a.m. Digby advises Lorne cant get away till noon account taking on fuel oil. Tug Commodore at Thurston will advise when in touch with Thurston.

7 a.m. Chiloshin left Rupert 7.10 p.m. yesterday south bound. Understand operator sick. Cathazine D. north bound expects arrive Cape St. James between 9 and 10 p.m. today. No assistance yet not sign of Galiano since 3.20 a.m.

7.50 a.m. Requested Ikeda notify Jedway look out for survivors in case boats got ashore. Trying get gas boat go from Jedway to inform whalers at Rose Harbour. Alameda unable help yet.

8.45 a.m. Alameda says unable help on account gale and mountainous seas. Have informed Pacific Mills Ocean Falls to send suitable tug. Ikeda reports telephone line down to Jedway.

9.35 a.m. City of Seattle near Vancouver north bound says cannot be off Cape St. James till midnight tonight and if too rough cannot go but keep him informed.

10 a.m. Pacific Mills advise that tug Tatoosh due Ocean Falls any time and will send her out to wreck if possible. Ikeda speaking Jedway. Only one boat at Jedway. Informs him impossible make Rose Harbour and get S.S. Gray out on account heavy seas.

10.30 a.m. Thurston reports weather too bad to reach Cumshewa for assistance of tug there. Cold Storage Company Prince Rupert will send trawler out soon as possible.

10.45 a.m. Triangle spoke S.S. Chiloshin at 10.40 a.m. south of Milbank Sound waiting his reply. Wind dropping but sea very rough. Unable raise Gray yet.

11 a.m. Captain Chiloshin reports impossible for him cross Hecate Straits in present gale. Regrets unable do anything at present. (Rec'd 11.20 a.m.)

TELEGRAMS RE "GALIANO"

12. Navyard, Esquimalt. Gonzales Hill, 30th Oct., 1918.
11.20 a.m. No tug at Swanson Bay but large tug about twelve miles north of Swanson towing. Swanson has dispatched boat to request tug to render assistance. Will advise us further in about three hours time. 11.45 a.m. Chiloshin in touch with Leebro near Bellabella. Leebro will try and make Cape St. James.
O.I.C. (Rec'd 12.03 p.m.)
13. Navyard, Esquimalt. Gonzales Hill, 30th Oct., 1918.
1.24 p.m. Captain of tug Tatoosh advises he will arrive Swanson Bay 2 p.m. Can leave immediately to assist Galiano. Wire immediately if Government desire him to. Stop. Cold Storage trawler Foster left Rupert 12.30 pm.
O.I.C. (Rec'd 13.55)
14. O.I.C. Gonzales W/T Station. Esquimalt, 30th Oct., 1918.
Advise Master of Tug Tatoosh that Superintendent Esquimalt wishes him to proceed to Galiano and report if anything discovered.
Navyard.
15. Naval, Ottawa. Esquimalt, 30th Oct., 1918.
319. Distress call received by Triangle from Galiano at 3.20 a.m. as follows. Holds full require immediate assistance off Cape St. James. ends. At 3.50 advised S.S. Alameda off Triangle but she can do nothing on account bad weather. Stop. At 3.35 advised S.S. Humboldt in Queen Charlotte Sound twelve hours away. She is light loaded and unable to face S.W. Gale. G.T.P. Prince Rupert advised and are preparing tug Lorne for sea. Will leave at noon. All vessels approaching vicinity being informed. S.S. Leebro near Bellabella is attempting to make Cape St. James. Stop. No signals from Galiano since first call. Stop. Will report further as news received.
Navyard.
16. Navyard, Esquimalt. Gonzales Hill, 30th Oct., 1918.
230 p.m. Ikeda advises as follows. Whaler called with two messages. Advised him of Galiano and sent letter to Mr. Duckett asking him to give all assistance possible. Gray not at Rose Harbour, whereabouts unknown.
O.I.C. (Rec'd 3.39 p.m.)
17. Navyard, Esquimalt. Ikeda, 30th Oct. 1918.
Steamer Gray arrived Rose Harbour. Didn't hear anything of wreck till arrived. Three whalers left for scene of disaster to try locate wreck or survivors.
(Rec'd 19.15)
18. Master of Tug Tatoosh. Esquimalt, 30th Oct., 1918.
Request you will run course from Cape St. James thirty miles south steering on Triangle Island and return to leeward of same course.
Captain Superintendent.

TELEGRAMS RE "GALIANO"

10

19. Esquimalt. Gonzales Hill, 30th Oct., 1918.
 Summary. Tug Tatoosh left Swanson Bay 930 p.m. for Cape St. James. She can make twelve to thirteen knots. Ikeda advises whalers returned searched east side and ten miles off south but found no trace of Galiano. Very heavy sea S.W. gale. Whalers will go out again in morning. The O.I.C. will give you proper summary when he comes on duty.
 (545k)
20. Navyard, Esquimalt. Gonzales Hill, Oct. 31st, 1918.
 Ikeda advises whalers returned ten p.m. yesterday after fruitless search on east side and ten miles to south of Cape St. James South West Wind. Very heavy sea. Going out again this morning. Stop. Tug Tatoosh left Swanson Bay 930 p.m. yesterday making 12 to 13 knots. Stop. 9 a.m. Nothing further from Tatoosh or whalers.
 O.I.C. (Rec'd 9.20 a.m.)
21. Navyard, Esquimalt. Gonzales Hill, 31st Oct. 1918.
 8.25 a.m. Following from S.S. Gray. via Ikeda. Begins. Whalers have gone out this morning at seven. Sighted ship with two range lights Tuesday night at 11 p.m. Probably Galiano. Position by dead reckoning 28 miles east by north one half north from Cape St. James. Weather thick, mist and rain. S.E. Gale. Wind East southeast. Then about ten veered to southeast. She was heading about west north west running before slowly apparently all night. We had just turned around to ride it out at ten p.m. steering east south east. The Chief Engineer said he saw some skylight gratings about ten a.m. next day which were not seen by myself or the Officer on watch. Position about 18 miles east one quarter north from Danger Rocks dead reckoning. Signed Billington. Ends.
 O.I.C. (Rec'd 9.52 a.m.)
 Esquimalt, 31st Oct., 1918.
22. Naval, Ottawa. Whalers have searched on east side of and ten miles to the northward of Cape St. James and have returned having seen no signs. Galiano left Triangle at 4.45 p.m. the 29th having 92 miles to run to Cape St. James. It is assumed that she proceeded at about six knots in order to make Cape St. James by daylight. By 3.20 a.m. the 30th set towards west north west calculated by experience of local navigators would put the ship in the vicinity of the outlying rocks off Cape St. James and therefore it is considered probable that she struck and foundered in deep water. The possibility of the vessel foundering without striking is considered very remote by the Commanding Officer of Malaspina who is most competent to judge of the behaviour of these vessels. Whalers and tug Tatoosh have renewed their search today. Tatoosh running suppose course of Galiano from Cape St. James 30 miles south eastward.
 Navyard.
23. Navyard, Esquimalt. Gonzales Hill, 31st Oct., 1918.
 Triangle weather noon strong S.W. wind. Barometer falling rapidly. Very rough sea. Similar conditions at Ikeda.
 O.I.C. (Rec'd 1.30 p.m.)
24. Navyard, Esquimalt. Ikeda, 31st Oct. 1918.
Tug Tatoosh at Rose Harbour. Please advise if orders cancelled.
 (Rec'd 3.48 p.m.)

TELEGRAMS RE "GALIANO"

9

25. Esquimalt, 31st Oct., 1918.
Ikeda W/T Station.
Cancel orders to Tatoosh and request master to continue search in conjunction with Whalers in position about 28 miles east by north one half north from Cape St. James.
Navyard.
26. S.S. Gray, 31st Oct., 1918.
Navyard, Esquimalt.
Whalers went out to positions I gave this morning and met the G. Foster, a trawler, who accompanied them and picked up one dead body foul of a life jacket. Stop. Soon after picked up engine room skylight which without a doubt is the Galiano. No more wreckage in sight. Weather thick and dirty.
Billington and Walters. (3.47 p.m.)
27. Ikeda, 31st Oct., 1918.
Navyard, Esquimalt.
Gray advises clothing on body picked up is marked W. Ebbs, a sailor.
Ikeda. (17.0 K)
28. Esquimalt, 31st Oct., 1918.
Naval, Ottawa.
Re Galiano. Trawler G. Foster picked up one dead body. Clothing marked W. Ebbs foul of life belt and engine room skylight.
Navyard. (7.p.m.)
29. New Westminster, 31st Oct., 1918.
Officer Commanding, H.M.C. Dockyard, Esquimalt.
Inspector of Fisheries Williams wires thirtieth inst. Galiano in distress. Holds full require immediate assistance off Cape St. James. Weather terrific. Have requested Johnston Cold Storage send steamship Foster at once to her assistance and has guaranteed expenses. Will you please reply to Williams at Prince Rupert if his action is approved.
F.H. Cunningham, Ch. Inspr. Fisheries.
(17.15 K)
30. Esquimalt, 31st Oct., 1918.
Mr. Williams, Inspector of Fisheries, Prince Rupert.
Arrangements you have made regarding trawler Foster are approved.
Captain Superintendent.
31. Digby Island, 31st Oct., 1918.
Navyard, Esquimalt.
Thurston Harbour advised tug Daniel Kern left this morning to assist search for Galiano.
Digby Island. (19.35 K)
32. Esquimalt, 1st Nov., 1918.
Ikeda W/T Station.
Ascertain from Trawler Foster exact position where body of Seaman Ebbs and skylight were found.
Navyard.

TELEGRAMS RE "GALIANO"

8

S.S. Gray, 1st Nov., 1918.

33. Navyard, Esquimalt.
 Steamer Gray sighted steamer with two range lights Tuesday night (29th Oct) at 11 p.m. probably Galiano. Positions by dead reckoning twenty eight miles east by north one half north from Cape St. James. Weather thick mist and rain south east gale. Wind east south east till ten a.m. then south east. Furious and confused sea like a typhoon. Stop. The vessel was heading west north west apparently going very slow as her lights were visible about one hour. Stop. We had turned round at ten p.m. to ride the gale out at slow speed and met her soon after on our starboard side. Stop. She was apparently all right then. Stop. We turned round again at four a.m. and made back slow as we could not see far ahead. Stop. About seven thirty full speed. The course west north west. After our arrival the Chief Engineer mentioned at ten he saw some gratings floating past which the Second Mate and myself did not from the bridge. Positions about 18 east one quarter north mag. from Danger Rock dead reckoning.

Billington. (11 a.m.)

Esquimalt, 1st Nov. 1918.

34. Naval, Ottawa.
 330. Following received from Steamer Gray eleven a.m. local time. Begins.

(Repetition of above message)

Navyard.

Esquimalt, 1st Nov. 1918.

35. Naval, Ottawa.
 331. Following from Steamer Gray fifteen forty seven local time thirty first. October. Begins. Whalers went out to positions I gave this morning and met the G. Foster, a trawler, who accompanied them and picked up one dead body foul of a life jacket. Stop. Soon after picked up engine room skylight which without a doubt is the Galiano. No more wreckage in sight. Weather thick and dirty. Signed Billington and Walters. Ends.

Navyard.

Esquimalt, 1st Nov. 1918.

36. Naval, Ottawa.
 336. My 331. Nothing further head of Galiano. 1500-2.
 Navyard.

(10.00 p.m.)

Digby Island, 2nd Nov. 1918.

37. Navyard, Esquimalt.
 Begins. The Tatoosh went out this morning. Did not carry out orders from Esquimalt. Went according to my own judgment regards to wreckage drifting for wind has been blowing ever since wreck of ship about south so I ran off Cape St. James about fifteen miles thence run north seventy miles when turning round we were latitude fifty two forty five longitude one hundred twenty nine forty five west and run back from that position to Rose Harbour Whaling Station but saw nothing. Stop. Any orders for us to continue on please advise Capt. Hall of Tatoosh. Message ends.

Gray also reported whaler Brown brought in two bodies. These ~~are~~ of J. Aird and A. Hume, found fifteen miles off Danger Rocks, also one lifebelt.

Jackson. (9.25 a.m.)

Esquimalt, 2nd Nov. 1918.

38. Naval, Ottawa.
 Whaler Brown recovered bodies of J. Aird, A.B., and A. Hume, Stoker, 1st Class. Stop. Have told tug Tatoosh to discontinue. Whalers still searching.

Navyard.

TELEGRAMS RE "GALIANO"

39. Navyard, Esquimalt. S.S. "Gray", 2nd Nov., 1918.
 Picked up body and skylight twenty miles east by north from Danger Rocks. Whaler Brown picked up two bodies names J. Aird and A. Hume fifteen miles north east by east off Danger Rocks. Orion picked up lifebelt same position. Suggest Tatoosh take bodies to Swanson Bay for shipment to Victoria. Wire reply immediately and state if whalers must continue to search.
 Duckitt. (12.10 K)
40. S.S. Gray. Esquimalt, 2nd Nov., 1918.
 Following for Mr. Duckitt. Begins. Approved for Tatoosh to take bodies Swanson Bay for shipment. Request that two whalers only continue search and that any other vessels now searching be requested to discontinue. Stop. Whalers to make report to Ikeda station.
 Captain Superintendent.
41. Navyard, Esquimalt. Ikeda, 2nd Nov. 1918.
 Nothing to report. Too rough for searchers.
 (8.11 p.m.)
42. Naval, Ottawa. Esquimalt, 2nd Nov. 1918.
 343. Nothing further to report re Galiano. Too rough for searchers. Navyard.
43. Navyard, Esquimalt. Ikeda, 3rd Nov., 1918.
 Strong wind and heavy sea continues. Vessels unable search today.
 Ikeda. (14.0 K)
44. Mr. J. T. Williams, Inspector of Fisheries, Prince Rupert. Esquimalt, 4th Nov., 1918.
 Please ascertain and telegraph exact time and date that trawler Foster picked up body of Ebbs.
 Navyard.
45. Officer in Charge, Esquimalt, B.C. Prince Rupert, 4th Nov. 1918.
 Body of Ebbs picked up by Foster ten a.m. October thirty first twenty one miles north north east Cape St. James.
 J.T.C. Williams. (1639)
46. Capt. Supt., Navyard, Esquimalt. Prince Rupert, 4th Nov. 1918.
 Telegram fourth received. Ebbs body picked up by trawler Foster at ten a.m. October thirty first twenty one miles north north east from Cape St. James. Cabin skylight about two hundred yards from body. Small bag with G. H. Musty stamped on it tied to skydight. Will mail full report here Tuesday tonight to you.
 John T. Williams, Inspr. Fisheries.
 (23.25)
47. Ikeda W/T Station. Esquimalt, 4th November, 1918.
 Please ascertain and report exact time and date whalers picked up bodies of Aird and Hume.
 Navyard.

TELEGRAMS RE "GALIANO"

6

48. Navyyard, Esquimalt. Ikeda, 4th Nov. 1918.
Whalers advises Foster searched one day and proceeded to Prince Rupert with body of seaman Ebbs. Boats resumed search. Ikeda. (13.5 K)
49. Navyyard, Esquimalt. Ikeda, 5th Nov. 1918.
Whalers searched all day yesterday and today found nothing. Position of last two bodies latitude north fifty two degrees eleven minutes. Longitude west one hundred and thirty degrees thirty minutes east point bearing magnetic south west half south sixteen miles off east point at three p.m. (Note: see following telegram) November first. Do you want search continued; please rush reply. Ikeda. (19K)
50. Navyyard, Esquimalt. Ikeda, 6th Nov. 1918.
Please correct time of picking up bodies on November 1st to First body 4.25 p.m. Second body 4.50 p.m. Close together. Ikeda.
51. Ikeda W/T Station. Esquimalt, 5th Nov. 1918.
Request whalers search again tomorrow and report tomorrow evening. If nothing found tomorrow they are to discontinue. Captain Superintendent. (8.20 p.m)
52. Naval, Ottawa. Esquimalt, 5th Nov. 1918.
358. Ikeda reports two whalers searched Nov. 4th and Nov. 5th. found nothing. Will continue tomorrow. If nothing found propose to discontinue. Propose to send Malaspina as soon as repairs completed probably Nov. 7th. 0547. Navyyard (9.47 p.m.)
Ottawa, Nov. 6th, 1918.
53. Navyyard, Esquimalt. 82. Your 358 November 5 approved. 1858. Naval. (2.50 p.m.)
54. Navyyard, Esquimalt. Ikeda, 6th Nov. 1918.
Whalers reported five thirty p.m. nothing found. Search discontinued. Ikeda. (9.52 p.m.)

C O P Y

Dominion Meteorological Service
British Columbia Division, 5

Gonzales Heights Observatory
Victoria, B.C. November 13th,
1918.

Lieut. Com. P.C. Musgrave R.N.

Director Hydrographic Survey,

Esquimalt, B.C.

Dear Sir:-

In reply to your enquiry respecting weather conditions prevailing over Queen Charlotte Sound on the morning of the 30th. October last, I regret to state our regular weather observation was not taken at Triangle Island at 5 A.M. owing to the operator being engaged in sending out "distress signals" at that time. The wireless operator there reported later that a gale of 75 miles per hour from the South West had been blowing all night there and on Queen Charlotte Sound.

In order to throw further light on this subject, I take pleasure in enclosing you copies of our Weather Charts derived from telegraph reports taken at 5 A.M. and 5 P.M. From these you will note that the centre of a severe storm was approaching the Northern B.C. Coast, and in the A.M. Map the position of the isobars appear to indicate a southeast gale on Queen Charlotte Sound rather than one from the Southwest.

I am unable to draw the isobars exactly as they should be over the Sound owing to the Triangle A.M. barometer reading being missed. The barometric gradient was probably far steeper than I have shown it. The P.M. map shows how the storm spread inland over Northern B.C. and the gradient indicated decreasing southwesterly winds on the Sound.

I may say that the velocity of the wind is merely estimated by our observer, as the anemometer was carried away some years ago in a hurrican at Triangle Island, and the direction of the wind

- 2 -

the wind is not electrically recorded either, merely taken
from a vane placed on a pole near the office.

Trusting the enclosed information may be of some
service to you,

I remain,

Respectfully yours,

(Sgd) F. Napier Denison,

Superintendent in B.C.

CENTRAL OFFICE:
TORONTO, ONT.

Dominion Meteorological Service,

3

BRITISH COLUMBIA DIVISION.

Gonzales Heights Observatory

Victoria, B.C. November 13th 1918

Cape

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Dominion Meteorological Service,

BRITISH COLUMBIA DIVISION.

2

Victoria, B.C. 191

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I remain

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A. Napier Dewar
Superintendent in B.C.

METEOROLOGICAL SERVICE, DOMINION OF CANADA.

WEATHER MAP

(PACIFIC COAST DIVISION)

VICTORIA, B.C.

Wed. Oct. 30th 1918 at 5 P.M.

The Observations are taken at the same instant of absolute (not local) time.

REFERENCES.

- CLEAR ● CLOUDY ▲ HAIL OR SLEET
- ☉ FAIR ⊕ RAIN ⚡ THUNDERSTORM
- ⊙ SNOW

The Arrow indicates the direction towards which the wind is blowing. Absence of Arrow indicates a calm.

Figures in the upper or first row represent the temperature.

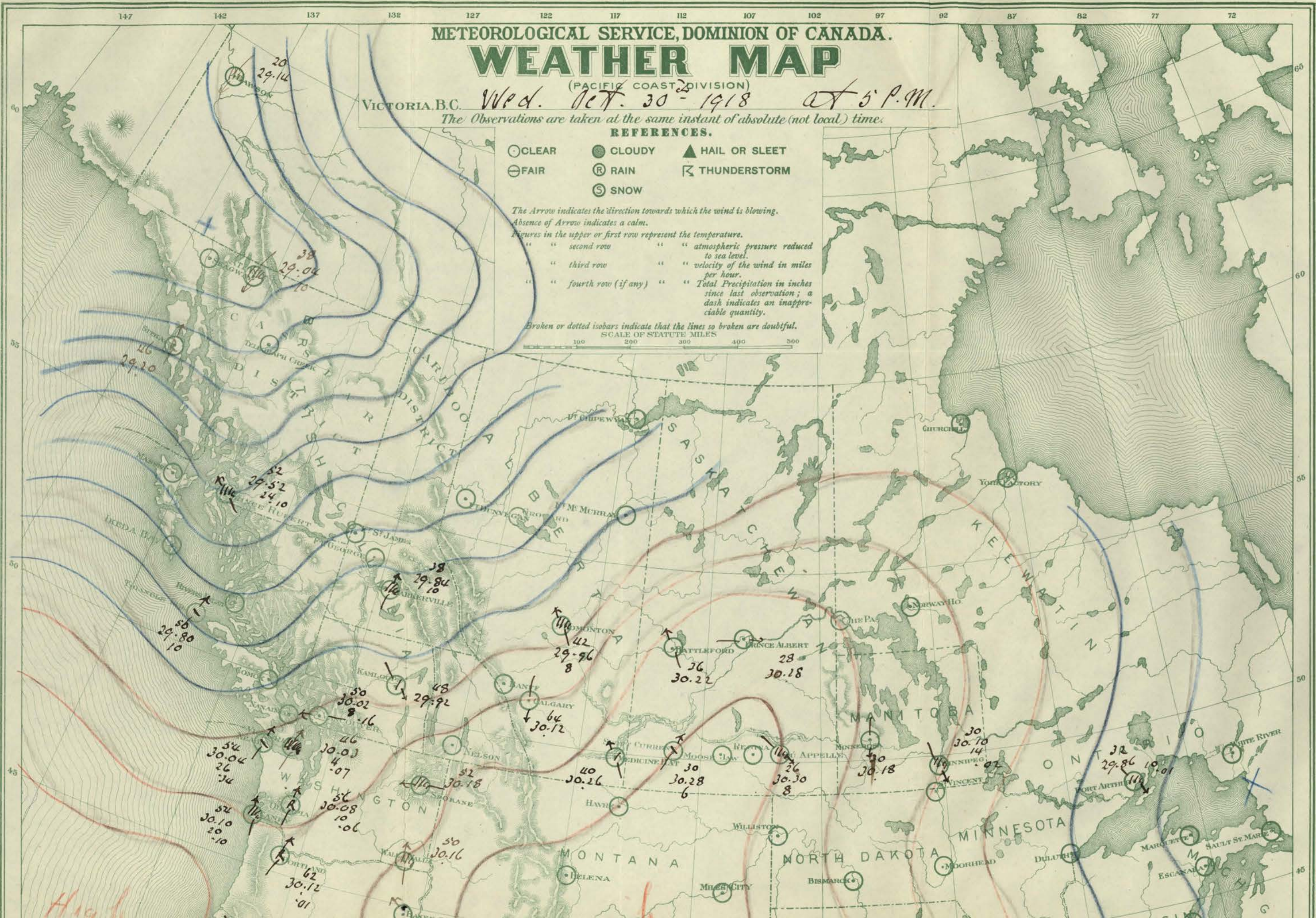
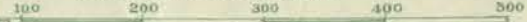
" " second row " " atmospheric pressure reduced to sea level.

" " third row " " velocity of the wind in miles per hour.

" " fourth row (if any) " " Total Precipitation in inches since last observation; a dash indicates an inappreciable quantity.

Broken or dotted isobars indicate that the lines so broken are doubtful.

SCALE OF STATUTE MILES



High



METEOROLOGICAL SERVICE, DOMINION OF CANADA. WEATHER MAP

(PACIFIC COAST DIVISION)

VICTORIA, B.C. *Wed. Oct 30th 1918 at 5 AM.*
The Observations are taken at the same instant of absolute (not local) time.

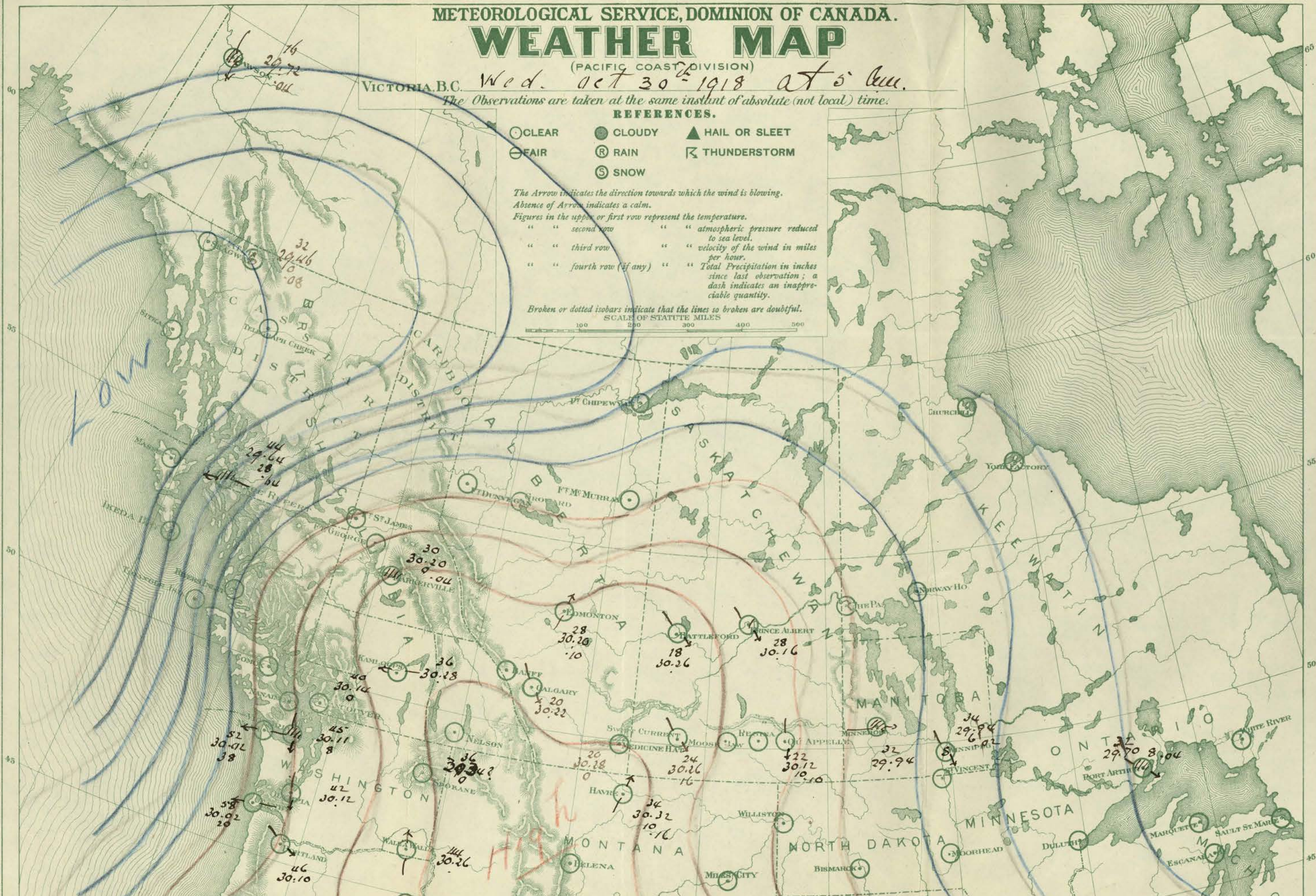
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