

(No. 5994.)

“MAWHERA” (S.S.).

Shipping and Seamen's Act, 1877.

Wrecks and Casualties.

REPORT on a Shipping Casualty to the s.s. “MAWHERA.”

To the Honourable the Minister having charge of the Marine Department of New Zealand.

I, the undersigned, Stipendiary Magistrate, having been on the 7th day of November, 1899, applied to by Dugald McKellar, Esquire, Collector of Customs at the Port of Wellington, for a formal investigation, pursuant to section 240 of “The Shipping and Seamen's Act, 1877,” and other provisions of the said Act, respecting a shipping casualty to a certain British ship, called the “Mawhera,” of the Port of Dunedin, on the 20th day of September, 1899, in the vicinity of East Island and the mainland at East Cape, did duly proceed with the said investigation, to wit, on the 10th day of November instant, and had before me and examined on oath, divers persons and witnesses, to wit, Edward Shaw, master; John Campbell, chief officer; John Low, purser, and Donald Urquhart, able seaman, the original depositions of whose evidence are hereunto annexed, signed by me, being assisted therein by Captain Wheeler, holding a certificate of competency, No. 6,163 from the Board of Trade, and Captain Dawson, holding a certificate of competency, No. 43, from the Marine Board of New South Wales, who were duly appointed by me to act as Assessors; and, upon such investigation and examination of witnesses as aforesaid, I find and report as follows, that is to say,—

1. That the official number of said ship called the “Mawhera,” is 69,014, of which Edward Shaw is master, who holds a certificate of competency, and which ship belonged to the Union Steamship Co., of New Zealand, Limited.

2. That the damage herein more particularly mentioned happened on the 20th day of September, 1899, at about 11 o'clock in the forenoon, in the vicinity of East Island, and the mainland at East Cape.

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3. That the loss or damage appears by the evidence to have been caused by the vessel striking the rock marked E.D. in the passage between East Island and the mainland.

4. That the nature of the loss or damage done was slight. That the vessel is not insured. That the “Mawhera” is fore and aft rigged. Her port of registry is Dunedin, her registered tonnage 345. That no lives were lost through the casualty.

And I, the said Stipendiary Magistrate, further state my opinion on the matter aforesaid to be as follows:—

That the vessel was taken through the passage between East Island and East Cape over or near to the position of a rock shown on the chart and marked as “Existence Doubtful,” the ship at the time drawing 7 ft. forward and 13 ft. aft. That the vessel touched the rock on her starboard bilge and damaged her plates slightly so as to cause a certain amount of leakage. That the captain in taking the vessel through the passage acted knowingly in defiance of the warning contained in the New Zealand Pilot, but having passed through safely on previous occasions, and knowing the passage to be frequently used by coasting vessels with safety, took upon himself to risk the passage and did risk it without taking any special precautions for the safety of his vessel. That the captain on these facts is blameable, especially so as the vessel was drawing more water than on any previous occasion on which he had taken her through and the tide was at half ebb.

Taking these facts into consideration, the certificate of the captain will be returned to him on his paying the costs of this inquiry amounting to £7 7s.

Given under my hand this tenth day of November, one thousand eight hundred and ninety-nine, at Wellington, New Zealand.

(Signed) H. S. WARDELL,
Stipendiary Magistrate.

I concur in the above report.

(Signed) WM. D. DAWSON, Assessor.

I concur in the above report.

(Signed) E. WHEELER, Assessor.

(Issued in London by the Board of Trade on the 9th day of February, 1900.)