

(6095.)

“FAIRY ROCK.”

Shipping and Seamen's Act, 1877.
Wrecks and Casualties.

Colony of } Report on a Shipping Casualty to the
New Zealand } “FAIRY ROCK.”
to wit }

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

I, the undersigned, Stipendiary Magistrate, having been on the 8th day of August, 1900, 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 “Fairy Rock,” of the Port of Hobart, on the 3rd day of July last, off Cape Palliser, east coast of North Island of New Zealand, did duly proceed with the said investigation, to wit, on the 10th day of August instant, and had before me, and examined on oath, divers persons and witnesses—to wit, Thomas Christian Peter Bissell, Alexander Cunningham, George Gordon Smith, Edward Neilson, William Bendall, Archibald Kennedy, Christian Charlsen, Albert Cowan—the original depositions of whose evidence are hereunto annexed, signed by me, being assisted therein by E. Wheeler, master mariner, holding a certificate of competency, No. 6,160, from the Board of Trade, England, and B. G. McIsaac, master mariner, holding a certificate of competency, No. 1,368, from the Canadian Board of Trade, who were duly appointed by the Minister of Marine 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 “Fairy Rock” is 27,219, of which Thomas Christian Peter Bissell, is master, who holds a certificate of competency No. 013,855, issued by the Board of Trade, and which ship belonged to Joseph Samuel Lee, of Zechan, Tasmania.

2. That the loss or damage herein more particularly mentioned happened on the 2nd and 3rd days of July, 1900, off Cape Palliser, on the east coast of the North Island of New Zealand.

3. That the loss or damage appears by the evidence to have been caused by stress of weather.

4. That the nature of the loss or damage done was the breaking of part of the bulwarks, and the straining of the vessel generally, causing leakage. That the vessel was not insured. That the vessel is brig rigged. Her port of registry is Hobart. Her registered tonnage is 192 tons. 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 master of the said vessel took the best course possible under the circumstances in bringing his vessel to the Port of Wellington, and that he should be paid his costs of this investigation to the amount of £3 3s.

Given under my hand, this tenth day of August, one thousand nine hundred, at Wellington, New Zealand.

(Signed) W. R. HASELDEN,
Stipendiary Magistrate.

I concur in the above report.

(Signed) E. WHEELER, Assessor.

I concur in the above report.

(Signed) B. G. MCISAAC, Assessor.

(Issued in London by the Board of Trade on the
19th day of October, 1900.