

(No. 6300.)

“ RONGA.”

Shipping and Seamen’s Act, 1877.

Wrecks and Casualties.

Colony of New Zealand, } REPORT on a Shipping Casualty to the  
to wit. } “ RONGA.”

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

I, the undersigned, Stipendiary Magistrate in and for the Colony of New Zealand, having been on the 28th day of November, 1901, applied to by John Mills, Esquire, Collector of Customs at the Port of Lyttelton, 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 “Ronga,” of the Port of Lyttelton, on the 16th day of September last, at Fairy Bay, in Pelorus Sound, did duly proceed with the said investigation, to wit, on the 4th day of December instant, and had before me, and examined on oath, divers persons and witnesses—to wit, Otto Edward Peterson, master mariner; Thomas Hendsmaith Ker, merchant; Christian Ibsen, A.B. and mate; Robert Kirk, master mariner, the original depositions of whose evidence are hereunto annexed, signed by me [or us] (sic), being assisted therein by Frederick Denham Gibson, master mariner, holding a certificate of competency, No. 7002, from the Board of Trade, and John Lundie, master mariner, holding a certificate of competency, No. 212, from the Tasmanian Marine Department, 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 “Ronga” is 76,076, of which Otto Edward Peterson is master, who holds a certificate of competency, No. 5391, issued by the Marine Department of New Zealand, and which ship belonged to T. H. Ker, of Christchurch.
- 2. That the loss or damage herein more particularly mentioned happened on the 16th day of September, 1901, at about 9.50 o’clock in the forenoon at Fairy Bay, in Pelorus Sound.
- 3. That the loss or damage appears by the evidence to have been caused by the said vessel being capsized by a squall of wind.
- 4. That the nature of the loss or damage done was nominal. That the vessel is insured for £1350 in the

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New Zealand Insurance Company. That the “Ronga” is schooner-rigged. Her port of registry Lyttelton. Her registered tonnage 93. 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:—

- (1) That the said vessel was struck by a sudden squall while practically becalmed in Fairy Bay.
- (2) That when struck all sails were set.
- (3) That although 18 miles from her destination, she had commenced to discharge her ballast, as she expected the arrival of a steamer to tow her to Havelock.
- (4) That three of the crew were, at the time, below, discharging such ballast.
- (5) That the master was aware of the frequency, in that locality, of sudden gusts of wind.
- (6) That no precautions were taken by the master to provide against the possible effects of such gusts.
- (7) That the master was fully aware that his vessel was tender, and, therefore, more subject to the effect of a sudden gust.
- (8) That his desire to save time, and make a quick trip, induced him to take a great risk.
- (9) That the sail on the said vessel ought to have been shortened while she was so lying and discharging ballast.
- (10) That the master committed an error of judgment in not fully providing against such an accident as occurred.
- (11) That the master be ordered to pay the costs of this inquiry, namely, £7 7s.

Given under my hand, this fourth day of December, one thousand nine hundred and one, at Lyttelton, New Zealand.

(Signed) H. W. BISHOP, S.M.

I concur in the above Report.

(Signed) FRED. D. GIBSON, Assessor.

I concur in the above Report.

(Signed) J. LUNDIE, Assessor.

A true copy.

W. T. GLASGOW,  
Secretary, Marine Department, N.Z.

(Issued in London by the Board of Trade on the 7th day of February, 1902.)