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(No. 6505.)

“ R O N G A . ”

Shipping and Seamen's Act, 1877.

Wrecks and Casualties.

(For Stipendiary Magistrates and Justices of the Peace.)

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

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

I, the undersigned, Stipendiary Magistrate, having been on the 15th day of October, 1902, 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 11th day of September last, at Pelorus Sound, off the Ram's Head, did duly proceed with the said investigation, to wit, on the 17th day of October instant, and had before me, and examined on oath, divers persons and witnesses, to wit, Otto Edward Peterson, Edward Knudsen, Stewart Henry Willis, and Thomas Hindmarsh Ker, the original depositions of whose evidence are hereunto annexed, signed by me, being assisted therein by Charles Green, master mariner, holding a certificate of competency, No. 2569, from the New Zealand Marine Department, and Fred Gibson, master mariner, holding a certificate of competency, No. 7002, from the Board of Trade, England, who were duly appointed 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 76076, 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 and others, of Christchurch.

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2. That the loss or damage herein more particularly mentioned happened on the 11th day of September, 1902, at about half-past 10 o'clock in the morning, at Pelorus Sound.

3. That the loss or damage appears by the evidence to have been caused by a heavy squall capsizing the vessel, and her natural tenderness.

4. That the nature of the loss or damage done was nil. That the vessel is insured for £1,350 in the New Zealand Insurance Company. That the “Ronga” is topsail schooner-rigged. Her port of registry is Lyttelton; her registered tonnage 93 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:—

1. That the vessel was too heavily sparged.

2. That the vessel had sufficient ballast.

3. That the master showed reasonably good judgment in his management of the vessel.

4. That the only extra precaution he could have taken is to have reefed the foresail.

5. That the master's certificate be returned, and no order made as to costs.

Given under my hand, this 17th day of October, 1902, at Lyttelton, New Zealand.

(Signed) RICHARD BEETHAM,  
Stipendiary Magistrate.

I concur in the above Report.

(Signed) CHARLES GREEN,  
Assessor.

I concur in the above Report.

(Signed) FRED D. GIBSON,  
Assessor.

A true copy.

GEORGE ALLPORT,  
For Secretary, Marine Department,  
Wellington, New Zealand.

(Issued in London by the Board of Trade on the 31st day of March, 1903.)