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(No. 6574.)

"EMMA SIMS" (S.S.)

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
to wit. } the Auxiliary Schooner "EMMA SIMS."

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

I, the undersigned, Stipendiary Magistrate (and one of His Majesty's Justices of the Peace in and for the Colony of New Zealand), having been on the 7th day of July, 1903, applied to by William Rose, Esquire, Collector of Customs at the Port of Hokitika, 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 "Emma Sims," of the Port of Lyttelton, on the 6th day of July, 1903, last, at North Beach, Hokitika, did duly proceed with the said investigation, to wit, on the 9th day of July instant, and had before me and examined on oath, divers persons and witnesses, to wit:—

Charles Williams, mate of "Emma Sims,"
Albert James, A.B.,
William Henry Walker, seaman,
William Armstrong, cook,
Frederick Silver, engineer,
George William Bignell, of Hokitika, pilot and harbour master, and
Christian Andersen, of schooner "Zior," master mariner,

the original depositions of whose evidence are hereunto annexed,* signed by me, being assisted therein by John Connor, master mariner, holding a certificate of competency, No. 21, from the Marine Board, New South Wales, who was duly appointed to act as Assessor; 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 the said ship called the "Emma Sims" is 101135, of which Patrick Darragh was master, who held a certificate of competency, No. 5457, issued by the Marine Department, New Zealand, and which ship belonged to William Henry Walker, of Lyttelton, seaman.

* Not printed.

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(2) That the loss or damage herein more particularly mentioned happened on the 6th day of July, 1903, at about 7.45 o'clock in the forenoon, at the North Beach, Hokitika.

(3) That the loss or damage appears by the evidence to have been caused by the oil engines being stopped by water which came into the engine room through the cabin door, which had inadvertently been left open.

(4) That the nature of the loss or damage done was damage to tiller and sails and sheathing; that the vessel was insured for £700 in the Alliance Company; that the "Emma Sims" is ketch rigged; her port of registry Lyttelton; her registered tonnage 61; that one life was lost through the casualty.

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

That the auxiliary engine schooner "Emma Sims" was signalled to take the bar at high water, 7.30 a.m. on Monday, 6th July, 1903, the sea being moderate and the conditions favourable. When on the bar a sea struck her on the quarter, filling the cabin and flooding the engine room, causing the dynamo and engines to stop, when the vessel became disabled, and drifted helplessly on to the beach. By the same sea the master was washed overboard, and a life buoy was thrown him within a few seconds by the mate, but without avail. No boat could possibly have reached him, and under the circumstances all that was possible was done to rescue him. No blame is attachable to the crew, and it was apparently the oversight of the master in leaving the cabin door open, which was the primary cause of the stranding.

Giver under my hand this 9th day of July, 1903, at Hokitika, New Zealand.

(Signed) VICTOR GRACE DAY,
Stipendiary Magistrate.

I concur in the above report.

(Signed) JOHN CONNOR,
Assessor.

A true copy.

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

(Issued in London by the Board of Trade on the 15th day of September, 1903.)