(No. 7122.)

"ARAWATTA" (S.S.).

AND

"INGEBORG."

The Marine Board of Queensland.

Report of an Inquiry held by the Marine Board into the circumstances attending the loss of the Danish Barque "INGEBORG" through collision with the British S.S. "ARAWATTA" of Sydney, on 14th August last, whereby loss of life ensued.

Mr. Fees (instructed by Messrs. Chambers and McInish) appeared on behalf of the owners and master of the "Arawatta," and Mr. Henchman (instructed by Messrs. Rüthing and Jensen) on behalf of the owner and underwriters of the "Ingeborg."

Mr. Bouchard, Acting Danish Consul, was also present.

Having heard the evidence of the master, officer of the watch, engineer on watch, man on the lookout, man at the wheel, boatswain, three A.B.'s, and two passengers on the "Arawatta," the mate, second mate, man at the wheel, man on the lookout, cook and steward, one A.B., and two O.S. of the "Ingeborg," also Mr. Bouchard, the Acting Danish Consul, the Board find that the "Ingeborg" was a Danish barque of 1,079 tons, registered at Odense, N. M. Schmidt, master, and owned by F. Hein, Odense, Denmark, and that the "Arawatta," was a steel screw steamer of 1,192 tons, Official Number 90649, registered at Sydney, H. T. Middleton, master, and owned by the Australasian United Steam Navigation Company, Limited.

The "Ingeborg" was on a voyage from Wollongong to Newcastle, New South Wales, and shortly after 3 a.m. on the morning of the 14th ultimo, when about 9 miles to the eastward of Port Stephens light, steering full and by on the starboard tack, with a light westerly wind, heading about S.S.W., with the Regulation lights burning, she came into collision with the "Arawatta," bound north from Sydney.

It was the mate's watch. When the steamer had approached to within a short distance of the barque the master was called, and came on deck a few seconds before the collision.

The "Arawatta's" lights were observed for about half an hour and up to the time of the collision, but no action was taken by the barque until immediately before the collision, when an order was given to the man at the wheel, but too late for it to be carried out.

The steamer struck the barque on the starboard bow between the light tower and the fore-rigging, cutting into her almost to the forecast.