

Taking all the evidence into consideration, I am of opinion that it discloses a want of judgment and forethought on the part of the master throughout the voyage, and that his certificate should be suspended for a period of three months. He will also be ordered to pay the costs of these proceedings.

I am also of opinion that the mate was negligent in leaving the deck before being relieved by the master; but, as this is the only specific act of negligence disclosed by the evidence, it is unnecessary for me to do more than call attention to the fact.

Given under my hand, this third day of September, one thousand eight hundred and eighty-three, at Auckland, New Zealand.

H. G. SETH SMITH, R.M.

I concur in the above report.

W. FRASER, Assessor.

Confirmed.

WM. F. DRUMMOND JERVOIS, Governor.

(No. 2113.)—"INDIA."

REPORT of an INQUIRY, held at Auckland, New Zealand, on the 12th December, 1883, into the Stranding of the Barque "India," of Auckland.

1. THAT the official number of said ship, called the "India," is 31922, of which Kenneth McKenzie is master, who holds a certificate of competency, and which ship belonged to Thomas Henderson, of Auckland.

2. That the loss or damage herein more particularly mentioned happened on the 17th day of November, 1883, at about eleven o'clock in the forenoon, at Martin's Bay, Hokianga.

3. That the loss or damage appears, by the evidence, to have been caused by stranding.

4. That the nature of the loss or damage done was total.

That the vessel was insured.

That the "India" is barque-rigged; her port of registry, Auckland, N.Z.; her registered tonnage, 202⁶⁰/₁₀₀.

That no lives were lost through the casualty.

That the ship was allowed to drift ashore in broad daylight, in smooth water, and in fine weather. The ship must have swung, and so fouled her anchor, although her swinging was not observed by the anchor-watch. There was slack water twice during the time she was at anchor. I consider there was gross carelessness on the part of the master in giving no orders to the watch in the first instance to call either himself or the chief officer at slack water. When the master came on deck, about one a.m. and found no watch on deck, he went below without giving any such order, although it was then nearly low water, and remained below until the next morning, and afterwards took no steps to ascertain whether the anchor was clear or not. At the time when the ship began to drive the chief officer seems to have been in charge of the deck, and that she should have driven close on shore before he noticed it, shows great want of care on his part.

I have suspended the master's certificate for six months, and ordered him to pay the costs of the inquiry.

Given under my hand, this twelfth day of December, one thousand eight hundred and eighty-three, at Auckland, New Zealand.

H. G. SETH SMITH, R.M.

I concur in the report.

WM. FRASER, Assessor.

Confirmed.

W. F. D. JERVOIS, Governor.

(No. 2149.)—"CHARLES EDWARD," S.S.

REPORT of an INQUIRY, held at Nelson, New Zealand, into the Stranding of the Schooner "Charles Edward," of Nelson.

1. THAT the official number of said steamship, called the "Charles Edward," is 47850, of which William Ralph Scott is master, who holds a New Zealand certificate of service, No. 2457, and which ship belonged to the Anchor Line of steam-packets, John H. Cock and Co., agents, of the City of Nelson, in the Colony of New Zealand.

2. That the loss or damage herein more particularly mentioned happened on the 28th day of December, 1883, at about 2.15 o'clock in the morning, on the reef at the east end of the island of Motu Ngaru, off Alligator Point.

3. That the loss or damage appears by the evidence to have been caused by stranding upon the before-mentioned reef.

4. That the nature of the loss or damage done was so breaking the fore-foot as to leave an aperture into the fore-hold of the vessel, the damage extending about four feet. That the vessel is not insured.

That the "Charles Edward" is schooner rigged; her port of registry is Nelson; her registered tonnage, 154.

That no lives were lost through the casualty.

That there is not sufficient evidence to satisfy me as to the immediate cause of the accident. The course steered by direction of the chief officer appears to have been the correct one in all ordinary weather, but further precaution should have been taken to guard against leeway, arising from the low rate of speed at which the vessel was steaming.