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Ship "RANGITIKI", No. 87 in the Register Book, 1188 tons
Net Register, and classed * 1.

It appears from the correspondence received that this vessel, while riding at Napier on the 19th. November 1890, parted from her anchors at 60 fathoms, the wind being reported light with a considerable swell in the Bay. The second anchor was let go with 120 fathoms of chain, and, after riding at this for about three hours, the chain parted at 60 fathoms. She was afterwards brought up with the third anchor about 200 yards from breakers, and afterwards towed into safety by two small steamers, the Owners of which claim £6000 salvage.

The Surveyor mentions that three other sailing ships were riding close to with about 60 fathoms; one, the "BALCLUTHA", No. 35 in the Register Book, was riding in ballast safely with 60 fathoms of chain out. He measured the chain still left on board the "RANGITIKI" and found it to measure from $1 \frac{8}{16}$ " to $1 \frac{13}{16}$ " *being the original size,* and he considers that with a long scope of 120 fathoms of chain out the vessel should have ridden in perfect safety, and he recommended that, if the lost chains are recovered, they should be thoroughly overhauled when the ship reached London.

Subsequently, In a letter from Napier dated 26th. December 1890, the Surveyor reports that the Ship "RANGITIKI", on the 5th. December 1890, with a strong breeze off the land and smooth water, parted from 75 fathoms of chain at the Government Buoy, and came into contact with the Ship "BALCLUTHA", doing considerable damage

3.

In a letter dated 23rd. January 1891, the New Zealand Shipping Co. Ltd., called attention to the action of Captain Bendall, Lloyd's Surveyor at the Port of Wellington, and of Captain Davidson, Lloyd's Surveyor at the Port of Napier, in connection with this case, and the position which they took up after the best chains which could be procured in the Colony were supplied for the passage home.

Up to this time the Underwriters had refused to accept the risks on Lloyd's Surveyor's report, but, on the cables being surveyed by Captains Todd & Campbell, at the Owners' request, the Underwriters agreed to accept risks on the vessel.

The Owners state that "the Directors feel that this "Company has been unnecessarily put to great expense and "inconvenience by the obstructive action of Captain Bendall "of Wellington, and Captain Davidson, at Napier, both of whom "have practically withdrawn from the position they originally "took up"; and they respectfully request that the case will be enquired into and ask "to be advised whose report, under "similar circumstances, they are to accept in future".

Captain Davidson and Captain Bendall were called upon to report fully on the complaints made by the Owners, for the Committee's information.

In a letter dated 29th. April last, from Capt. Davidson, the Surveyor at Napier, he stated that Hawke's Bay is not the place to trust to temporary measures, and says that, if the Chairman of the New Zealand Underwriters' Association was satisfied with the chains put on board, he did not see that his report could further influence him. He further states, "I neither declined to "pass the chains nor did I require properly tested chains to be "procured from Sydney, or elsewhere, I handed my report to Local Association & declined to accept the responsibility of advising them to

"accept risks". With regard to Mr. Gibbs' remarks as to the withdrawal from the position originally taken up, the Surveyor states that his opinion is still the same, viz;—"that, if a "North Easterly gale had sprung up, the ship would, in all "probability, have broken adrift and gone on the beach, then "there would have been a howl of indignation throughout New "Zealand against the Shipping Company, the Surveyors, and "all concerned". *See Captain Davidson's report to the New Zealand Underwriters' Association, herewith attached.* Since the vessel's arrival in London, Mr. Cooper was instructed to examine and report on the chain cables for the information of the Committee, and reports in regard to the cables put on board for the homeward passage, that the Owners informed him that, since the vessel's arrival, it had been sold. He, however, succeeded in tracing six lengths at Messrs. Lamb & Beal's Wharf, and, after careful examination and measurement, found it in good condition and in no part less in size than 1 12/16" bare, and in some parts 1 13/16"; two of the lengths were marked "Lloyd's Cambrian Proving House", but he could find no number to identify the certificate. Other two lengths were marked "Mersey Dock and Harbour Board", No. of Certificate 1382. On the other two lengths he failed to find test marks, but the whole of this chain measured 1 12/16" or above. Other four lengths of the homeward cable were found, but no test marks could be traced. It measured from 1 12/16" to 13/16", and, on the studs of the links, is marked the Maker's name, "ABBOTT". These lengths are in good condition, the rest of the chain having been sold and dispersed.



The difficulty in this case appears to have arisen from the report, which Mr. Davidson, acting as the Underwriters' Surveyor, sent to them.

It is evident this report influenced them, as they declined to accept a risk on the vessel until two other Surveyors were called in and reported on the chains. In view of their considering the chains sufficient, and the condition in which they were found by Mr. Cooper, it is thought the Owners have some cause for complaint. They evidently did their utmost to supply chains to bring the vessel home, and it is to be regretted that Mr. Davidson could not see his way to sanction this. There is no doubt that where a Surveyor is permanently engaged by Underwriters, as well as acting as a Surveyor to the Society, there is a tendency for cases of this kind to occur.

It may be stated that on the vessel's arrival at this port, the whole of the chains and anchors were removed and others supplied in conformity with the requirements of Table 22. The vessel is eligible to remain as classed  1.

8/10/91

B.M.

W.W.

*Read to the Gen. Council 12/10/91
Owners to be written to*



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LON 725-0237 5/8