

# **REPORT**

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Report on the Circumstances Surrounding the Sinking of the M.V. 'Christena'

## **Editor's Note**

This booklet adds a modern cover while preserving the original report.

**REPORT**

**ON THE**

**CIRCUMSTANCES SURROUNDING**

**THE SINKING**

**OF THE**

**M. V. "CHRISTENA"**

## REPORT

I was appointed pursuant to the provisions of the Commissions of Inquiry Act, Chapter 288 of the Laws of Saint Christopher, Nevis and Anguilla by His Excellency The Acting Governor to hold an inquiry and investigate the circumstances surrounding the sinking of the Motor Vessel Christena on her scheduled voyage between the Islands of Saint Christopher and Nevis during the afternoon of Saturday the first day of August, 1970 and to report to His Excellency in writing my findings and to make such recommendations as may seem to me meet in the special circumstances of the case.

I was directed to hold the meetings of the Commission in public, to hold the first such meeting on or before the 31st day of August, 1970 and to present my report on or before the 15th day of September, 1970.

Meetings whereat evidence was taken were held at the Court-house, Charlestown, Nevis on Monday 17th, Tuesday 18th and Wednesday 19th days of August, 1970 where 25 persons gave evidence, and at the Courthouse, Basseterre, St. Kitts on Monday 24th, Tuesday 25th days of August, 1970, Tuesday 1st and Saturday 5th days of September, 1970, where 20 persons gave evidence.

The Motor Vessel Christena was designed and built by Sprotons Limited, Georgetown, British Guiana at Georgetown aforesaid for the Government of Saint Christopher, Nevis and Anguilla and completed in May 1959.

In the builders certificate she is described as follows:

“The frame, keel and deck of the vessel are of steel. She has one mast, two decks, oblique stern, elliptical stern, hard chine built.

The general dimensions are as follows:

Length	..	..	..	66' - 0"
Main Breadth	..	..	..	16' - 0"
Depth in Hold	..	..	..	4' - 5"
Depth from top of deck at side amidship to bottom of keel	..	..	..	5' - 6"
Round of Beam	..	..	..	Nil

Her tonnage measurement is .. .. 22.66  
 estimated at .. .. "

The Certificate of Survey as is required by the Merchant Shipping Acts, 1894 to 1952, gives her length as 62' 10", and her registered tonnage as 33.74. In addition the vessel had 5 water-tight bulkheads. She was powered by 2 Caterpillar Diesel - D326 - F F. Marine engines made in 1958 by the Caterpillar Tractor Company, Peoria, Illinois, U.S.A.

The vessel was designed to carry a maximum of 5 tons in the forward hole, 100 second class passengers on the main or lower deck, 30 first class passengers on the upper deck and a crew of 5.

The makers however increased the number of passengers to be carried on the lower deck to 120.

From the drawings which were produced in evidence I found the following:-

Length of upper deck	..	..	44'
Uncovered portion of upper deck	..	..	13' 9"
Height of cabin on upper deck	..	..	6' 10"
From ceiling of upper deck to lower deck	..	..	13' 9"
Draught	..	..	3' 5"
Freeboard	..	..	2' 1"

The M.V. Christena provided a scheduled passenger and cargo service between the islands of St. Kitts and Nevis. From Monday 26th August 1968 (except when away for docking) she made two return trips to Nevis daily except on Thursdays and Sundays. She was also available for charter. Passengers on the upper deck paid \$1.00 each way, while those on the lower deck paid 50¢ each way.

The charges for freight were as follows:-

Small packages, baskets of goods and sacks of flour	..	..	10¢ each
Bags of sugar (large)	..	..	50¢ each
Small stock	..	..	35¢ per head

Passengers were allowed one hand package free.

The Ministry of Communications, Works and Transport was responsible for the administration, operation and maintenance of the M.V. Christena.

She was manned by a Captain, James Ponteen, a mate Frank Matthew, an engineer, Charles Moore and assistant engineer, Conrad Phipps, and 5 crew members. I have been unable to ascertain whether any member of her crew received any formal training in navigation. The probability is that their experience was purely practical.

Tickets for each trip were sold during the voyage by Captain Ponteen, or, during his absence, by a clerk in the Ministry who was especially assigned to dealing with matters concerning the Christena. Each morning after the Christena had returned from Nevis, the clerk would check the number of passenger and cargo tickets sold against the actual cash receipts. Having verified that, he would make out a deposit slip to the bank and hand over the cash and deposit slip to the Captain, and the latter would make the deposit in the bank. The Captain would then lodge the deposit slips half monthly at the Treasury.

The Christena was docked as follows:-

From 28/ 3/60 - 27/ 4/60	in Barbados at a cost of	\$ 9,529.65
12/12/60 - 4/ 1/61	do -	3,419.12
23/11/61 - 14/ 2/62	do -	14,800.00
27/ 2/63 - 30/ 3/63	do -	7,416.30
24/ 4/64 - 12/ 5/64	do -	6,485.75
20/10/64 - 28/11/64	do -	4,007.93
14/ 8/65 - 16/12/65	do -	31,388.39
9/ 5/67 - 14/ 8/67	in Tortola at a cost of	14,543.00
16/ 2/68 - 12/ 5/68	Barbados	22,344.88
9/ 2/70 - 7/ 5/70	Barbados	42,282.79

The Central Foundry Limited of Barbados, a firm of Dock and Foundry Owners, Ship-builders, Marine and General Engineers, repaired the M.V. Christena whenever she was docked in Barbados. During her last docking repairs were effected to the engines, propeller shaft assembly, toilets and wash basins, life rafts, bilge

pumps, windlass, main and auxiliary exhaust pipes, top deck, lower deck, hatch, hand rails, pipe rubber, hull, bilge and suction pipes. In addition electrical and carpentry work were carried out. From all this it can be seen that the Christena was docked annually when all necessary repairs were effected.

The Christena returned to St. Kitts on Tuesday 17th May 1970 and resumed her normal schedule beginning with the afternoon trip on the 19th May.

The passenger carrying capacity of ships plying between St. Kitts and Nevis is fixed by the Passenger Regulations, Chapter 155 of the Laws of Saint Christopher Nevis and Anguilla, Revised edition 1961.

The Regulations state as follows:—

“ 2. Number of Passengers (1) The number of passengers to be carried by ships of over 20 feet of keel between the islands of St. Kitts and Nevis, or going coastwise in either island shall not exceed two passengers for each one foot of keel, or not to exceed six passengers for each registered ton.”

The Passengers (Motor Boats) Regulations which were made some 15 years later modified regulation 2(1) of the Passengers Regulations above quoted and provided as follows:—

“ 3. Number of Passengers Restricted. Notwithstanding anything to the contrary contained in the Passengers Regulations, the number of passengers which may be carried at any one time in any motor boat shall not exceed the number determined by the Comptroller of Customs on the written application of the owner of such motor boat, and the number of passengers so determined shall be legibly painted in a conspicuous place on such motor boat to the satisfaction of the Comptroller of Customs.”

In these Regulations the expression “motor boat” means any motor boat carrying passengers between the islands of St. Christopher and Nevis.

In the Passenger Ordinance, Chapter 155, the word “passenger” is defined as follows:—

“ ‘passenger’ means any person carried in a ship, except (a) a person on board the ship on the business of the ship, (b) a person on board the

ship either in pursuance of the obligation laid upon the master to carry shipwrecked, distressed or other persons, or by reason of any circumstances that neither the master nor the owner nor the charterer (if any) could have prevented or forestalled, and (c) a child one year of age.”

In spite of the foregoing provisions at no time was an application in writing or at all made to the Comptroller of Customs to have the number of passengers which may be carried by the M.V. Christena determined. From that it naturally follows that the requirement that “the number of passengers so determined shall be legibly painted in a conspicuous place on such motor boat to the satisfaction of the Comptroller of Customs” was not observed.

Julian Byron Cox, the Permanent Secretary, Ministry of Communications, Works and Transport, deposed that he had personally never received any information or complaints about the Christena being overloaded. He went on however to produce from the records two letters dealing with this matter. The first was dated 1st July 1959 from W. L. Maguire, Warden of Nevis and the other was dated 26th January 1960 and was from Delisle Walwyn & Co. Ltd. Suffice it to say that no reply was sent to Mr. Maguire while the reply sent to Messrs. Delisle Walwyn & Co. Ltd. was not as polite as it should have been and the action therein promised was not taken.

I have however come across another letter which in part deals with this matter. This letter was addressed to the Honourable Minister of Communications & Works and a copy placed on the personal file of the Captain of the M.V. Christena.

The letter is dated 20th May 1961 and was written by Cecil O. Byron, then Acting Warden of Nevis. The first paragraph of this letter reads as follows:—

“ I travelled yesterday to St. Kitts, by the M.V. Christena for business with His Honour the Administrator. Captain Ponteen was aware of my presence on the launch as I had reason to suggest to him, soon after we embarked, that he should consider whether it was advisable to take the Motor Vessel back to the Charlestown Pier in view of the large number of passengers on board and the somewhat disconcerting experience we had suffered in regard to the balance of the vessel as soon as it had set out its course. The Captain however decided to proceed and we arrived at Basseterre without further incident.”

It will be noted that in this paragraph the acting Warden dealt with two matters viz., the large number of passengers on board, and the balance of the vessel. I shall deal with the second of these matters later.

In his letter the Acting Warden dealt with other facets of the operation of the Christena. I was unable however to find on the file any reply to any of the points made by the Acting Warden or of any action taken as a result of that letter.

These three letters were written to the Ministry responsible for the running of the vessel and each letter contained an allegation of an expressed concern over the overcrowding of the vessel. These warnings apparently evoked no action from the Ministry. I am of the opinion that as time went by people having become more accustomed to and confident in the vessel, were not as alarmed by the vessel being continuously overcrowded as they had been soon after she went into service.

On Tuesday 12th July, the Captain of the Christena at his own request was permitted to make two trips to Nevis at the end of that day's play in the final match of the Leeward Islands Cricket Tournament played between St. Kitts and Nevis. Mr. Cox saw the Christena leaving for Nevis on the first of her said trips. He was of the opinion then that she was overloaded. Next day he called in the Captain and told him that the boat had been overloaded. This the Captain denied. A check of the cash receipts by him showed that the boat was not overloaded. Mr. Cox then went on to state that he told the Captain that he was not satisfied with the amount of people he had seen on the boat and that he, the Captain, was risking people's lives and if he didn't care about his, he should have some thought for young children, women and old people on the boat.

I would like to point out that checking the cash receipts would not reveal whether the boat was overloaded on any one trip, since the receipts covered 2 round trips to Nevis and in the case of the check on 13th July related to 5 round trips, viz. 1 on Saturday, 3 on Sunday and 1 on Monday. The revenue returns clearly show that for every period covered thereby more passengers travelled first class than second class. I find this hard to accept and it should have alerted the Ministry and the Audit Department, which audited the accounts that a physical check of the passengers using the Christena was necessary. Besides the exhortation to the Captain by the Permanent Secretary, nothing was done.

It is in my view beyond question that on many occasions by

whatever yardstick is used the number of passengers carried by the Christena greatly exceeded the number that she should have carried.

As the mate said whenever the Christena was the only passenger boat on the St. Kitts-Nevis run she would be overloaded. Dulcita Browne, a witness who impressed me as being honest and truthful and was a regular commuter said "Sometimes when the Christena put out the amount of people, you think is a steamer bring these amount of people."

On Saturday 1st August, 1970, at about 3.30 o'clock in the afternoon the M. V. Christena cast off and began leaving the Treasury Pier, in Basseterre. There were three late comers and the Captain brought the vessel back to the Pier and picked them up. The boat was crowded with passengers. This was August Bank Holiday weekend. In addition to the usual turn-hands i.e., those who had come from Nevis to sell their vegetables and other produce in St. Kitts, there were holiday makers, relatives intent on spending a weekend with their loved ones and families in Nevis, Nevisians returning home after a week's work in St. Kitts, Nuns going on retreat and others. There were more than three hundred men, women and children on board. They realized that the boat was overcrowded but thought not so much of the danger they themselves helped to create but rather of getting to Nevis.

Most passengers were crowded in the stern of the vessel, as that was where the passenger accommodation was situated. Passengers were sitting wherever they could find a place to do so, even on the handrails and places where they knew they were not allowed to sit.

As the vessel swung towards Nevis it rolled on the starboard side, stayed there for a while, came back on even keel and then rolled to the port side.

The sea was calm, the wind moderate to light and visibility was good.

The Captain was obviously concerned with the trim of the vessel. He ordered his crew to move some crates of sweet drinks amidship and the passengers away from the gunwale to the middle of the boat and not to move around. While some passengers obeyed him, a goodly number heaped abuse on him. The vessel continued to roll from one side to the other and on each occasion water washed over the stern. The Captain handed over as was his custom the wheel to the mate and began collecting the fares.

A small fishing boat on its way to Nevis, was just ahead of the Christena. Wade and Parris its occupants signalled to the Christena to reduce speed as she was seen to be shipping water in the stern. This signal was either not seen or, if it was seen, was not understood.

As the Christena was about to enter the Narrows i.e. the channel between St. Kitts and Nevis, but while she was still sheltered by Nags Head, she rolled over to the Starboard side. Victor Swanston who was standing in the bow of the vessel jumped overboard and dived to avoid the propellers. As he came to the surface he was churned up in the wake of the vessel. He started to swim and saw the vessel with only 10 feet of the bow and its mast out of the water. People were screaming, crying and praying, trying to get out of the stricken vessel and holding on its bow and mast. In a very few short minutes at about 4.10 p.m. she sank.

Why did the Christena sink after having sailed for over half an hour, having covered nearly half the voyage to Nevis and in almost ideal weather conditions? To answer this question since inspection of the hull revealed that it is tact I must refer briefly to the design of the vessel. She was a vessel which drew under 4 feet of water. In order to come alongside the Treasury Pier she had to be of shallow draught.

On the other hand her superstructure was over 13 feet high and she was of normal beam. This type of construction would to my mind mean that she would roll a good deal.

On this her final voyage she carried relatively speaking little cargo. With an overcrowded upper deck and little cargo to act as a counter balancing force it is obvious that Christena capsized. Having capsized the stern filled and because she was buoyant in the bows this part of the vessel was the last to sink.

Inspection of the hull by divers showed that the steering mechanism was at that time malfunctioning. It is not possible on the available evidence to state the cause of the malfunction or when it arose. The divers found that the steering wheel and rudder are locked hard starboard and that turning the steering wheel does not affect the position of the rudder. If this malfunction had arisen before the Christena capsized, the helmsman would not have been able by steering to help right the vessel on her last roll to starboard and this malfunction could have been a contributory cause to her capsizing. In my view this malfunctioning could not by itself have caused the loss of the vessel. Why after capsizing she sank so quickly I am unable to say as inspection of the bulkheads has not been possible.

There were 25 life saving jackets for adults in the Captain's cabin and 58 on the rack on the upper deck. On the lower deck there were 95 and 40 life saving jackets for adults and children respectively. In addition there were 5 buoyant seats each with a capacity of 18 persons. In my view the Christena sank so quickly after she had rolled over, that there was not sufficient time for people to get the life saving jackets. The fact that the buoyant seats had not floated, lent weight to the evidence, which was denied by the mate, that they had recently been bolted down to the deck.

The true position, however, is that the seats were not bolted but having floated jammed the companion ways and other exits. Two probable reasons for this are firstly, the vessel sank stern first thereby trapping the seats and secondly a part of the upper deck which was originally uncovered had been covered with plywood to provide shade and shelter, this covering would naturally have the effect of boxing in the seats. So, tragically, what was designed as life saving equipment trapped persons in the vessel making escape therefrom nigh impossible.

The exact position of the Christena was first ascertained by Captain Phillip Miller by using electric sonar equipment. This was confirmed by H.M.S. Sirius. It was marked by a white foam buoy, a yellow anchor rope and a 12 lb. anchor. The Christena is lying in 11 fathoms of water, latitude 17° 12.2' N and longitude 62° 39.8' W; 9/10 of a mile from Nags Head. This position has been confirmed by the divers.

The first boat on the scene was a small fishing boat which was manned by Wade and Parris. The latter had actually seen the Christena sink. They took a few people into their small boat and landed them on the rocks at Nags Head. From there they proceeded to Cockleshell Bay to get help. No one was there so they crossed the Narrows and went to Jones Bay, Nevis, where they met a fishing boat Sea Hunter 1. She had just returned from a fishing trip and was being docked. Captain Miller had already gone ashore. Wade told the mate of the Sea Hunter 1, Winston Skeete also known as Sonny Boy that the Christena had sunk and without further ado, Skeete together with Wade, Parris, Robert Jeffers, Rupert Maynard and Foster Huggins set off to the disaster area.

In the meantime those who could swim were trying to reach Nags Head. Others holding on to empty soft drink cases, some to benches and other floating objects. A number of men were holding on to an empty drum. One woman who had her youngest child swept out of her arms by the force of the water on the final roll of the

vessel was saved for as she put it "God was so merciful to me He send a bag with 3 breadfruit in it and is that I held on and take me own time swim till Cliff Dwellers' boat pick me up." Stronger swimmers encouraged the weaker ones. Upon this scene came a small boat with Michael King at the helm.

Michael King's evidence is very important so I will deal with it in some detail. Let me begin by saying I accepted his evidence as the untarnished truth. He stated that he was on his way to Nevis accompanied by his wife and four daughters, brother and his wife, and his sister. As they were passing Nags Head one of his children drew his attention to some people waving at them from the rocks at Nags Head. His boat was between 50 and 100 yards off Nags Head. He then turned around and saw several people swimming in the sea further out. He then realized that the Christena must have sunk. He dropped off the ladies, children and baggage on the nearby rocks and with his brother went to the disaster area. I will continue in King's own words "We saw the ship Hawthorne Enterprise about 4 miles off shore. Our first plan was to go out to it for help but seeing so many people around us drowning we stopped to pick up one and a second and then next we knew we had a boat load. We realized that by the time we got the Hawthorne Enterprise on to the scene most of the people would have drowned. By this time we had about 10 people on board the little speed boat which was all it could carry and we headed for shore. At this point we saw the Sea Hunter - we saw it in the disaster area, and we went to her to off load the survivors we had on board." There was one elderly lady who was actually drowning - she was going down and coming back up - and he jumped overboard and managed to save her and get her aboard with great difficulty. He took everyone he rescued to the Sea Hunter. He made about 4 such trips.

The Sea Hunter then took 63 survivors and 3 dead bodies back to Jones Bay. There they were met by George Bradley, Government Secretary. The survivors were taken to the hospital where they were treated, some discharged and others detained. The Sea Hunter put back out to sea, this time with Captain Miller in command and continued rescue operations and the painful task of recovering dead bodies from the sea.

One important matter demands my attention at this juncture. I refer, of course, to the allegation that a ship the Hawthorne Enterprise had been contacted by radio by the Sea Hunter and not only had she refused to give assistance after having been told that the Christena had sunk but someone on that ship had used indecent language to Sonny Boy Skeete. This allegation is undoubtedly the only one on which there was a sharp conflict.

Charles Moore, the engineer on the Christena, stated in evidence that soon after the Christena sank he saw "the ship bows on to the Christena where it had gone down." As he was at that time heading towards Nags Head he turned back and swam towards the ship as it would be much better for him if he could be picked up early rather than have to swim all the way to Nags Head. The boat was then about 2 miles off Green Point. Suddenly he saw the boat turn away and go back to sea. He was later picked up by Michael King and put on the Sea Hunter.

As he got on board the Sea Hunter Sonny Boy Skeete asked him to assist him with the radio and to try and call any station. Continuing Moore deposed that he called and was answered by the Hawthorne Enterprise. After the indecent language he heard Sonny Boy speaking to the Police Launch.

Frank Matthew who was rescued by the Sea Hunter after Moore had already been on board, on the other hand said he could actually read the name of the Hawthorne Enterprise painted on the bow of that ship so close to him was she while he was swimming. He went on to say that he overheard parts of the conversation between the Hawthorne Enterprise and the Sea Hunter including Charles Moore stating "this matter will have to be reported."

Sonny Boy Skeete related how he asked Moore to call as he could get nothing. Moore he said got the Hawthorne Enterprise and he spoke to that ship. He went on to state that he also contacted a yacht and the Police Launch.

It is not necessary in my view to go into the alleged conversation with the Hawthorne Enterprise in detail. It is agreed by all that Moore and Matthew were landed at Jones Bay when the Sea Hunter took its first lot of survivors to Nevis. This was done when Captain Miller was not on the boat. As the evidence of the Chief of Police and Mr. Cox clearly shows the Police Launch had not left Basseterre yet and so the evidence of Moore and Skeete that they had contacted the Police Launch is not true.

Further I do not believe Matthew when he said he was able to read the name of the Hawthorne Enterprise on the bow of the ship while he was swimming. The most reliable witnesses estimated the distance that that ship passed from the disaster area as being between 2 and 4 miles. I am firmly of the opinion that it is not possible to read 6 inch high by 1 inch wide letters at that distance.

Skeete, Matthew and Moore all gave statements to the police describing in great detail their accounts of the events. In not one

of these statements was any reference to the Hawthorne Enterprise made. This omission is all the more serious when it is recalled that Moore is alleged to have said that this matter will have to be reported. When each was asked by me why he did not refer to this important matter to the police, Skeete said he was doing so and was prevented from doing so by the policeman who took his statement and this the policeman denied, and neither Matthew nor Moore had any comprehensible reasons for the omission. It is not surprising therefore that I find no truth whatever in their accounts of their supposed contacting of the Hawthorne Enterprise.

But the matter does not end there. Captain Stanley Wynter, Master of the Hawthorne Enterprise appeared and gave evidence before me. He impressed me as an honest and trustworthy witness. He categorically denied having known anything about the sinking of the Christena or having had any radio conversation with the Sea Hunter at all. The evidence of the boatswain added great weight to his Captain's testimony. I am well aware that Captain Wynter had said that he was waiting for an important weather report from the radio station on Tortola which he got at 6.30 p.m. whereas the boatswain had said that he did not know that the Captain was listening for a weather report and he did not hear any weather report. To my mind this shows even more clearly that their evidence was true since if they were fabricating they would surely have tied off this loose end.

Before finally leaving this aspect of my report I feel constrained to allude to another pertinent matter. Mr. Christian had informed me that he had cabled the United States Coast Guard in Puerto Rico, whom he said kept a 24 hour watch on 2182 kcs - the wavelength alleged to have been used throughout - and that he would like to produce this reply whatever it contained. I told him I would permit him to produce the reply he received. This was on Tuesday 1st September being the day on which Captain Wynter gave his evidence.

On Saturday 5th September Mr. Christian produced the reply he had received on 1st September and which reads -

" RE SINKING CHRISTENA BETWEEN ST KITTS NEVIS  
AUGUST FIRST. REVIEW OF SEARCH AND RESCUE  
CASE FILE NR 4271 - 70 DOES NOT INDICATE A  
MAYDAY MESSAGE RECEIVED SAN JUAN STATION  
THAT DAY."

After this telegram had been produced the Attorney General produced the following telegram from the United States Coast

Guard, San Juan, Puerto Rico and which was received on 27th August -

" REUR TELEGRAM 37 26 11552 BG THIS STATION  
HEARD NO DISTRESS CALL FROM FIV SEA HUNTER  
AT TIMES IN QUESTION STOP THIS STATION FIRST  
HEARD OF POSSIBLE DISTRESS AT 2313 GMT WHEN  
OUR RADIO STATION OVERHEARD TWO BOATS DIS-  
CUSSING BRINGING IN BODIES ON 2182 KH2."

This latter telegram in my view shows without doubt that the reports made against the Hawthorne Enterprise are entirely without foundation in fact. The conversations overheard by the Coast Guard in San Juan fit precisely in point of time with the conversations between the Sea Hunter and the Police Launch evidence of which was given both by Captain Miller of the Sea Hunter and the Chief of Police. The telegram by inference shows that the U.S. Coast Guard could have picked up messages transmitted by the Sea Hunter tant pis messages sent by the Hawthorne Enterprise. The fact that the only communication they overheard took place at 7.13 p.m. speaks volume.

It is a pity that the frankness which prompted the production of this telegram arose only after Captain Wynter had been warned that his alleged misconduct was an offence against the laws of this State, after his cross-examination and that of the boatswain of his ship and after his counsel had not only undertaken to produce any reply he received from the U.S. Coast Guard but had in fact produced the reply he received.

Dr. Simmonds and the nursing staff of the Alexandra Hospital, Nevis, augmented later by medical and nursing personnel from St. Kitts rendered yeoman service tending the survivors.

The task of recovery, identification and burial of the dead proceeded with dignity and despatch. From all the available information 57 dead bodies were identified. A list of these is attached hereto as appendix A. Whilst trusting that I do not cause further sorrow to the bereaved I must point out that there have been doubts expressed as to the identification of Kirsten Olivia Liburd, and that although the body of Clarent Forbes was identified and his address given as Sandy Point, none of the residents of Sandy Point who have been contacted can confirm the identification.

Recovery of dead bodies was effected on Sunday, Monday and Tuesday the 2nd, 3rd and 4th days of August respectively.

With the passage of time identification of the bodies became virtually impossible and so had to be abandoned. All necessary

health precautions to prevent the outbreak of disease were taken. In Nevis 6 unidentified bodies were buried while in St. Kitts the number of such bodies was 60.

I regard the ascertainment of the number of persons who sailed on the 1st August as of paramount importance. With this in mind, I personally prepared 3 lists namely:—

- (a) a list of the persons whose bodies were identified
- (b) a list of the persons reported as having sailed on the Christena and missing
- (c) a list of the survivors.

These lists were given wide publication and were checked by the Ministry of Health, the Government Secretary, Nevis, the Police and other interested persons.

The list of missing persons is attached hereto as appendix B, and the list of survivors is appendix C. There are a few persons who were reported as missing but subsequent investigations have been unable to reveal anything whatsoever about them. I have attached those names as appendix D.

By the terms of my appointment I was enjoined to make such recommendations as may seem to me meet in the special circumstances of the case. No evidence was given on this aspect during the inquiry and unfortunately in the time and with the information available I have not been able to produce as comprehensive recommendations as I would have liked. Here however are a few personal random thoughts.

I feel that an immediate study should be made to determine the present pattern and future aspects of coastal trade both in passengers and cargo between St. Kitts and Nevis. This study should reveal the economic viability of such trade and whether or not it should be subsidised. It should also lead to finding out the most suitable boat for such trade.

The present statutory provisions governing coastal trade between St. Kitts and Nevis are to be found in more than one Act, Ordinance and Statutory Rules and Orders. The legislation is quite old, and while it contains provisions which deal with the safety of passengers, it is in the main geared to curb smuggling, e.g. the only vessels which trade coastwise that have to be registered are those of under 30 tons.

The records show that in the past twelve years 4 privately

owned vessels which were engaged in operating a scheduled passenger service between St. Kitts and Nevis were lost—one during a hurricane, one by fire, one at the Charlestown Pier and one while riding at anchor in Basseterre. Fortunately no lives were lost but the inescapable inference must be drawn that these vessels were not sea worthy.

I recommend that new and comprehensive legislation to govern and regulate coastal trade both passenger and cargo be enacted. I do not intend to go into detail as this will be trespassing on the draftman's province but I will indicate the broad topics with which such legislation should deal. In making my proposals I am deeply conscious of the fact that coastal trade must not be made difficult or expensive and that getting from one island to the other must be achieved with the minimum of inconvenience and red tape. However the safety of passengers must be the prime consideration.

In the first place the legislation should provide for the licensing of all vessels irrespective of ownership and size engaged in coastal trade. The licence should be of not more than 12 months duration and should be issued by the Comptroller of Customs who should keep a register of such licenses.

A licence should only be granted after the vessel has been inspected and certified as being safe for the carriage of passengers by some competent person or authority.

To qualify for such a certificate a vessel will have to:—

- (a) possess an adequate amount of watertight bulkheads;
- (b) pass a stability test;
- (c) possess sufficient life saving equipment viz. life buoys, life saving jackets and rafts;
- (d) be equipped with adequate fire protection device;
- (e) be equipped with efficient radio receiver and transmitter; and
- (f) where appropriate have efficient mechanical and electrical installations, special emphasis being paid to any equipment which is a necessary part of any system vital to the safe navigation of the vessel, such as propulsion and steering systems.

A certificate as being safe for the carriage of passengers should be of not more than 12 months duration.

As regards the number of passengers which a vessel will be

licensed to carry the present provisions that this should be based on the length of the keel or registered tonnage of the vessel although already modified by the Passengers (Motor Boats) Regulations before cited needs closer examination, and expert advice on this should be obtained.

The legislation should lay down the criterion to be followed when determining the maximum number of passengers a vessel will be allowed to carry. Breach of this provision should be severely punishable.

As far as I am aware no legislative provision here exists for issuing certificates of competency to Captains of ships engaged in carrying passengers coastwise. I recommend that this be introduced. In the beginning the legislation should provide that Captains of such ships should satisfy the examiner that:—

- (a) their eyesight is normal as regards form and colour vision;
- (b) they have a working knowledge of the Regulations for Preventing Collisions at sea;
- (c) they have a thorough knowledge of the different lights carried at night by all types of craft;
- (d) they understand how to go alongside piers and jetties;
- (e) they know what action to take in case of fire, man overboard, taking a boat in tow, being taken in tow, losing a rudder, engine breaking down etc.;
- (f) they can use ship to shore radio etc.

More subjects should be added to the preceding list dependent on whether the ship will be operated at night and the number of passengers she will be permitted to carry. In my view to be a Captain of a ship carrying over 100 passengers, such a person should hold at least a valid 3rd Mate's Certificate.

In order more easily to control the number of passengers being carried by a ship, the practice of collecting fares during the voyage should be stopped immediately. All tickets should be numbered consecutively and sold to would be passengers before they board the ship. These tickets should be presented by the passenger when about to board the ship. Never should more tickets be sold than the number of passengers the ship is licensed to carry.

Regulation of cargo traffic coastwise will in the main be a matter for Customs and there are ample provisions elsewhere in the Caribbean which can be adapted to suit the local needs. I would

like to point out that cargo dangerous in itself should not be carried with passengers.

In a community as small as ours it is not surprising that many and varied rumours were circulated following news of the disaster of the 1st August. I am pleased to state that although I relaxed the rules of evidence, those giving evidence showed remarkable candour and appreciation of the task I was asked to perform. I wish to put on record my gratitude to all and especially the people of Nevis who never said or did anything to cause me embarrassment in this Inquiry. My profoundest sympathy goes out to all the bereaved.

Dated this 1st day of October, 1970.

J. D. B. RENWICK  
*Commissioner.*

APPENDIX "A"  
CHRISTENA INQUIRY

LIST OF PERSONS IDENTIFIED

NAME	ADDRESS
1. Arthurton, Rodney	Jessups Village
2. Bussue, Lillian	Webbes Grant
3. Belle, Franklyn	Upper Market Street
4. Bertie, Sherwin	Cayon
5. Bloyce, Adolphus	St. Pauls
6. Browne, Robert	Needsmust Estate
7. Condelle, Anthony	Rawlins Road
8. Condelle, Irene	Hermitage
9. Comeau, Sister Amelia	The Convent
10. Dineen, Sister Patricia	The Convent
11. Duporte, Amelia	Government Road
12. Elliot, James	Morning Star
13. Esdaille, Florence	Brown Hill
14. Forbes, Clarent	Sandy Point
15. Forbes, Emily	Brown Pasture
16. Francis, Kluivert H.	St. Pauls
17. Freeman, Tamar	Stoney Hill
18. Griffin, Lorraine	Butlers
19. Hanley, Bertram	Buckley's Site
20. Hanley, Eglantine	Church Ground
21. Hanley, Zena	Beach Road
22. Henry, Rosalyn	St. Kitts
23. Hendrickson, Marilyn	Clay Ghaut
24. Herbert, Maxwell King	Clifton Village
25. Huggins, Alice	Jessups Village
26. Hutton, Frances	Cotton Ground
27. Jones, Olga	Cotton Ground
28. Jeffers, Rosalie Agatha	Jessups
29. Jones, Edith	Government Road
30. Jones, Oretha	Mount Lily
31. Joseph, Carmen	Newcastle
32. Joseph, Venetta	Godwin Ghaut
33. Le Blanc, Sister Marie	The Convent
34. Liburd, Mrs. E. P.	Greenlands
35. Liburd, Elvira	Cole Hill
36. Liburd, Kirsten Olivia	Greenlands

LIST OF PERSONS IDENTIFIED (CONT'D)

NAME	ADDRESS
37. Liburd, Marion	Church Ground
38. Martineau, Maude Lucilla	The Factory
39. McQuilkin, Linda	Brick Kiln
40. Mills, Vivian	Jessups Village
41. Morris, Ursula	Carty Alley
42. Nisbett, Herbert	Gingerland
43. Nisbett, Lilian	Hermitage
44. Pemberton, Helen	Zion Village
45. Phillips, Berdie	United Kingdom
46. Pounteen, James	Newtown
47. Powell, Marion	Beach Road
48. Richardson, Yvonne	Pinneys Road
49. Stanley, Vivian	Burden Pasture
50. Stapleton, Yvonne	Brick Kiln
51. Sutton, Stanley	Maynard Yard
52. Swanston, Hanschell	River Path
53. Sweeney, Samuel	College Street
54. Tross, Marilyn	Rices Village
55. Tyson, Theodosia	Cotton Ground
56. Weekes, Avonell	Tabernacle
57. Williams, George (Jinks)	Government Road

N. B. Doubts have been expressed with regard to the identification of the following:—

Clarent Forbes	— Sandy Point
Kirsten Olivia Liburd	— Greenlands
Herbert Nisbett	— Gingerland

APPENDIX "B"  
CHRISTENA INQUIRY

LIST OF MISSING PERSONS

NAME	ADDRESS
1. Allen, Ezekiel	Cayon
2. Allen, Miriam	Rawlins Village
3. Allen, Shirley	Rawlins Village
4. Archibald, Floretta	Brick Kiln
5. Archibald, Samuel	Bath Village
6. Arthurton, Amy	Jessups Village
7. Arthurton, Bertranne	Cotton Ground
8. Arthurton, Emily	Jessups Village
9. Audain, Valentine	The Factory
10. Bartlette, Errol	Government Road
11. Bartlette, Froncille	Government Road
12. Barzey, Ellen	Bath Village
13. Barzey, Mavis	Bath Village
14. Belle, Austin	Market Street
15. Browne, Monroe	River Path
16. Browne, Muriel	Government Road
17. Browne, Harold	Government Road
18. Browne, Josephine	Zion Village
19. Browne, Olga	Brick Kiln
20. Budgeon, Gwendolyn	Jessups Village
21. Byron, Millicent	Greenlands
22. Cable, Allan	Nevis Street
23. Carr, Orilda	Cayon
24. Chapman, Sharon	Crooks Ground
25. Charles, Clementina	Newcastle
26. Clarke, Anita	Fountain
27. Clarke, Brenda	Simmonds Village
28. Clarke, Euphina	Craddock Road
29. Clarke, Leslie	Government Road
30. Clarke, Sarah	Simmonds Village
31. Claxton, Dahlia	Cox Village
32. Claxton, James	Jessups Village
33. Claxton, Vernon	Chicken Stone
34. Condelle, Christine	Hermitage Road
35. Cornelius, Loretta	Craddock Road
36. David, Carl	Keys Village

LIST OF MISSING PERSONS (CONT'D)

NAME	ADDRESS
37. David, Christena	Keys Village
38. David, Joseph	Keys Village
39. David, Leon	Sandy Point
40. David, Mavis	Keys Village
41. David, Verna	Keys Village
42. Davis, Lanyel	Cotton Ground
43. Daniel, Leontine	Cayon
44. Dore, Claristene	Pond Hill
45. Dore, Jessica	Pond Site
46. Dore, Myra	Rice's Village
47. Duporte, Wendell	Government Road
48. Elliot, Kennedy	Morning Star
49. Esdaille, Albertha	Craddock Road
50. Farrell, Zenneth	Durrant Avenue
51. Ferguson, Albertine	Webbe Ground
52. Ferguson, Emile	Webbe Ground
53. French, Daniel	Saddlers
54. Frank, Moses	Cotton Ground
55. Freeman, Augusta	River Path
56. Glasford, James	Craddock Road
57. Gumbs, Melvina	Tabernacle
58. Halliday, Lillian	Jessups Village
59. Hanley, Conrad	Taylor's Pasture
60. Hanley, Hugh	Clay Ghaut
61. Hanley, Melford	Brown Pasture
62. Hanley, Rose	Government Road
63. Hill, Bethia	Morning Star
64. Hobson, Marilyn Myrna	Bucks Hill
65. Holland, Emily	348W 118 St. N.Y.C. 54
66. Huggins, Nelson Leroy	Church Ground
67. Irvine, James	Lodge Project
68. James, Esther	Bath Village
69. James, Vernon	Dorset Village
70. Jeffers, Clifford	Maynard Yard
71. Jeffers, Dwight	Jessups Village
72. Jeffers, Maurina	Mount Lily
73. Jeffers, Ralph	Bath Village
74. Johnson, Clotilda	Jessups Village
75. Johnson, Michael	Nevis
76. Jones, Emily	Government Road
77. Jones, Iris	Government Road

LIST OF MISSING PERSONS (CONT'D)

NAME	ADDRESS
78. Jones, Vida	Cotton Ground
79. Joseph, Louisa	Godwin Ghaut
80. Joseph, Sheila	Godwin Ghaut
81. Kelly, Avril (Cynthia)	Zion Village
82. Kelly, Eugene	Zion Village
83. Lanns, Verna	Liverpool Row
84. Lewis, Calvin	Morning Star
85. Liburd, Beryl	Brown Pasture
86. Liburd, Castro	Brown Hill
87. Liburd, Edric Paul	Greenlands
88. Liburd, Emerson	Bucks Hill
89. Liburd, Evelyn P.	Brown Pasture
90. Liburd, Iris	Brown Pasture
91. Liburd, Kirsten Olivia	Greenlands
92. Liburd, Kirtley	Brick Kiln
93. Liburd, Elvira	Cole Hill
94. Liburd, Lillian	Brown Pasture
95. Liburd, Louisa	Brown Pasture
96. Liburd, Marianne	Webbe Ground
97. Liburd, Thomas	Government Road
98. Liburd, Samuel	Rawlins Village
99. Martineau, Sheryl	Kittstoddarts
100. Marson, Eva	Bassetere
101. Masters, Leroy	Government Road
102. Maynard, Charles	Sandy Point
103. Maynard, Sadie	Sheriffs Village
104. Michael, Idetha	Phillips Village
105. Mills, Henneseta	Low Street
106. Mills, Maude	Cox Village
107. Morton, Calvin	Sherriffs Village
108. Morton, Clarice	Sherriffs Village
109. Morton, Inez	Government Road
110. Morton, Irma	Maynard Hill
111. Morton, Orville	Brown Hill
112. Morton, Pearl	Maynard Hill
113. Natta, Annie	Phillips Village
114. Nisbett, Govan	Simmonds Village
115. Nisbett, Tony	St. Kitts
116. Nolan, Doldria	Greenlands
117. Nolan, Eulita	Nurses Headquarters

LIST OF MISSING PERSONS (CONT'D)

NAME	ADDRESS
118. Nolan, Tessa	West Pond Site
119. Parris, Florence	Craddock Road
120. Parris, Hannah	Craddock Road
121. Pemberton, Calvin	Bath Village
122. Pemberton, Rufus	Webbe Ground
123. Phipps, Conrad	Sandown Road
124. Powell, George	Jessups Village
125. Powell, Miriam	Stoney Hill
126. Powell, Sheryl	Grove Park
127. Powell, Yvette	Brown Hill
128. Prentice, Evanston	Mount Lily Village
129. Prince, Anthony	Lodge Village
130. Reid, Austin	Craddock Road
131. Richards, Assinette	Cotton Ground
132. Ritchens, Joseph	Craddock Road
133. Rouse, Leroy	St. Johnston Village
134. Saddler, Vernarine	Maynard Hill
135. Scarborough, Alicia	Gingerland
136. Scarborough, Duane	Gingerland
137. Scarborough, Inez	Gingerland
138. Smith, Edward	Zion Village
139. Smithen, Ivan	Cayon
140. Smithen, Christina	Craddock Road
141. Springette, Keith	River Path
142. Swanston, Daryl	Jessups Village
143. Swanston, David	Craddock Road
144. Swanston, Theodosia	Craddock Road
145. Thompson, Marilyn	Brick Kiln
146. Trotman, Alton	Cole Hill
147. Trotman, Iris	Cole Hill
148. Trotman, Irvine	Rawlins Village
149. Tross, Alston	Rices Village
150. Tyson, Dave	Cotton Ground
151. Tyson, Kirsten	Cotton Ground
152. Wade, Yvette	Bath Village
153. Wallace, Candy	Pond Pasture
154. Wallace, Lorna	Pond Pasture
155. Walters, Judith	Bucks Hill
156. Walters, Virginia	St. Pauls
157. Walwyn, Wentworth (Parks)	Bath Village

LIST OF MISSING PERSONS (CONT'D)

NAME	ADDRESS
158. Watley, Violet	Fawcett Village
159. Watts, Velcine	Gingerland
160. Webbe, Adina	Rawlins Village
161. Weekes, Benjamin	Low Street
162. Weekes, Elroy	Saddlers
163. Weekes, Elroy	Webbe Ground
164. Weekes, Louisa	Tabernacle
165. Weekes, Louisa	Brown Pasture
166. Weekes, Nicholas	Camps
167. Weekes, Rita	Tabernacle
168. Wheeler, Amelia	Craddock Road
169. Williams, Kirtly	Brick Kiln
170. Williams, Vernon	Clay Ghaut

APPENDIX "C"  
LIST OF SURVIVORS

NAME	ADDRESS
1. Allen, Reuben	Montserrat
2. Arisbeth, Carlton	Brown Hill
3. Bartlette, Joseph	Craddock Road
4. Benjamin, Vincent	Coram Alley
5. Blake, Robert	Jessups
6. Brisbane, Michael	North Square Street
7. Brookes, Ivor	Brick Kiln
8. Browne, Arrington	Lambert Inn
8a. Browne, Orrington	Liburd Hill
9. Browne, Clifford	Brick Kiln
10. Browne, Dulcita	Keys Village
11. Browne, Edna	Jessups Village
12. Browne, Franklyn	Camps Village
13. Browne, Franklyn	Camps Village
14. Browne, Leonard	Prince William Street
15. Browne, Roger	Camps Village
16. Budgeon, Joseph	Jessups Village
17. Budgeon, Luella	Jessups Village
18. Carlton, Tom	Brown Hill
19. Chapman, Livingstone	Nevis
20. Charles, Meredith	Low Street
21. Clarke, Edward	Government Road
22. Crandell, Wilson	Hermitage
23. Davis, Everson	Cotton Ground
24. Denning, William	St. Kits
25. Depusoir, William	Brick Kiln
26. Duzan, Terence	Brown Hill
27. Edwards, Lionel	Round Hill House
28. Elliott, Ivan	Gingerland
29. Foster, Bertram	Clifton Village
30. France, James	Powells Village
31. Francis, Rudolph	Rawlins Village
32. Freeman, Samuel	Rawlins Village
33. Hanley, Eustace	Gingerland

LIST OF SURVIVORS (CONT'D)

NAME	ADDRESS
34. Harris, Vincent	St. Johnston's Village
35. Hendrickson, Ronald	Gingerland
36. Herbert, Alice	
37. Hinds, Robert	Round Hill House
38. Huggins, Fitzroy	Cotton Ground
39. Huggins, Phillip	Fothergills
40. James, Jonathan	
41. James, Leroy	Bath Village
42. Jeffers, Belinda	Bath Village
43. Johnston, Charles	Cayon
44. Johnston, Charles	Jessups Village
45. Johnston, Llewellyn	Jessups Village
46. Kelly, Edmund	Gingerland
47. Kelsick, Ian	Cayon Street
48. Lake, Samuel	Brighton Estate
49. Liburd, Devon	Cole Hill
50. Liburd, Edwin	
51. Martin, Joseph	Craddock Road
52. Martin, Joseph	St. Kitts
53. Martin, Julie	Bath Village
54. Mason, Samuel	Conaree
55. Matthews, Frank	Cayon
56. Merchant, Edward	
57. Moore, Charles	Cayon
58. Morton, Franklyn	Gingerland
59. Morton, Vincent	Cayon
60. Mulraine, Shernelle	The Factory
61. Nisbett, Carlton	Brown Hill
62. Prentice, Gerard	Police Headquarters
63. Procope, Conrad	Dorset Village
64. Rawlins, Clive	St. Kitts
65. Richard, Euste	Gingerland
66. Richardson, Alice	Bath Village
67. Richardson, Wendell	Ponds Pasture
68. Roberts, Copeland	Low Street
69. Robertson, Joseph	Cayon

LIST OF SURVIVORS (CONT'D)

NAME	ADDRESS
70. Sage, Leroy	Ponds Pasture
71. Sargeant, Laughton	Cotton Ground
72. Sargeant, Livingstone	Cotton Ground
73. Scarborough, Clive	Craddock Road
74. Simmons, Malcolm	Low Street
75. Simmons, Victor	Crooks Ground
76. Stapleton, Vincent	Happy Hill Alley
77. Storrod, Earl	Hickman's
78. Swanston, Victor	River Path
79. Tross, Grenville	Nevis
80. Trotman, Livingstone	Rices Village
81. Tyson, Oswald	Cotton Ground
82. Uddenburg, Herman	Cayon Street
83. Walwyn, St. Clair	Craddock Road
84. Ward, Job	
85. Warner, Cecil	St. Kitts
86. Weekes, James	St. Kitts
87. Wenham, James	
88. Wilkinson, Wendel	Church Ground
89. Williams, Diana	Main Street
90. Williams, Leroy	Cotton Ground
91. Wilson, Aubrey	
92. Wilson, Lewis Solas	Jessups Village

N.B. There is a likelihood that there are duplications on this list.  
Those likely to be are:-

Arrington Browne	Lambert Inn
Orrington Browne	Liburd Hill
Charles Johnston	Cayon
Charles Johnston	Jessups Village
Joseph Martin	Craddock Road
Joseph Martin	St. Kitts

APPENDIX "D"

LIST OF PERSONS WHO WERE REPORTED MISSING  
BUT SUBSEQUENT ENQUIRIES HAVE BEEN UNABLE  
TO CONFIRM THE REPORTS

1. Huggins, Samuel
2. Lawrence, Dawne
3. Liburd, James
4. Morton, Rose
5. Smithen, Calvin
6. Vernon, Joseph
7. Weekes, Marion

WITNESSES WHO GAVE EVIDENCE  
BEFORE COMMISSION OF INQUIRY

NEVIS

(Monday, August 17th, 1970)

NO.	NAME	ADDRESS	OCCUPATION
1.	Julian Byron Cox	La Guerite Basseterre	Civil Servant
2.	Herbert Hanley	Taylor's Range Basseterre	Civil Servant
3.	George Bradley	Government House Nevis	Civil Servant
4.	Joseph Martin	Craddock Road Charlestown, Nevis	Pedlar
5.	Victor Swanson	River Path Gingerland, Nevis	Butcher
6.	Helena Liburd	Brown Pasture Nevis	Home Domestic
7.	William Depuisoir	Brick Kiln Nevis	Labourer
8.	Mignol Mills	Chicken Stone Nevis	Carpenter
9.	Lincoln Dore	Charlestown Nevis	Taxi-driver
10.	Hubert Richens	Craddock Road Nevis	Porter
11.	Wilston, Solas	Jessups Nevis	Labourer
12.	Dulcina Liburd	Rice's Village Nevis	Housewife
13.	P.C. Gerard Prentice # 338	Basseterre Police Station	Policeman
14.	W.P.C. Rosalie Petty # 332	Charlestown Police Station	Woman Police
15.	P.C. Landall Wattley # 222	Charlestown Police Station	Policeman

WITNESSES WHO GAVE EVIDENCE  
BEFORE COMMISSION OF INQUIRY (CONT'D)

NEVIS

(Tuesday, August 18th, 1970)

	<u>NAME</u>	<u>ADDRESS</u>	<u>OCCUPATION</u>
16.	Phillip Miller	Estate of Cliff Dwellers, Nevis	Captain of the Sea Hunter I
17.	Edwin Liburd	Bath Village Nevis	Fisherman
18.	Wentworth Nicholls	Pinney's Beach Hotel	Hotel Proprietor
19.	Frank Matthew	Cayon Village St. Kitts	Mate - Motor Vessel Christena
20.	Charles Moore	Cayon St. Kitts	Engineer - Motor Vessel Christena
21.	Winston Skeete	Nevis	Motor-Mechanic (Sea Hunter I)
22.	Rupert Wade	Happy Hill Nevis	Fisherman
23.	Robert Hinds	Round Hill Nevis	Student - Mc Gill University
24.	Evan Nisbett	Potworks Nevis	Civil Servant
25.	John Martin Martineau	Charlestown	Asst. Supt. of Police

(Wednesday, August 19th, 1970)

WITNESSES WHO GAVE EVIDENCE  
BEFORE COMMISSION OF INQUIRY

S T. K I T T S

(Monday, August 24th, 1970)

	<u>NAME</u>	<u>ADDRESS</u>	<u>OCCUPATION</u>
1.	Michael Lynch King	Olivees Basseterre	Company Director
2.	Phillip Ian Kelsick	Cayon Street Basseterre	Pilot
3.	Julian Byron Cox (Recalled)	La Guerite Basseterre	Civil Servant
4.	Cpl. Leonard Lewis # 172	Charlestown Police Station	Cpl. of Police
5.	Herman James Uddenberg	Cayon Street Basseterre	Architect
6.	Rev. Michael Dash	Sandy Point St. Kitts	Methodist Minister
7.	James France	Herbert Street Basseterre	Lighterman
8.	Dulcita Browne	Key's Village St. Kitts	Home Domestic
9.	Zygmunt Starzynski	St. Kitts	Master of the M/V Barfish
10.	Jean Daniel	Fiennes Ave. Basseterre	Home Domestic
11.	Lillian Joseph	Conaree St. Kitts	Housewife
12.	Catherine Nicholls	Seaside Hotel Basseterre	Manageress of Seaside Hotel
13.	Radford Merchant	Old Road St. Kitts	Civil Servant
14.	John Lynch Wade	Basseterre St. Kitts	Chief of Police

(Tuesday, August 25th, 1970)

WITNESSES WHO GAVE EVIDENCE  
BEFORE COMMISSION OF INQUIRY (CONT'D)

S T. K I T T S

(Tuesday, August 25, 1970) (Cont'd)

<u>NAME</u>	<u>ADDRESS</u>	<u>OCCUPATION</u>
15. Herbert Hanley (Recalled)	Basseterre St. Kitts	Civil Servant

(Tuesday, September 1st, 1970)

16. Stanley Wynter	Jamaica	Master of "Hawthorne Enterprise"
17. Stephen King	St. Vincent	Seaman "Hawthorne Enterprise"

(Saturday, September 5th, 1970)

18. Phillip Miller	Estate of Cliff Dwellers, Nevis	Captain of Sea Hunter I
19. Arthur Anslyn	Charlestown, Nevis	Seaman
20. Reginald Yearwood	West Square Street Basseterre St. Kitts	Student at the College of the Virgin Islands.