

The Master of the British S.S. *Fau Sang* reports having passed, at 7.25 a.m. on the 3rd January, a waterlogged junk, with two masts standing, in Latitude 22° 31' 30" N. Longitude 115° 43' E. with Chelang Lighthouse bearing N. 48° W. (true) 11½ miles.

BASIL TAYLOR, Commander, R.N.,
Harbour Master, &c.

HONGKONG, 4th January, 1911.

TRANSLATION.

Notification No. 1453 of Department of Communications.

Notice is hereby given that Tempo-zan Lighthouse at the mouth of the Aji-kawa, Osaka, will be withdrawn on the 20th inst.

Notification No. 1456 of Department of Communications.

NOTICE is hereby given that the illuminating apparatus at Kurushima Strait Tidal Observation Lightbuoy on the west side of Chu-suido, Kurushima Strait, having broken, a temporary fixed white light is shown, for the present, from the top of the buoy.

Further notice will be given when the apparatus has completely been repaired.

BARON GOTO SHIMPEI,
Minister of State for Communications.

TOKYO, December 16th, 1910.

NAVIGATION ACT, 1904.

Harbour and Light Department,
FREMANTLE, 28th November, 1910.

The following is the decision of the Court of Marine Inquiry held at Fremantle before the Resident Magistrate (Mr. E. P. Dowley), Captain John H. Foxworthy, and Captain John McConnachy, Assessors, into the circumstances attending the damage sustained by the S.S. *Colac* by stranding on the Inner Rip Shoal in King's Sound, in the Vicinity of Derby, on the 17th September, 1910, Official No. 89469, gross 1,480, net 958 tons, registered in Adelaide and owned by the Adelaide Steamship Company, Ltd.

G. J. SINCLAIR,
Secretary.

Finding of the Court.

The Court finds that the S.S. *Colac* left the jetty in King Sound on the 17th September, 1910, to proceed to sea, at a time when the tide had been on the ebb for about two hours, and about one hour after the vessel took ground and suffered serious damage thereby.

The Master of the S.S. *Colac* committed an error of judgment in leaving the jetty at Derby to proceed on his voyage at a time when the tide was two hours on the ebb.

Having committed that error of judgment he was subsequently guilty of laxity in navigating the vessel, inasmuch as that when she took the ground she was considerably to the Westward of the course she was supposed to follow, also in not making any allowance for any possible Westward set of the ebbing tide, which he ought to have known would cause the vessel to come into shoal water ; and also knowing that there was shoal water at each side of a narrow passage he was endeavouring to get through, that he did not take all possible precautions, such as heaving the lead, to see that he was in that passage.

The Certificate of the Master, Walter John Snadden, No. 574, is therefore suspended for two months from 17th September, 1910.

(Signed) E. P. DOWLEY,
Magistrate.

We concur,

(Signed) { J. McCONNACHY,
 { J. H. FOXWORTHY, } *Assessors.*

THE NAVIGATION ACT, 1904.

Harbour and Light Department,
FREMANTLE, 28th November, 1910.

The following Report and Finding of the Chief Harbour Master into the circumstances attending the loss of the schooner "Hugh Norman," in the vicinity of Cervantes Island, on or about the 28th October, 1910, has been approved by the Hon. the Colonial Secretary.

G. J. SINCLAIR,
Secretary.

The Under Treasurer.

I beg to report, for the information of the Hon. the Minister, having held a Preliminary Inquiry, on the 15th inst., into the circumstances attending the reported total loss of the schooner "Hugh Norman," in the vicinity of Cervantes Island, on or about the 28th October, 1910.

The schooner "Hugh Norman" is a pearling vessel owned by Messrs. Robinson and Norman, of Broome, and registered in Fremantle, official number 125030.

After taking the evidence of the crew, T. E. Anderson the survivor, D. McDonald who deserted at Fremantle, Mr. A. E. Brown, the builder of the vessel and agent for the owners ; Captain R. E. Arundel, the Underwriters' Surveyor ; J. F. Morrison, Shipping Inspector to the Department ; H. J. Clark, Assistant Wharf Manager, I have to report that the schooner "Hugh Norman" was recently built at Fremantle, and was on her maiden trip to Broome to enter into the Pearl Fishing industry.

The vessel was in charge of Captain W. Dundee, a duly qualified Master Mariner, and who has had a most extensive experience of the coast, more particularly in taking vessels of this description from Fremantle to Broome.

The day before the vessel sailed, viz., the 20th October, the Master was under the influence of intoxicating liquor, in consequence of which the vessel was detained.

On the morning of the 21st, the Master was sober, and the vessel was fully manned and equipped, having as crew McDonald, an experienced sailorman, and Anderson, with a fair knowledge of seamanship, and being in every respect seaworthy to the satisfaction of the Surveyor, who granted an Insurance Certificate. I might here mention that a casual search was made by the agent for any liquor, and about one-third of a bottle only was found.

The vessel left Victoria Quay about 10 a.m., and in beating out of the river by some means got foul of the North Mole wharf ; here the seaman McDonald slipped ashore (deserted), alleging that he did so because he noticed that the foremast was sprung by coming into contact with the wharf. His action was not noticed by those on shore, but the agent seeing the boat in difficulties went to her assistance in a launch and towed him clear of the Mole.

The vessel was handled in a seamanlike manner, Captain Dundee setting a N.N.W. course when the launch let him go, and as far as could be seen by those in the launch the lugger had not sustained any damage by being in contact with the jetty.

From the sworn evidence given by Anderson, the survivor, it appears that after setting the course the Master went below and immediately gave way to drink, having two or three bottles of whisky hidden on board, and when this was consumed he drank two bottles of methylated spirits, with the result that from that date he was not accountable for his actions, and not in a fit state to navigate the vessel.

At 6 p.m. on the 21st October (day of sailing) the foremast went over the side, and though the Master came on deck at 8 p.m., he did not attempt to clear the wreckage, which was left trailing over the side till he again came on deck on the 23rd, at 8 a.m., when it was taken in, and a jury sail rigged with a staysail to the mainmast. Up to this time the man Anderson had been continuously at the helm; he then went below; shortly after, on hearing a sail flapping, he again came on deck, and found the jurysail had carried away, and the Master lying asleep at the helm. At 2 p.m. Anderson succeeded in wakening the Master, who then altered the vessel's course to S.E. and went below. Land was sighted at about midnight and reported to the Master, and at about 2 a.m. on the 24th the vessel struck a reef about five miles from the shore. The Master then came on deck, but appeared stupefied, and the man got the boat out, but in doing so she filled and parted her painter.

The Master then ordered Anderson to swim for the boat, and when he refused because he saw sharks in the water, he attempted to put him over the side. Anderson then went below, and the Master followed and attacked him, and in the struggle bit his finger severely. The Master then appears to have calmed down and succumbed to the effects of the methylated spirits.

The Master remained below till the evening of the 26th, when he came on deck and assisted to bale out the vessel. During this time she continued to bump over the reefs, and to make water, getting nearer to shore.

At about 9 p.m. on the 27th, Anderson was awakened from a sleep on deck by hearing a splash, and in looking over the side he saw the Master swimming for the shore. He then fell off to sleep and did not wake up till the next afternoon, the 28th, when on seeing the wind coming in from the shore, thus likely to drive the vessel to sea, he took a lifebuoy and swam ashore. The land was then about a mile distant. On reaching shore he endeavoured to find Captain Dundee, but could find no trace of him. After resting till the following day, Anderson followed a cart track for five days without food, when he arrived at the homestead of Mr. Leslie Brown, completely exhausted from his privations and most trying experience, where he was received with great hospitality and kindness.

The beach in the vicinity has since been well patrolled by the police, but no trace of the vessel or Captain Dundee could be found.

After careful consideration of the evidence I find:—

- (a.) The pearling schooner "Hugh Norman," owned by Messrs. Robinson & Norman, of Broome, registered in Fremantle, official number 125030, was lost on a voyage from Fremantle to Broome.
- (b.) That when leaving Fremantle the vessel was well equipped and in very respect seaworthy.
- (c.) That the loss of the vessel was occasioned by the misconduct of the Master, to wit, drunkenness and neglect of duty and navigation through excessive indulgence in intoxicating liquor.
- (d.) That as the Master (Captain William Dundee) lost his life in a vain attempt to swim ashore, no further action can be taken in matter.

(Sgd.) C. J. IRVINE,
Chief Harbour Master.

(Sgd.) G. J. SINCLAIR,
Secretary Navigation Act, 1904.

25th November, 1910.