

No. 254.

## GOVERNMENT NOTIFICATION.

The following Finding of the Marine Court appointed to enquire into the circumstances attending the collision between the British Steamship *Amoy*, Official Number 68,490, and the Hongkong Licensed Fishing Junk No. 1545, is published for general information.

By Command,

W. H. MARSH,  
*Colonial Secretary.*

Colonial Secretary's Office, Hongkong, 10th December, 1879.

## FINDING.

We find that the Hongkong Licensed Fishing Junk, No. 1545, owned by Ho Shun Hoi, was run into and capsized by the British Steamship *Amoy*, Official No. 68,490, GEORGE HERMANN DREWES, Master, between 11 and 12 P.M. of the 2nd October, 1879, while the said vessels were about 20 miles W.S.W. of Chelang point, causing the total loss of the Junk and also the death by drowning of:—

Ho Shun Hoi, .....	aged 50 years.
Shek Sz, .....	„ 48 „
Ho Shun Tai, .....	„ 6 „
Ho I, .....	„ 2 „
Ho Pat, .....	„ 4 „
Chung Shing, .....	„ 27 „

The Master is entirely exonerated. The Chief Mate, FRANCIS PHILLIP AUBIN, is at fault for not having lowered a boat and gone to the Junk to see if the persons on board required any assistance, but his not having done so is partially accounted for by the fact of there being other Junks round her.

We are of opinion that the Collision is due to want of proper care and skill on the part of Mr. JAMES JOHN SULLIVAN, Second Mate and Officer of the watch, and we therefore adjudge that the Certificate of Competency of JAMES JOHN SULLIVAN, No. 660 of Hongkong, be suspended for a period of three months from this date.

Given under our hands at Hongkong, this 28th day of October, 1879.

C. V. CREAGH, *Acting Police Magistrate.*  
 H. G. THOMSETT, R.N., *Harbour Master, &c.*  
 H. L. DALRYMPLE, *Un-official Justice of the Peace.*  
 E. BURNIE, *Government Marine Surveyor.*  
 E. B. BLAKER, *Master and Commander of the Brit.  
 Ship "Star of China."*

*Minute by His Excellency the Governor.*

In this case the Court have found that the Hongkong Fishing Junk No. 1,545 was run into and capsized by the British Steamer *Amoy* on the 2nd of October last, causing the total loss of the Junk and the death by drowning of three Chinese adults and three Chinese children.

2. The Court entirely exonerate the Master of the Steamer, but think the Chief Mate was at fault in not having lowered a boat.

3. The Court have also found that the Collision was due to want of proper care and skill on the part of the Second Mate and Officer of the Watch of the Steamer *Amoy*, and they adjudge that his Certificate, No. 660 of Hongkong, be suspended for three months.

4. The Proceedings of the Court have come before me in a letter from the Harbour Master in which he says, that as the Certificate of the Second Mate has been suspended, the Proceedings require my confirmation under paragraph 5, Section 242, of the Merchant Shipping Act, 1854.

5. I confirm the Finding of the Court, as far as it declares that the Hongkong Junk No. 1,545 was run into and capsized by the Steamer *Amoy*, that the Junk was totally lost and six persons drowned, and that the collision was due to want of proper care and skill on the part of the Second Mate and Officer of the Watch of the Steamer *Amoy*; but, looking to the evidence of the Chief Mate, who was on deck at the time, that he did not blow the whistle, nor order a backturn of the Engines, nor lower a boat, I cannot confirm that portion of the Finding of the Court relating to the Chief Mate, which in my opinion deals too leniently with that Officer.

6. It appears from the Master's statement, as herein recorded, that other Proceedings in this case have been settled by the payment of \$2,000 by Messrs. SIEMSEN & Co., the Agents of the *Amoy*. Looking to the somewhat unprotected position of the parties aggrieved, I cannot, as this matter has come officially before me, refrain from saying that the payment of \$2,000 is an inadequate compensation for the loss of the Junk and the six lives, and that I am advised that, if there had been no such settlement, the parties aggrieved would probably recover in our Vice Admiralty Court a larger sum.

J. POPE HENNESSY,  
Governor and Commander-in-Chief.  
19th November, 1879.

No. 255.

GOVERNMENT NOTIFICATION.

The following Notices to Mariners are published for general information.

By Command,

Colonial Secretary's Office, Hongkong, 10th December, 1879.

W. H. MARSH,  
Colonial Secretary.

*Government of Queensland.*

NOTICE TO MARINERS.

No. 19 of 1879.

PRINCE OF WALES CHANNEL, TORRES STRAITS.

A CAN Buoy, painted black, is now placed off the southern extremity of d. Reef, in 4 fathoms at low-water.

G. P. HEATH, Commander, R.N.,  
Portmaster.

Department of Ports and Harbours, Brisbane, 30th September, 1879.

NOTICE TO MARINERS.

No. 20 of 1879.

REVOLVING LIGHT, DENT ISLAND, WHITSUNDAY PASSAGE.

On and after this date a Revolving Dioptric Light, of the 4th order, will be exhibited from the western side of Dent Island, about 8 cables from its southern extremity. The light stands at an elevation of 120 feet above high-water mark, and attains its greatest brilliancy every thirty seconds.

It is visible from the Anchor Islands, west about, until shut in to the northwards by Cid Island, and can be seen from a distance of 16 miles.

The tower, which is circular, is painted white, and is 33 feet in height.

G. P. HEATH, Commander R.N.,  
Portmaster.

Department of Ports and Harbours, Brisbane, 13th October, 1879.