

GOVERNMENT NOTIFICATION.—No. 473.

The following Notice is published for general information.

By Command,

FREDERICK STEWART,
Colonial Secretary.

Colonial Secretary's Office, Hongkong, 27th October, 1888.

NOTICE TO MARINERS.

Notice is hereby given that a Submarine Minefield for experimental purposes will be laid on the South side of Stone Cutters' Island from the 29th instant.

The field will extend between 2,000 to 3,000 yards in North and South direction from the centre of the Island, and in an East and West direction about 2,000 yards.

The Southern boundary will be marked by two red and white buoys with a beacon on each, formed by a paraffin oil tin painted red and white, 3 feet above the buoy.

All ships, junks and other vessels are cautioned to keep to Southward of these boundary buoys.

R. MURRAY RUMSEY, R.N.,
Harbour Master, &c.

Harbour Department, Hongkong, 26th October, 1888.

GOVERNMENT NOTIFICATION.—No. 474.

The following finding of a Marine Court of Enquiry is published for general information.

By Command,

FREDERICK STEWART,
Colonial Secretary.

Colonial Secretary's Office, Hongkong, 27th October, 1888.

FINDING.

We find that the British Steam-ship *Ghazee*, Official No. 87,678, of which ARCHIBALD SCOTLAND, the number of whose Certificate as Master is 34,123, left Singapore on September 23rd, on a voyage to Hongkong with a full cargo of Sugar.

That nothing of importance occurred until the 28th; at Noon on which day the ship was in Latitude 17° 31' N., and Longitude 111° 1' E. On that afternoon, a strong and increasing wind from W.N.W. and a falling Barometer with other symptom indicated a Typhoon approaching from the Northward, and at 8 P.M. the engines were slowed down.

That at 4 A.M. on 29th, the Engine Room skylight was stove in and the water finding its way below put out the starboard fires and caused the ship to take a heavy list to starboard.

That at 9 A.M. on 29th, the wind was blowing with hurricane force with a heavy confused sea, and at this time, HENRY WILKINS, A.B. whilst employed with the 1st Mate and another seaman in securing the davit of the starboard life boat was washed overboard.

That every effort possible under the circumstances was made on his behalf, but he was only seen once—though a good look out was kept—and the conclusion is that being incumbered with oilskins and sea boots, he sank in a few seconds.

Owing to want of sufficient data in the Mate's log, the Court are unable to give a decided opinion on the advisability of the Master's taking steps to avoid the centre of the Typhoon, but in considering the circumstances after the occurrence, we are inclined to the belief that he might have avoided the full force of the Typhoon by running to the S.E. on the 28th but it is possible that he was prevented doing this on account of the position of the ship with reference to the Paracel Group.

We are therefore of opinion that no blame attaches to the Master or officers or crew, who did all in their power to save their comrade.

Given under our hands at Hongkong, this 24th day of October, 1888.

R. MURRAY RUMSEY, Ret. Com., R.N., *President of Court.*

J. BUCKNER, Staff Commander, R.N.

H. E. SAWER,

EDWARD PORTER,

} *Masters of Mercantile Marine.*