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### GOVERNMENT NOTIFICATION.—No. 392.

The following Finding of the Marine Court of Enquiry into the stranding of the British Steamship *Robert Dickinson*, is published.

By Command,

F. H. MAY,  
Colonial Secretary.

Colonial Secretary's Office, Hongkong, 23rd June, 1902.

#### FINDING.

We find that the British steamship *Robert Dickinson*, 82891, of which SYDNEY FREDERICK McDONNELL was Master, the number of whose certificate is 243 of St. John's, Newfoundland, left Hongkong on the 18th May on a voyage to Yokohama.

The *Robert Dickinson* was a tank steamer of 1,331 net register tons, and she had on board a full cargo of kerosene oil in bulk.

That at about 3.34 on the morning of the 20th May, the ship struck on the western extreme of Ockseu Island and remained on shore for about 3 hours, eventually coming off with a rising tide and the assistance of the engines.

It appears from the evidence that the ship ran into a fog at about 2.20 a.m. on the 20th and that the Master estimated that at 3.30 a.m. she was about 8 miles from Ockseu. In making this estimate, however, the Court is of opinion that a proper allowance had not been made by the Master for current, nor for the error of the compass, and that the distance run, as shown by the patent log, was relied on in spite of the current, which had been clearly shown in the log as existing ever since leaving Hongkong.

As a matter of fact, if the allowances had been made for current, compass and patent log, which the evidence and the logs show were necessary, the position of the ship works out to be almost exactly the one she was found in, namely, on the Island of Ockseu. The Master also appears to have unduly relied for the navigation of the ship on the Fog-signal Gun at Ockseu.

Having fully considered the evidence, the Court is of opinion that the *Robert Dickinson* was not navigated in a proper and seamanlike manner and that the casualty was due to this, which they are of opinion amounts to a Wrongful Act or Default on the part of the Master, and they therefore direct that his Certificate be suspended for a period of three months from this date.

The Court learns from the evidence, with surprise, that the ship was not fitted with the Revolution Counter in the Engine Room, making it very difficult to set the ship to a given speed, and in coming to their conclusion the Court has taken this fact into full consideration.

The Court further directs that a First Mate's certificate be issued during the period of suspension, if the Master so desires.

Given under our hands at Victoria, Hongkong, this 20th June, 1902.

R. MURRAY RUMSEY, Ret. Com., R.N.,  
President.

F. JAMES, Lieut. (N.), R.N.

JOHN G. DORWARD,

Master S.S. "Crown of Arragon."

O. P. MARSHALL,

Master S.S. "Empress of India."