

No. 285.—The following Finding of the Marine Court of Enquiry held on the 3rd, 4th, and 5th day of May, 1927, to enquire into the circumstances attending the collision between the British Steamship *Anjou* and the British Steamship *Wing On*, is published for general information.

FINDING.

We find that on the evening of April 20th, 1927, the S.S. *Wing On* of Hong Kong Official No. 133251 of which C. Mutton, number of whose Certificate of Competency is No. 034605 was master and S.S. *Anjou* of Hong Kong Official No. 135104 of which J. Webster, number of whose Certificate of Competency is No. 043964 was master, were anchored off Wang Mun Creek, the vessel being, *Wing On* about 1 cable from the South Bank with the *Anjou* about $\frac{1}{2}$ or $\frac{3}{4}$ of a cable on her Starboard beam. At about 8.30 p.m. both vessels got under way, the *Wing On* slightly ahead of the *Anjou*. The *Wing On* proceeded to pass ahead of the *Anjou* under port helm. Meanwhile the *Anjou* started to turn to the South under engines and helm at about the time when the *Wing On* was across her bows. *Wing On* turning under helm approached the North Bank and it is our opinion that the Master of the *Wing On* underestimated his distance from this bank and endeavoured to turn sharply. The wind from the N.E. took hold of his bow and gave him a heavier swing than he was aware of. This swing he attempted to correct with his engines and caused him to assume that the *Anjou* was making sternway towards him. By this time *Anjou* had completed her turn to the East and was struck by the bows of the *Wing On* on the stern in the fore and aft line. Having examined the stern of the *Anjou* we have come to the conclusion that it was an end on blow and that the *Anjou* had headway on at the time of impact. We are of opinion that the Master of the *Wing On* was in error in that he being the overtaking ship came into collision with the stern of the ship ahead but we do not consider that this in any way exempts the master of the *Anjou* from blame in that observing the *Wing On* extremely close to his stern he took absolutely no precautions to avoid collision as he might have done by putting both his engines to full speed ahead. We therefore adjudge both Captain Mutton and Captain Webster to be censured. We are astounded at the manner in which the Master and Chief Engineer Mr. J. W. McNaught of the S.S. *Anjou* appeared to regard their respective duties. They appeared to be passengers in the ship and to take no interest whatever in their respective responsibilities. We therefore adjudge them both to be most severely reprimanded.

Given under our hands at Victoria, in the Colony of Hong Kong, this 5th day of May, 1927.

(Signed)	G. F. HOLE, <i>Stipendiary Magistrate and President of the Court.</i>
„	L. J. PITCAIRN JONES, <i>Lieut. Commander, H.M.S. Hawkins.</i>
„	C. W. SHEARER, <i>Master, British S.S. Halvard.</i>
„	T. M. MEYRICH, <i>Master, British S.S. Mau Sang.</i>
„	R. RITCHIE, <i>Master, British S.S. Kiungchow.</i>