

To the Owner of New Kowloon Inland Lot No. 133, Sections L, M and V  
(part of the portion of the Kai Tack Reclamation referred to in Government Notification  
No. 413 published in the Gazette of 8th July, 1927).

No. 754.—It is hereby notified under section 4 of the Crown Lands Resumption Ordinance, 1900, Ordinance No. 10 of 1900, that His Excellency the Governor has been pleased to nominate Mr. EDGAR WILLIAM CARPENTER, J.P., to be a member of the Board of Arbitrators to determine the amount of compensation to be paid in respect of the resumption of New Kowloon Inland Lot No. 133, Sections L, M and V.

In the event of your failing to nominate a member to represent you on the said Board within seven days from the date of publication of this notice the Chairman of the Board will appoint a person on your behalf.

No. 755.—The following Finding of the Marine Court of Enquiry held on the 15th day of December, 1927, to enquire into the circumstances attending the collision between the British Steamship *Anjou* and the Motor Vessel *Wing Hung*, is published for general information.

E. R. HALLIFAX,  
Colonial Secretary.

23rd December, 1927.

FINDING.

We find that about 1.30 a.m., on the morning of November 28th, 1927, the S.S. *Anjou* of which Mr. Adam Hardie Brown, Certificate of Competency as Master No. 025479 of Belfast was Master and the Motor Vessel *Wing Hung* of which Mr. Edwin Page Smith, Certificate of Competency as Master (Ordinary) No. 1990 of Hong Kong was Master were proceeding through the Sailam Channel on the West River.

The S.S. *Anjou* in attempting to pass to the Port hand of the SS. *Wing Hung* passed closer than was necessary taking into consideration the breadth of the navigable channel at her disposal.

That after clearing the *Wing Hung* the starboard engine of the *Anjou* broke down canting her to starboard thus causing the collision with the *Wing Hung* and the stranding of the *Wing Hung*.

We are of opinion that Peter Mackenzie Certificate of Competency as Master No. 021952 of Leith who was Chief Officer of the *Anjou* and in charge of the bridge at the time of the collision was culpable in that he failed to take charge adequately of the bridge and movements of his ship when chance of collision became apparent and that he failed to take necessary steps to attempt to avert collision in that he omitted to put the Port Engine to "Full speed astern".

We therefore adjudge him to be severely censured.

Given under our hands at Victoria, in the Colony of Hong Kong, this 15th day of December, 1927.

(Signed) G. F. HOLE, R.N., Commander,  
Stipendiary Magistrate and President of the Court.  
" G. V. B. FAULKNER, Lieut.-Commander,  
H.M.S. *Argus*.  
" T. PRITCHARD, R.N.R., Lieut.-Commander,  
Master, British S.S. *Taishan*.  
" R. DODDS,  
Master, British S.S. *Achilles*.  
" CHAS. A. MUTTON,  
Master, British S.S. *Wing On*.