

COLONIAL SECRETARY'S DEPARTMENT.

No. 526.—The following Finding of the Marine Court of Enquiry held on the 3rd August, 1932, to enquire into the circumstances attending the collision between the S.S. *Tin Yat* and the Steam Tug *Edith*, is published for general information.

E. R. HALLIFAX,
Colonial Secretary.

12th August, 1932.

FINDING.

We find that the Steamship *Tin Yat* Official No. 154033 of Hong Kong of which Mr. William Perritt (Certificate of Competency as Master No. 001820 of Glasgow) was Master, left the Ping On Wharf at 9.55 p.m. on 25th July, 1932, on a voyage to Canton.

Having straightened up she proceeded down the Southern Fairway on a course to pass South of No. B 7 Buoy. On approaching No. B 7 Buoy she sighted the Tug *Henry Keswick* of which Mr. Allen MacInnes (Certificate of Competency as Master No. 3287 of Hong Kong) was Master, fine on her starboard bow, *Henry Keswick* at this time showing towing lights. *Tin Yat* on reaching No. B 7 Buoy altered course to N. W. $\frac{1}{2}$ W. and increased speed to full speed. Proceeding on this course the *Tin Yat* came into collision with the Tug *Edith* which was made fast alongside S.S. *Hirundo*, a ship being towed by the Tug *Henry Keswick*.

We find that a sufficiently sharp lookout was not kept by the S.S. *Tin Yat*.

We further find that having observed the *Henry Keswick* fine on his starboard bow on approaching B 7 Buoy Mr. William Perritt should have maintained his course and speed.

We therefore adjudge the aforesaid Mr. William Perritt to be severely reprimanded.

2. We find that the Tug *Henry Keswick* was approaching the Stonecutters Quarantine Anchorage from the South-West at about 10 p.m. on July 25th, 1932, having in tow the S.S. *Hirundo* with the Tug *Edith* secured alongside the *Hirundo's* starboard side. The length of the tow-rope being approximately 127 fathoms.

At about 10.14 p.m. the *Edith* was struck on the starboard side by the S.S. *Tin Yat* and sank in a position $\frac{1}{2}$ mile W.N.W. of the North Fairway Buoy with a loss of three lives.

We are of the opinion that such a length of tow was unwieldly when navigated in crowded waters and should have been considerably shortened before passing Green Island.

3. We are of the opinion that when the collision had occurred everything possible was done by all concerned to save life.

Given under our hands at Victoria, in the Colony of Hong Kong, this 3rd day of August, 1932.

(Signed) G. F. HOLE,
Stipendiary Magistrate and President of the Court.

„ L. G. ADDINGTON,
Lieut.-Commr., R.N., H.M. Dockyard.

„ C. STRINGER,
Master, British S.S. *Kwanchow*.

„ J. P. WILLIAMS,
Master, British S.S. *Protesilaus*.

„ A. W. MUIR,
Master, British S.S. *Tung On*.