

COLONIAL SECRETARY'S DEPARTMENT.

No. 997.—The following Finding of the Marine Court of Enquiry into the stranding of the British Steam-ship *Heung Shan*, is published.

T. SERCOMBE SMITH,
Colonial Secretary.

28th November, 1906.

FINDING.

We find that the British Steam-ship *Heung Shan*, Official No. 95,855 of Hongkong, of which GEORGE FREDERICK MORRISON, Master Mariner, Certificate of Competency No. 384, New South Wales, was Master, left Macao on the 18th September, 1906, for Hongkong at 8 a.m. with a General Cargo, 6 European and 543 Chinese Passengers and 57 Crew. The ship was full powered and well found. The weather was cloudy with moderate N.W. breeze. The Barometer high and steady. At 9.30 a.m. the wind increased by a series of heavy squalls and the sea rapidly rose. The ship was then turned round to N.W. to assist in getting the awnings furled and typhoon doors shut. That at 9.50 the South end of Sau Chau was seen bearing E.N.E. $1\frac{1}{2}$ miles. The wind by this time having increased to typhoon force, accompanied by blinding rain, the ship then heading about W. by S. and steaming at full speed until 10.20 a.m. when the Master thought it advisable to anchor. The engines were slowed down and both anchors were let go in a seaman-like manner, with 90 and 75 fathoms of Chain, respectively, well outside the hawse pipe and carefully attended by the Chief Officer. The engines were worked for a considerable time to enable the ship's head to be brought to the wind, but without success, as the ship was lying easily to her chain, the engines were stopped. We, the Court, are of opinion that the Master was thoroughly justified in anchoring when and where he did. After taking fully into consideration the conditions of the weather and the impossibility of seeing through the blinding rain and that after anchoring all due precautions were taken. The chain being carefully watched and no indication given by jerk or otherwise, which would be usual to expect, but that she must have dragged both anchors a distance of about $3\frac{1}{2}$ miles. That after the ship took the reef everything was done by the Master and Officers to save life and property. Special commendation being due to Mr. GRAINGER, the Chief Officer, and Mr. HARVEY, the Second Engineer, in getting ropes ashore through the breaking sea and generally helping and rescuing passengers, who were washed away from the ropes through the heavy surf. We, the Court, are of opinion that it was largely due to the gallant exertions of these Officers that only two lives were lost and taking into consideration the abnormal conditions under which the ship was navigated we, the Court, absolve the Master and Officers from all blame.

Given under our hands at Victoria, Hongkong, this the 27th day of November, 1906.

CHARLES WILLIAM BECKWITH, Lieut., R.N.,
Stipendiary Magistrate and President of the Court.

E. WINTHROP, Commander, R.N.,
His Majesty's Naval Yard.

HARRY GAUKROGER,
Master, British S.S. *Doric*.

T. A. MITCHELL,
Master, British S.S. *Sui Sang*.

COLONIAL SECRETARY'S DEPARTMENT.

No. 998.—It is hereby notified that Mr. YUEN WING NAM, Managing Partner of the YUEN KUT LAM of No. 109 Jervois Street, Victoria, Hongkong, has complied with the requirements of Ordinance 6 of 1898, for the registration in this Colony of his Mark No. 223 of 1906, as applied to Medicated tea, in Class 3; and that the same has been duly registered.

T. SERCOMBE SMITH,
Colonial Secretary.

26th November, 1906.