(No. 5872.)

" COLAC " (S.S.) AND "EAGLE" (S.S.).

REPORT and Decision of the Marine Board of New South Wales in the matter of the collision between the steamers " COLAC " and "EAGLE."

An Inquiry was held by the Board into the circumstances connected with the collision between the above-named vessels, and they ascertained that the " Colac " is a screw steamer of 958 register tonnage, owned by the Adelaide Steamship Company, engaged in the Intercolonial trade.

On this occasion, 11th October, she was on her way from the sugar works, Johnston's Bay, to take up her berth in Darling Harbour, Port Jackson, when she came into collision with the " Eagle " at 11.25 p.m. The " Colac " received no damage.

The "Eagle" is a small Ferry steamer belonging to the Parramatta River Company. She had left her wharf at King-street, and shortly after was struck by the " Colac," and so seriously damaged as to necessitate her being beached to prevent her sinking.

No one was lost or hurt by the casualty.

The Board reported that the collision between the " Colac " and " Eagle " was caused, first—by the wrongful act or default of Henry Menzies, the master of the " Eagle," in navigating the narrow waters at the head of Darling Harbour at a rate of speed in excess of that provided by the Regulations, thereby rendering it impossible to prevent his vessel running into the " Colac " when she was seen from the " Eagle."

Second—To the default of Robert Clarke, the master of the " Colac," for not going full speed astern in time to avoid the collision.

Taking all the circumstances of the affair into consideration, the Board is of opinion that a reprimand to Henry Menzies, the master of the " Eagle," and a caution to Robert Clarke, the master of the " Colac," to be more prompt in future, will meet the merits of the case, the said Henry Menzies and Robert Clarke are therefore reprimanded and cautioned accordingly.

GEO. S. LINDEMAN, R.N.,
Secretary.

Sydney, 14th November, 1898.

(Issued in London by the Board of Trade on the 14th day of April, 1899.)