

(No. 6409.)

“KELLOE” (S.S.)

AND

“DUNMORE” (S.S.).

Department of Navigation,
Sydney.

30th July, 1902.

THE following is the decision of the Court of Marine Inquiry, held at Sydney, before His Honor Judge BACKHOUSE, assisted by DANIEL DAKIN and CHARLES TAYLOR, Assessors, into the circumstances attending the collision between the British steamships “KELLOE” (official number 54,748) and “DUNMORE” (official number 101,027), which occurred off Little Bay on 13th May, 1902.

NORMAN C. LOCKHART,
Secretary.

That the British steamships “Kelloe” and “Dunmore” were in collision off Little Bay on the morning of the 13th day of May, 1902, when the “Kelloe” was on a voyage from Bulli to Sydney, and the “Dunmore” from Sydney to Shellharbour.

That by such collision the British steamships “Kelloe” and “Dunmore” suffered serious damage, and the steamship “Kelloe” was sunk.

That such collision was caused by the default of George Aistrope, the second mate of the steamship “Kelloe,” in not observing the provisions of Article 17 of Regulations for preventing collisions at sea, contained in the seventh Schedule of the Navigation Act, 1901 (see Article 18 of the Regulations made by virtue of Section 418 of the “Merchant Shipping Act, 1894”), and in not seeing that a proper look-out was kept on his vessel.

The Court orders the said George Aistrope to pay to the owners and master of the steamship “Dunmore” their costs of this inquiry, viz.: the sum of three pounds three shillings, and any witnesses’ expenses which they may have paid or for which they are liable.

Dated this 27th day of June, 1902

ALF. P. BACKHOUSE,
Judge.

*(Issued in London by the Board of Trade on the
19th day of September, 1902.)*