

FATAL ACCIDENT IN ST. VINCENT'S GULF.

There was considerable excitement in the city on Thursday afternoon, February 8, when a rumor got abroad that the well-known yacht *Haidee* had been overtaken by a storm in the gulf and that loss of life had resulted. All sorts of contradictory statements were made. At one time it was said that the yacht had been overturned and that all on board had been drowned. This was, however, discredited, but it was not until somewhat late in the afternoon that the true extent of the disaster became known. Mr. Watts and Mr. Woodcock, two gentlemen who had been on the *Haidee*, came up to town at a late hour of the afternoon, and announced that two well-known colonists had been washed overboard from the yacht and had been drowned. It seems that a party of gentlemen, consisting of Messrs. W. King, sen., H. Woodcock, of Beaumont, W. Watts, of South-terrace, and Henry Dawson, of Parkside, arranged with the consent of Mr. Thos. King, M.P., to go on a sealing expedition in the yacht *Haidee* to Port Lincoln and the Neptune and Sir Joseph Banks Islands in Spencer's Gulf. The yacht left the Glenelg jetty in charge of Captain A. Pinnington and one seaman a little after 12 o'clock on Wednesday night. There was only a light wind blowing at the time from the eastward, but in about an hour it suddenly shifted to the north-west. It was therefore resolved to make for Kangaroo Island with the view of the party putting in for a few days at Kingscote until the weather became favorable for taking them up the other gulf. The yacht ran smoothly along with a fair breeze up to about half-past 3 o'clock on Thursday morning, when a dark black bank of cloud extending for some distance above the horizon indicated a change. A severe gale, however, was not anticipated, and it was hoped that the little craft would be able when off Cape Jervis to make for Kingscote before the expected change could take effect. But just as the yacht had headed past the centre of Rapid Bay the wind chopped round to the south-west very suddenly, and began to blow hard. At the same time a heavy sea rose, and both wind and waves increasing rapidly in force, Captain Pinnington considered it desirable for the safety of all on board to turn and run back to Port Adelaide and there wait for better weather. This was readily agreed to,

better weather. This was readily agreed to, more especially as it was quite impossible to make Kingscote in face of the strong south-wester. The strength of the wind did not abate in the slightest, and the sea continued boisterous, but under double-reefed sail the yacht ran very fast before the breeze. It was nearly 6 o'clock when the course was altered, and about an hour afterwards Captain Pinnington went below for a rest, he having been up all night. The seaman, a foreigner, whose name is Charley Garris, was left in charge of the tiller, and all went well until about 10 o'clock, when the yacht was opposite Noarlunga. At that time one of the passengers was below in the cabin, another was forward, and Messrs. King and Dawson were sitting on the lee side of the skylight aft. The dingy belonging to the craft was fastened to the stern with a painter, and resting bottom upwards, partly on the weather side of the skylight and partly on the rails. Suddenly, and apparently without the slightest warning, a huge sea broke over the yacht amidships, and before the helmsman could realise what had occurred Messrs. King and Dawson were swept overboard, the dingy and bulwark stanchions carried away, railings were smashed, and a deal of other damage was done. The others at once rushed on deck to see what could be done, and the captain, who was awakened by the crash, ran up on deck. Taking the tiller he attempted to put the yacht about to reach the two passengers, who could be every now and then seen struggling in the water some little way behind. The sea and wind, however, completely overpowered the little vessel, and the distance between it and the two men in the water gradually increased, but it was not until many attempts had been made to turn back and the unfortunate gentlemen had disappeared from view that the *Haidee* proceeded on to Port Adelaide. Neither Mr. King nor Mr. Dawson could swim, and it would have availed them little had they been able to do so, for besides the rough sea they were encumbered with overcoats, and were at least eight miles from shore. Captain Pinnington states that before going below himself he two or three times suggested to both Mr. King and Mr. Dawson that they should also do so; but they appeared to be suffering from seasickness and preferred the open air. The intelligence of the event caused much surprise and regret in the city, and great sympathy is felt for the relatives of the

much surprise and regret in the city, and great sympathy is felt for the relatives of the deceased. Mr. King, who was the father of Mr. Thomas King, M.P. (Mayor of Glenelg), and Mr. Wm. King, arrived in the colony in 1852, and was in business in the south till within a few years ago. Mr. Dawson was formerly in business at the Burra, but subsequently entered into squatting pursuits in the neighborhood of Mount Bryan, from which he retired, and latterly had lived at Parkside. He was a magistrate, and, as our Burra correspondent states in a telegram published elsewhere, was much respected. He leaves a large family, who, we believe, are well provided for. Late on Thursday afternoon the yacht's dingy was picked up on the Brighton beach. There was only a little water in it, and it had evidently floated to where found on an even keel.