

#### CASUALTIES.

**THE STRANDING OF THE PLATYPUS.**—Report of the Marine Board in the matter of the stranding of the steamer *Platypus*. The Board held an inquiry into the circumstances connected with the stranding of this vessel, and found her to be an iron-screw steamer of 169 tons register, partially insured, the property of the Clarence and Richmond Steam Navigation Company. She was on a voyage from this port to the Richmond River, and in the attempt to cross the bar was stranded on the South Spit in consequence of a heavy sea causing her to broach-to against her helm. The hull of the vessel was considerably injured, but she was got off, and after being temporarily repaired was brought back to Sydney. The Board decided that no blame is attributable to William Rice, the master.

**WRECK OF THE WESTERN STAR, BRIG.**—By the arrival of Captain Walsch, the late commander of the above-named vessel, we glean some further particulars respecting her loss. She left the Solomon Group on the 2<sup>nd</sup> January; on the 28<sup>th</sup> the brig was off the Brampton Shoal at 4 p.m. The vessel was hauled off, but at 11 p.m. she struck, and within an hour she broke her back. Captain Walsch remained by the wreck until 2 a.m. on the following day, when they succeeded in launching a second boat (the chief officer and two hands having previously left). At daylight both boats left the wreck determined to make for Percy Island, distant some 500 miles. The boats kept company until the evening of the 29<sup>th</sup>. On the following day Captain Walsch's boat sprung a leak, which was subsequently stopped. The sufferings of the crew were doubtless very great, as on the 3<sup>rd</sup> February water was reduced to a wineglass full per man per day with a small modicum of spirits. On the 18<sup>th</sup>, Smilh's Group was reached, and a supply of water found. The safe arrival of the shipwrecked crew has already been made public.