

MADRAS RECORD OFFICE.

Government of Madras.

Marine

DEPARTMENT.

G.O. No.

137

Press

~~Mis.~~

Dated

*8. 4.*18 *57*.Not to be folded or roughly handled

Pangoon - March 23^d -
1859.

The unexpected arrival of the Manilla gives me an opportunity of writing to inform you of the accident which has happened to Coromandel. Though I have not time to write officially as the subject is the Madras Government: my fears about the risk of towing - have been unfortunately realized and here we are broke down!! but I hope to be all ready again about the 10 of next month, at any rate as quick as it is possible to be.

We had just drifted the light-ship on the 15th - with Statesman in tow and the Engineers observed the engines had failed and were working badly - and I had ordered the tow ropes to be cast off when the Engineers reported the machinery broke down - we anchored at once and found the brass seating of the foot valve - broken to pieces, and the back of the casting of the Condenser blown out by the force of the water, there are four seats common to both engines, each seat is of brass, 3 feet by 2 feet, with six circular valves - in each. The Chief force and rush of water is upon and through the two middle ones of the seats, and, it was the foremost of the

the middle seat that gave way, beating down the back of the condenser internally with it.

I attribute this to the increased body of water which collects in the condenser in a hot climate. When the velocity of the engine is considerable and also perhaps the check given by towing such a heavy ship as Statesman - the water must have collected in greater volume than the pumps could drive out through the delivery valves - one India rubber valve of which had gone totally, thus letting back the water while the plunger was receding - and when it came back with the speed of 51 revolutions a minute, it compressed the water faster than the delivery valves area would allow it to escape, and the weakest part gave way with a bad smash. I mention all this as it may be right to tell Mr Morgan and Napier which you are free to do.

On drawing the rest of the seats we found the other middle one also broken, so it is fortunate the accident occurred now and not in bad weather. The plate of the seats is decidedly too weak, and we are casting new ones here $\frac{3}{8}$ thicker, and putting legs to support the back against the tremendous blow of the water. The valves are not large enough for a

not?

warm climate, say what they liked at home - or we should have the India rubber clacks so constantly giving way - the job will be well done here with the dockyard establishment and I feel certain the accident would have occurred sooner or later and I have always feared it and hence never have gone full power or allowed the engines to reach 60 revolutions. From the tremendous blow of the water in escaping, all else is quite well - and we take the opportunity to scale the boilers and do all requisite repairs. There was no help for the delay as it is no use. I must now conclude. Dr. Dr.

True Copy

Wm. Thompson
Lieut.

N^o 411

21

From

The Secretary Marine Board.

To

The Secretary to Government
Military Department

Fort Saint George.

Sir,

dated 6th April 1857. N^o 411

I have the honor by desire
of the Marine Board to report that
a private letter has been received from
Commander Campbell intimating
that on the 16th ultimo, just as he had
sighted the floating light off Rangoon,
the Engine of the Comandul broke
down, and that it would take till
the 10th to prepare the vessel again for
service.

2 Annexed is a copy of Commander
Campbell's letter, from which it will be
seen that he considers the parts connected
with the condenser, which has given way,
to have been too weak in the first
instance. It may be as well that
this should be brought to the notice of
the Honorable Court of Directors to
serve as a guide in future.

A

23rd - 6 and
1857

Enclosed in a letter from
Secretary Marine Board
dated 6th April 1857.

From

Comdr C. D. Campbell

To

11 Marine Board

The Secretary Marine Board.

dated 23rd March 1857

Referring the
aforesaid letter
has been forwarded to the
Commander.

M. 1857 B.
No 128

3 It will be now necessary to
engage sailing ships to convey from
Mazulipatam to Rangoon that
portion of the 44th Regiment &c. &c.
which was to have been taken over
by the "Coromandel."

I have the honor to be
Sir,

Your most obedient servant

Madras
Marine Board Office
6th April 1857.
Ed-MS

Matthew

Secretary

Brought to the notice of
the Hon. Council of State
28th June 1857.

Under the Council's 21st April
Minute 1857 signed

by the Secretary of State
The Secretary of State
William George
and Sir George

Dated 6th April 1857
No 7
N^o 1111
10/25
Encl: 1.

Referring that a private
letter has been received from
Commander Campbell intimating
that on the 16th ultimo the engine
of the Commanded boat, which
was that of the boat, was
lost to the boat, the vessel again
for the boat.
That it will be more
necessary to engage a sailing vessel
to convey that portion of the 1st
of the boat to convey to
Bangor.

With an order 1857

No 2. Order thereon. No 137, dated 8th April 1857.

Resolved that the above letter
and its enclosure be brought
to the notice of the Hon. the Council
of Directors —

Resolved also that it be
communicated to the Hon.

Department

For Sir George,
8th April 1857.
With one enclosure

Dispt 8th April 1857

Chief Secretary

To Marine Board. Dispt 9th April 1857, Date 4th April 1857.