

MADRAS RECORD OFFICE.

Government of Madras.

Marine DEPARTMENT.

G.O. No.

227

Press

Mis.

Dated

6 6

1857

Not to be folded or roughly handled

Fort Saint George, Marine Consultation, 9th June 1857.

No. 5. Read the following letter from Captain C. D. Campbell, I. N., Commanding H. C. S. T. S. "Coromandel"; to the Chief Secretary to Government, Fort Saint George, dated Rangoon, 19th May 1857, No. 79.

SIR,

In accordance with the wishes of Government conveyed in the Extract of Minutes of Consultation, No. 146, dated 18th April, I have the honor to submit the enclosed copy of my Report to Rear Admiral Sir H. Leeke, Commander-in-Chief of Indian Navy, upon the late accident to the machinery of the "Coromandel," for the information of the Right Honorable the Governor in Council, as best calculated to convey my opinion as to the causes of the "Coromandel" breaking down.

I would beg to add, with reference to the Marine Board's impression, that I considered the injury is in some measure attributable to towing,—that it is my opinion that the employing a Sea going Steamer to tow Vessels long distances increases the risk of accident and wear and tear of machinery and Vessel at least "25 per Cent", and should not be resorted to unless on emergency, especially with a Screw Vessel, and it is in this opinion that I consider it possible no accident would have occurred had the "Coromandel" not been towing, but I do not consider her machinery is in any way unequal to that duty or more liable than any other to suffer from towing, which as I before observed I consider a very objectionable and critical expedient.

The "Coromandel's" great available power adapts her peculiarly for towing well—and during the passage to Rangoon, I never exerted her full power, but worked on about $\frac{2}{3}$ speed in order to save the tow ropes, two new 9 Inch hemp cables, which could bear no more strain without danger of breaking them.

In conclusion, I would most earnestly submit that in the peculiar circumstances in which the "Coromandel" is required to work on an open coast without any available dock or good harbour of refuge, any accident or injury to the Screw would be most disastrous, and cannot be too jealously guarded against, even to the verge of timidity, when the probable consequences are considered. Such accidents are constantly occurring in England, the result of warps and tow Ropes being caught in the Screw or from the sudden jirk of a heavy ship in tow in a head Sea. Good Seamanship will reduce these dangers, but it is requisite they should be well considered before employing a valuable Sea going Vessel to do the duty of a Steam Tug.

(Signed) C. D. CAMPBELL,

Captain I. N.

(COPY.)

From Commander C. D. CAMPBELL, I. N., Commanding H. C. S. T. S. "Coromandel," to Rear Admiral SIR H. LEEKE, R. N. K. H., Commander-in-Chief of Indian Navy, Bombay, dated Rangoon, 9th April 1857, No. 55.

SIR,

I regret to have to report that the Machinery of the "Coromandel" became disabled on the 16th Ultimo while on my way to this Port from Masulipatam, with a Sailing Transport in tow, and having on board the two Vessels the 15th Regiment of Madras Native Infantry, but having fortunately sighted the light Vessel at the entrance of the River, both Vessels reached this anchorage in safety on the 19th Ultimo.

On examination it was found that the Gun Metal seatings of the foot valves of the Air Pump had broken in several places, and had broken away a large piece of the Cast Iron division that formed the socket grove for the seating within the Condenser.

The weather being fine and the Sea smooth and the speed of the Engines moderate (54 revolutions) during the whole of the passage across as well as on the day of the accident, it is difficult to give a reason for the accident beyond the slightness of the seatings of the foot valves,* which always suffer great strain when the Engines work at high velocities with full steam and injection, and to avoid this the Vessel has

* $\frac{3}{4}$ Inch.

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always been worked on reduced power, the maximum speed of the Engines being considered 65 revolutions.

The fractured seatings are broken downwards and one twisted with great violence on the in-stroke of the Air Pump plunger, there being one condenser and one set of valves. Although two Air Pump plungers, there are four seatings to the foot valves and four to the delivery valves containing six circular gratings in each, on which 24 India Rubber Valves are fixed of 5-8th Inch thickness by 8 Inches Diameter, and several of these delivery valves are torn away on every trip by the force of the water since working in warm latitudes.

Upon application to the Marine Authorities here it was found that all the requisite work could be done on the spot and new seatings cast of increased strength,* which has been done and the broken piece of the Condenser refixed and supported by Iron lugs against the gush of the water and strain of the seatings, and the remaining seatings are further supported from beneath by a stud screwed up from the bottom of the Condenser under their centre, which I consider will render the Engines safer than they were before, as the thickness of the Gun Metal was very slight for so important a part of the Engines.

The work is nearly completed, and I expect to be able to make a trial of the Engines next week and to leave for Madras by the 18th Instant. The interval has been taken advantage of to examine and scale the boilers which were found to be in most admirable condition, so as not to require the tubes to be touched, the rest of the Machinery being in perfect order.

(Signed) C. D. CAMPBELL,
Commander I. N.

(True Copy.)

(Signed) C. D. CAMPBELL,
Commander I. N.

No. 6. ORDER THEREON, No. 227; dated 6th June 1857.

Ordered that the foregoing letter and its enclosure be brought to the notice of the Honorable the Court of Directors in connection with the letter from the Marine Board, dated 23d April last, No. 1582.

(Signed) E. MALTBY,
Acting Chief Secretary.

No. 227

Ordered that the foregoing letter and its enclosure, be brought to the notice of the Honorable the Court of Directors in connection with the letter from the Marine Board, dated 23d April last No. 1582.

To the S^t. George, 3
6 June, 1857

Me

To the P^t. M. Marine B^d. } Despd 12th
" Com^r C. D. Campbell, I. N. }
Com^r H. A. I. High Command^r }